



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, June 13, 2024, 7:00pm EST
2600 Park Tower Drive, First Floor Conference Room
Vienna, VA 22080

This meeting will be conducted in person and live-streamed via YouTube¹

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Henderson, Board Secretary

Presentations

3. **PDP-BRT Update and Feedback Session (Part 1 of 2)**
Mr. Keith Jasper, Principal, Transportation Planning and Programming

Consent

4. **Approval of May 9, 2024, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of May 9, 2024, Meeting Summary Minutes
5. **Approval of the City of Fairfax's Old Lee Highway (now Blenheim Boulevard) Multimodal Improvements Phase 1 Standard Project Agreement (SPA) 2018-48-1**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Standard Project Agreement 2018-48-1
6. **Approval of the City of Fairfax's Government Center Parkway Extension Standard Project Agreement (SPA) 2020-307-1**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Standard Project Agreement 2020-307-1
7. **Approval of Letter of Endorsement for Prince William County's Active Transportation Infrastructure Investment Program (ATIIP) Grant Application**
Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming
Recommended Action: Approval of Letter of Endorsement
8. **Adoption of Resolution of Support for SMART SCALE Applications from Northern Virginia Jurisdictions**
Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming
Recommended Action: Endorsement of Project Applications with Resolution 24-01

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

9. Approval of Website Modernization Contract Award

Mr. Longhi, Chief Financial Officer

Recommended Action: Approval of Website Modernization Contract Award

Action Items

10. Approval of Letter of Endorsement for Virginia Department of Transportation’s (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize 2050 Plan Update and FY2026-29 Transportation Improvement Program (TIP)

Ms. Backmon, Chief Executive Officer

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

Recommended Action: Approval of Letter of Endorsement

11. Adoption of Resolution to Submit I-395 Shirlington Rotary and Glebe Road Interchange Improvements Project SMART SCALE Application

Ms. Backmon, Chief Executive Officer

Recommended Action: Authorization of Resolution 24-02

12. Adoption of Revenue Projection Update FY2025 through FY2029

Mr. Longhi, Chief Financial Officer

Recommended Action: Adoption of the Proposed Revenue Projections

13. Adoption of Regional Revenue Fund FY2028/29 PayGo Funding Levels

Mr. Longhi, Chief Financial Officer

Recommended Action: Approval of PayGo Funding Recommendations

Discussion/Information Items

14. Travel Trends Update

Mr. Rashid, Planning Analytics Manager

15. FY 2024-2029 Six Year Program Public Comment Summary

Ms. Backmon, Chief Executive Officer

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

16. Finance Committee Report

Mayor Rishell, Finance Chair

A. Investment Portfolio Report

Ms. Sen, Investment & Debt Manager

B. Monthly Revenue Report

Mr. Longhi, Chief Financial Officer

C. Monthly Operating Budget Report

Mr. Longhi, Chief Financial Officer

17. Planning and Programming Committee Report

Mayor Wilson, PPC Chair

18. Technical Advisory Committee Report

Randy Boice, TAC Chair

19. Planning Coordination Advisory Committee Report

Mayor Colbert, PCAC Chair

20. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

21. Chair's Comments

Chair Randall

Closed Session

(If needed)

22. Adjournment

Chair Randall

Correspondence

(Presented as needed)

Next Meeting: July 11, 2024, 7:00pm
2600 Park Tower Drive, 1st Floor Conference Room

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PDP-BRT Update and Feedback Session (Part 1 of 2)

June 13, 2024

*Preliminary Deployment Plan for a
Bus Rapid Transit System (PDP-BRT)*



Purpose

- Share Key Findings from Community Engagement
- Provide Status Update and Overview of Analytical Approach
- Seek Feedback and Guidance
 - What goals/outcomes should a successful BRT system in Northern Virginia achieve?
 - What deployment challenges should we anticipate?
 - What factors should influence the phasing of incremental BRT deployments?
 - Are there any complementary (non-infrastructure) approaches we should consider that will reduce dependency on driving?

Scope of Two-Part PDP-BRT Feedback Session

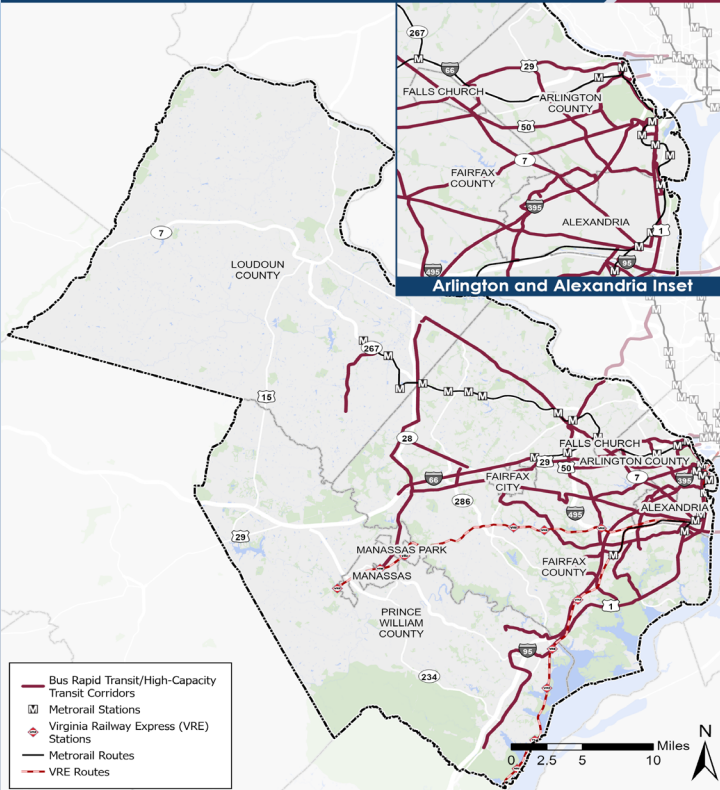
- PDP-BRT Feedback Session – Part 1 (June 13)
 - Overview
 - Focus Group Summary and Engagement Activities
 - Peer Review of BRT/Best Practices
 - Work Session Part 2 Lookahead
- PDP-BRT Feedback Session – Part 2 (July 11)
 - Online Survey Summary
 - Defining the BRT System
 - Analytical Approach

PDP-BRT Overview

*Preliminary Deployment Plan for a Regional Bus
Rapid Transit System in Northern Virginia*

Building a Regional BRT System

TransAction Regional BRT/HCT System



Think Big

Start Small

Build Momentum

Building a high-quality regional BRT system is best done in a coordinated way that maximizes the return on investment.

PDP-BRT Purpose and Scope

- The PDP-BRT is exploring deployment and operational challenges/opportunities for a regional BRT system
- The PDP-BRT will serve to protect the nearly **\$500 million** investments NVTA has already made in all five BRT lines in Northern Virginia
- Includes a detailed analysis of ridership, congestion reduction impacts, operations, capital/operating costs, funding opportunities, governance considerations; fully aligned with NVTA's Core Values
- Identifies a pathway to incremental deployment; supports future SYP funding requests

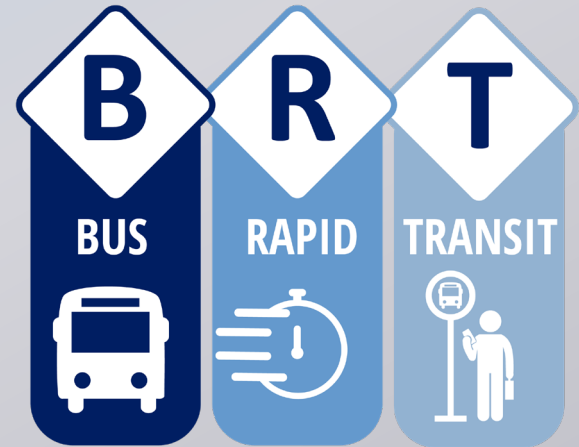


NVTA Cannot Do This Alone!

Overall coordination approach ensures a regional BRT system that is greater than the sum of its parts:

Localities and agencies can focus on deployment of their respective BRT lines, NVTA can focus on the regional aspects and potential future funding

- BRT Planning Working Group will continue to provide BRT-related technical guidance and coordination.
- NVTA Business Community Stakeholder Group as part of broader community engagement including other NVTA stakeholders and citizens, to build a coalition of support for a regional BRT system.



PDP-BRT Schedule Overview

Phase 1:
Data Gathering
Nov 2023-Jun 2024

Phase 2:
Analysis
Jul 2024-Feb 2025

**Phase 3: Public
Engagement**
Mar 2025-Jul 2025

Phase 4:
Reporting
Aug 2025-Oct 2025

Focus Group Summary and Engagement Activities

Key Findings



Reducing congestion in Northern Virginia needs to be at the forefront of BRT development.



Creating lines and networks that connect areas in Northern Virginia rather than feeding directly into DC should be a priority



People are not familiar with the terms “Bus Rapid Transit” or “BRT”



There is an appetite for a more efficient system like BRT, even among Non-Riders

Reducing Congestion

- Reducing congestion in Northern Virginia needs to be at the forefront of BRT development



"If you solve the commuter congestion it will help everyone."

-Non-Rider



"Anything that gets cars off the road is a good thing."

-Rider

Connecting within NoVA

- Creating lines and networks that connect areas in Northern Virginia rather than feeding directly into DC



“Getting out to do those things that you'd want to do, yeah, especially the exurbs like Loudoun or Woodbridge, 'cause there's not just not as many options. We've got plenty of stuff going into DC already.”

-Rider

“I think I'll agree just because I feel like we kind of have a lot. I think [current systems] do touch a lot of the important (areas) like the DC areas and things like that. Unless this, the bus rapid transit, is going to touch something or be different and avoid the redundancy that we already have with the public transportation system.”

-Rider



Familiarity with BRT

- **Before defining it for Focus Group participants:**
 - People are not familiar with the terms “Bus Rapid Transit” or “BRT.”
 - Many incorrectly believe it is an express bus
- **After defining it for Focus Group participants:**
 - Open to it, but skeptical of how much it can do for congestion in NoVA – “There is no such thing as ‘faster’ in Northern Virginia”



“This sounds like how a bus system should work, with a little more supporting infrastructure.”

-Rider



Appetite for BRT

There is an appetite for BRT – even if non-riders don't realize it.

- Non-riders pointed out that a bus system that was more similar to rail would be appealing, prior to any discussion about BRT
- Include multiple lines, stations that can serve as hubs, frequent service, and simplification of routes to get from point A to point B

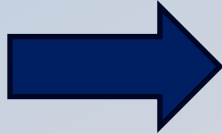
"I think one of the things that may make a bus more attractive is if it copied a little bit more of the system for the rail base(d) transport. The reason people ride that is because it's fairly linear. You get here, you get on here if you want to go over there."

-Non-Rider



Key Characteristics of BRT

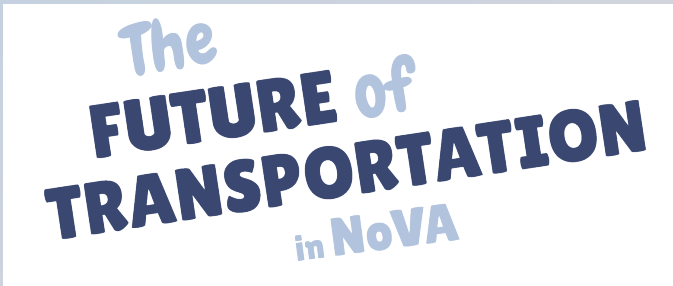
Participants were clear that there are specific aspects of BRT service that they would like to see



- All day service
- Integrated with and connecting with other regional transit systems
- Connecting to Metrorail stations throughout Northern Virginia
- Fare media supported by the larger regional network
- Planning that accommodates current and future growth in the region

Survey is live!

- The “Future of Transportation in NoVA” survey has launched and is live now!
 - <https://thenovaauthority.org/move/>
- Survey period: May 20 - June 14
- Available in Korean, Spanish, English
- Explores public’s interest in and awareness of BRT, priority features, and benefits



TAKE THE SURVEY!
YOU can shape the future of transportation in NoVA!

Let your voice be heard

Take a quick survey and you could win a \$50 Visa gift card!
Scan the QR to take the survey, or visit [theNOVAauthority.org/move](https://thenovaauthority.org/move)

The FUTURE of TRANSPORTATION in NoVA



설문조사에 참여해 주세요!
여러분의 의견이 NOVA의 교통미래를 좌우할 수 있습니다!

여러분의 목소리를 들려주세요

간단한 설문조사에 참여하시면 \$50 상당의 비자ギフト 카드를 받을 수 있습니다!
설문조사에 참여하시려면 QR을 스캔하거나 다음에 접속하세요:
[theNOVAauthority.org/move](https://thenovaauthority.org/move)

The FUTURE of TRANSPORTATION in NoVA



¡REALICE LA ENCUESTA!
¡USTED puede dar forma al futuro del transporte en NoVA.

Deje que su voz sea escuchada

¡Si realiza una encuesta rápida, podría ganar una tarjeta de regalo Visa de \$50!
Para realizar la encuesta, escanee el código QR o visite:
[theNOVAauthority.org/move](https://thenovaauthority.org/move)

The FUTURE of TRANSPORTATION in NoVA



Engagement Activities

- 10 pop-ups held throughout the NoVA region between May 21 and June 8
 - “Take Ones” to complete the survey later
 - Tablets to complete at the pop ups
 - Social media boosting of the survey online
 - Goody bags/small branded items

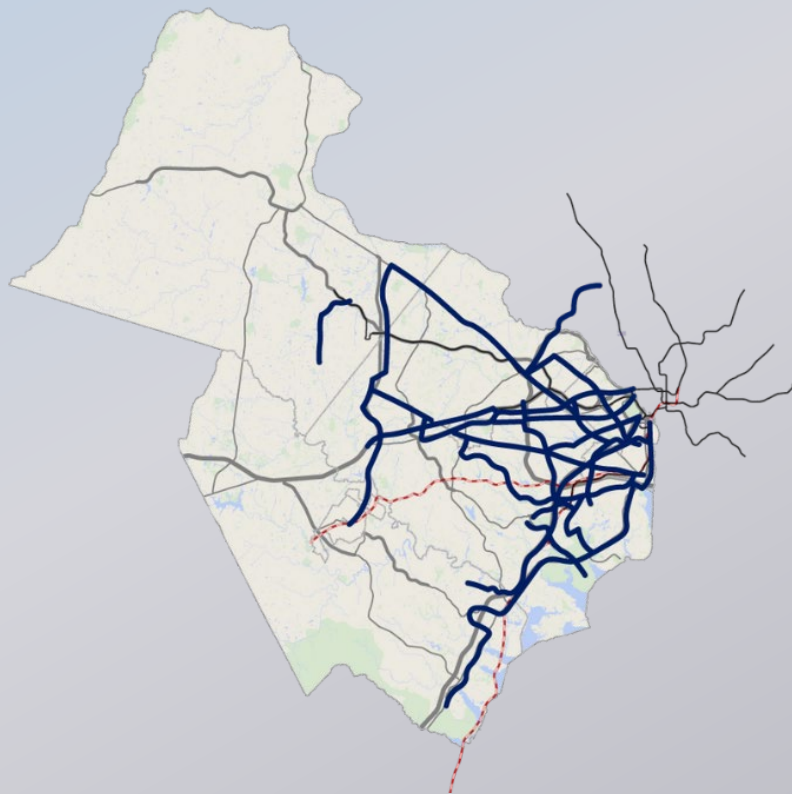


Peer Review of BRT/Best Practices



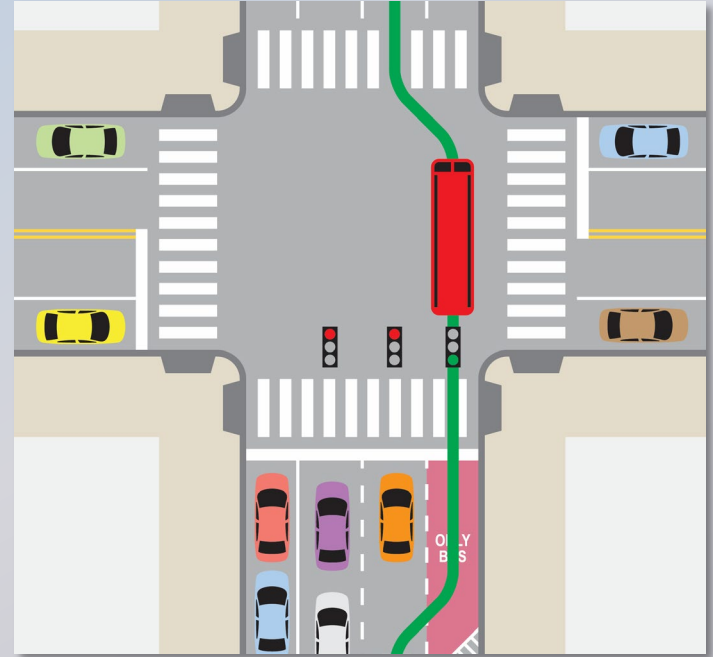
Purpose of Peer Review

- Explore challenges and opportunities for deploying a regional BRT system
- Create a basis for developing a common BRT vision by identifying:
 - Best practices for planning, operation, and implementation
 - Appropriate population densities and land-use mixes
 - Strategies for maximizing ridership and remaining cost-efficient
- Inventory existing BRT projects within the region, as well as nationwide



Key Findings: BRT Operations

- Characteristics of BRT implementation vary widely across North America and can be deployed in a flexible manner to suit local needs and circumstances.
- BRT operations typically include measures to ensure a fast, frequent, and reliable service across much of the day.
- BRT stations are less closely spaced than regular local bus stops.



Key Findings: Density and Land Use



- BRT-supportive land uses include higher density and a mix of commercial/residential/leisure, combined with significant developments at or near terminal stations.
- Activity Densities (Population + Employment) and Land Use Mixes from Peers (Within ½ mile from transit)
 - Greater than 11,000 people + jobs was achieved for key peers

Key Findings: Maximizing Ridership



- Implement BRT where zoning, density, and land use mix are supportive of transit
- Utilize and enforce bus lanes and other transit priority strategies
- Implement wider urban design improvements, such as pedestrian improvements
- Engage the public early in the project and throughout its implementation

Update and Feedback Session Part 2 Lookahead



Part 2 of 2 Session Lookahead (July 11)

- Online Survey Summary
- Defining the BRT System
- Analytical Approach
- Feedback and Guidance
 - What goals/outcomes should a successful BRT system in Northern Virginia achieve?
 - What deployment challenges should we anticipate?
 - What factors should influence the phasing of incremental BRT deployments?
 - Are there any complementary (non-infrastructure) approaches we should consider that will reduce dependency on driving?

Reference Slides



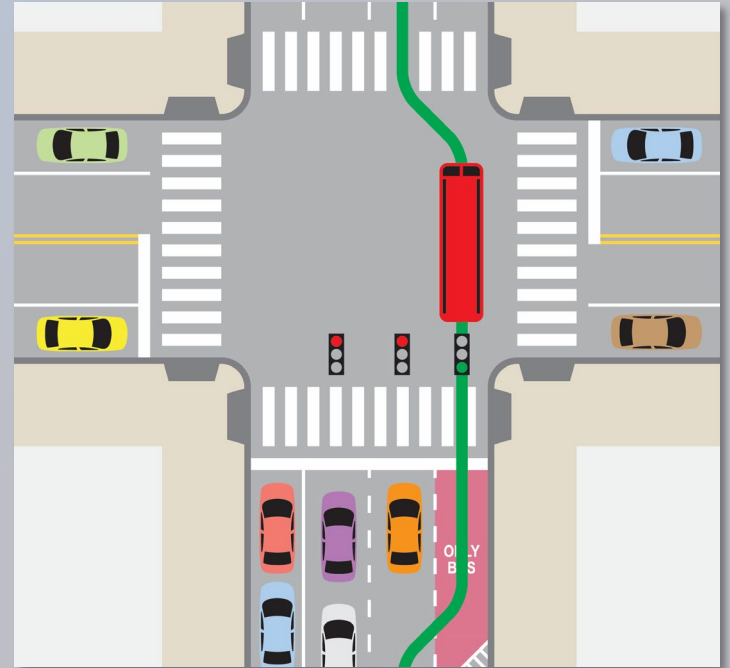
Spectrum of BRT



- Characteristics of BRT implementation vary widely across North America
 - At the most basic level: Branded and limited-stop with higher frequency than local routes
 - At full deployment: All BRT features in dedicated right-of-way with stations
 - In between: Mix of priority treatments, passenger amenities, and technology
- Unlike rail, BRT is highly flexible in the overall level of investment including the level of priority and level of amenities, depending on need and/or context

Key Findings: BRT Operations

- Combines high-frequency service, extended service hours, and bus priority features to provide a fast, frequent, and reliable travel option
 - Examples of bus priority features:
 - Dedicated lanes
 - Transit signal priority and queue jumps
 - Raised platform boarding
 - Off-board fare collection
 - Bus tracker displays
- BRT stations should be spaced further apart than stops on standard local bus routes
- Minimize the difference between BRT and other rapid transit options, such as light rail
 - Different branding for BRT vs. local buses



Key Findings: Density and Land Use

- Land Use Mix and Density Recommendations:
 - BRT should be considered in areas with strong anchors
 - Urban centers and large town/suburban centers:
 - Moderate to high mixed-use intensity
 - 25-100 jobs/people per acre
 - 4-6 story buildings on average, with 8-10 stories maximum
 - 0.57-2.3 net Floor Area Ratio (FAR)
 - Transit-oriented development (TOD) nodes can have greater densities





Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, May 9, 2024

7PM, EST.

2600 Park Tower Drive, First Floor Conference Room

Vienna, VA 22180

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

1. **Call to Order** Chair Randall
 - ✓ Vice Chair Snyder called the meeting to order at 7:02PM.

2. **Roll Call** Ms. Henderson, Board Secretary
 - ✓ **Membership: Attendees** Vice Chair David Snyder, Chairman Jeffrey McKay, Chair Deshundra Jefferson, Mayor Justin Wilson (arrived at 7:10 pm), Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Board Member Matt de Ferranti, Mayor Sheila Olem, Mr. Jim Kolb, Mr. William Cuttler and Mr. Todd Horsley. **Non-Attendees:** Chair Phyllis Randall, Senator Jennifer Boysko, Ms. Mary Hynes, Delegate Karrie Delaney, and Delegate Luke Torian.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon (remote - distance); Chief Financial Officer Michael Longhi; Principal, Transportation Planning and Programming Keith Jasper; Deputy Chief Financial Officer Peggy Teal; Senior Manager, Transportation Planning and Programming Sree Nampoothiri; Communications and Public Affairs Manager Abigail Hillerich; Strategic Communications Specialist Sharara Faisal; Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Hannah Pajewski, Ian Newman and Alyssa Beyers; Executive Assistant to the CEO Amanda Sink; Senior Accountant Adnan Malik; Accounting Assistant Margaret Duker; and Board Secretary Lee Ann Henderson.
 - ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, Ms. MinhChau Corr-Arlington County, and Ms. Christina Zechman Brown-City of Alexandria.
 - ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuire Woods Consulting 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](#).

PUBLIC HEARING

- ✓ Keith Jasper gave a brief presentation explaining the Six Year Program (SYP) process and described how projects are evaluated. He reviewed the remainder of the SYP schedule noting anticipated adoption at the July 11, 2024, Authority meeting. Mr. Jasper thanked the approximately 120 commenters that have already provided comments.

Vice Chair Snyder opened the floor for speakers:

- ✓ Senator Danica Roem – Spoke in favor of funding for \$40 million of improvements for Rt. 28, which would prevent crashes and improve commute times. It would also provide pedestrian improvements. She also spoke in favor of funding for the roundabout at Sudley Road at Centreville Road as it would improve pedestrian safety at the busy intersection.
 - ✓ Bill Pugh, Coalition for Smarter Growth – Thanked NVTA member jurisdictions for funding more walkable, bikeable, and transit friendly projects. He asked that NVTA prioritize the projects that support walkability and transit without widening roads. He noted that a complete list of the projects that they support are written out in their written comments.
 - ✓ Kevin O’Brien, Washington Area Bicyclist Association – Recommended that NVTA prioritize bike, pedestrian and multimodal transportation. He stated that member jurisdictions have heeded the clarion call and submitted projects that lead with bike, pedestrian and transit. He stated the economic vitality of the region and the planet depends on making it easier and more convenient to navigate between our communities by bike and on foot.
 - ✓ Mostafa Elnahass – Expressed his appreciation for the shift to multimodal projects that benefit all users. He stated there is further opportunity to redesign projects and discussed several of his ideas for road diets and options for redesigns.
 - ✓ Supervisor Kenny Boddy, Prince William County Board of Supervisors – Advocated for the Landing at Prince William Transit Center. He stated this is an important small area plan project just off of the I-95/Horner Road Commuter Lot. He stated this will give more multimodal options for Prince William County residents. He stated a transit center would be a really good thing for the residents.
- There being no further speakers for the public hearing, Vice Chair Snyder closed the public hearing.

ACTION ITEMS

3. **Approval of April 11, 2024, Meeting Summary Minutes** Chair Randall
 - ✓ Chairman McKay made a motion to approve the summary meeting minutes as presented, seconded by Mayor Davis-Younger. The motion passed unanimously.
4. **Approval of Letter of Endorsement for Arlington County’s Active Transportation Infrastructure Investment Program (ATIIP) Grant Application** Ms. Backmon, Chief Executive Officer
 - ✓ Board Member de Ferranti made a motion to approve the Letter of Endorsement for Arlington County’s Active Transportation Infrastructure Investment Program (ATIIP) Grant Application, seconded by Chair Jefferson. The motion was approved unanimously.

5. Approval of Letter of Endorsement for Arlington County’s Safe Streets and Roads for All (SS4A) Program Grant Application

Ms. Backmon, Chief Executive Officer

- ✓ Board Member de Ferranti made a motion to approve the Letter of Endorsement for Arlington County’s Safe Streets and Roads for All (SS4A) Program Grant Application, seconded by Chairman McKay. The motion was approved unanimously.

6. Approval of Letter of Endorsement for Prince William County’s Nationally Significant Multimodal Freight and Highway Projects Grants Program (INFRA) Application

Ms. Backmon, Chief Executive Officer

- ✓ Chair Jefferson made a motion to approve the Letter of Endorsement for Prince William County’s Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA) Application, seconded by Board Member de Ferranti. The motion was approved unanimously.

Discussion/Information Items

7. Governance and Personnel Committee Report – Update on 2024 General Assembly Session (Verbal)

Chair Randall, Chair

Ms. Baynard, Senior Vice President, McGuire Woods Consulting, LLC

- ✓ Ms. Baynard relayed the good news that the General Assembly agreed to a budget and more details will be provided on May 11th. The budget does include state funding for Washington Metropolitan Area Transit Authority (WMATA).
- ✓ Ms. Baynard stated that the next step will be focusing on the long-term regional transit discussions.

8. Planning and Programming Committee Report

Mayor Wilson, PPC Chair

- ✓ Mayor Wilson reviewed the Planning and Programming Committee Report as provided in the packet.

9. Chief Executive Officer’s Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that the Authority will be presented with key findings of the focus groups and other elements of the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT) study in two parts at the upcoming June and July Authority meetings. Additionally, on May 20, the PDP-BRT team will be launching an online survey that will further explore topics raised in the focus groups with a broader range of Northern Virginia residents. The survey will run until June 14 and the findings will be presented at the July Authority meeting.
- ✓ Ms. Backmon noted that VDOT was recently awarded \$5.4 million under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program for a pilot technology initiative in the Tidewater and Chesapeake region. NVTa provided a letter of endorsement in August 2023, supporting the initiative

because of its potential future implementation in the Northern Virginia region. NVTA will continue to monitor progress on this initiative and report back as needed.

- ✓ Ms. Backmon reported that NVTA will participate in Bike to Work Day on May 17th, at the Rosslyn-Arlington Pit Stop. As NVTA will still be in the comment period for the current SYP until May 19th, this will also serve as a good outreach opportunity.
- ✓ Ms. Backmon noted that this is Jennifer DeBruhl's last meeting as an Authority member and the Authority has a plaque for her in recognition of her service.

10. Adjournment

- ✓ There being no further business before the Authority, Vice Chair Snyder adjourned the meeting at 7:53 PM.

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: Approval of City of Fairfax's Old Lee Highway (now Blenheim Boulevard)
Multimodal Improvements Phase 1 Standard Project Agreement (SPA) 2018-48-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of City of Fairfax's Old Lee Highway (now Blenheim Boulevard) Multimodal Improvements Phase 1 Standard Project Agreement (SPA) 2018-48-1 for \$5,000,000.
- 2. Suggested motion:** *I move Authority approval of the proposed Standard Project Agreement 2018-48-1, City of Fairfax's Old Lee Highway (now Blenheim Boulevard) Multimodal Improvements Phase 1, in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2018-2023 Six Year Program (SYP) and received FY2023 appropriation approval for \$5,000,000 on April 21, 2022. The project also received an additional \$8,000,000 in the FY2020-2025 SYP, making the total investment of NVTA in the project \$13,000,000 out of a total project cost of \$30,400,000. The linked SPA presented by the City of Fairfax is consistent with the project previously submitted by the City of Fairfax and approved by the Authority. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTA Project Number 2018-48-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: Approval of City of Fairfax's Government Center Parkway Extension Standard Project Agreement (SPA) 2020-307-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of City of Fairfax's Government Center Parkway Extension Standard Project Agreement (SPA) 2020-307-1 for \$3,540,000.
- 2. Suggested motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-307-1, City of Fairfax's Government Center Parkway Extension, in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2020-2025 Six Year Program (SYP) and received FY2024 appropriation approval for \$3,540,000 on October 12, 2023. This investment of NVTA is out of a total project cost of \$9,482,241.

The linked SPA presented by the City of Fairfax is consistent with the project previously submitted by the City of Fairfax and approved by the Authority. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTA Project Number 2020-307-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: Approval of Letter of Endorsement for Prince William County's Active Transportation Infrastructure Investment Program (ATIIP) Grant Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Prince William County's Active Transportation Infrastructure Investment Program (ATIIP) grant application for the Rail with Trail Study.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Prince William County's Active Transportation Infrastructure Investment Program (ATIIP) grant application for the Rail with Trail Study.*
3. **Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their 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 (DOT)'s FY2023 Active Transportation Infrastructure Investment Program (ATIIP) discretionary grant program.
 - A. **Active Transportation Infrastructure Investment Program (ATIIP) grant program:**

Section 11529 of the Bipartisan Infrastructure Law (BIL) established ATIIP to provide discretionary grants to eligible entities to plan, design, and construct eligible projects that provide safe and connected active transportation infrastructure in an active transportation network. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.
 - B. **ATIIP Program Criteria:**

Two types of applications are considered:

 - Planning and design projects: a total cost of at least \$100,000 and a maximum cost of \$2 million is recommended.
 - Construction projects: a total cost of at least \$7.5 million and a maximum cost of \$12 million is recommended.

The project should address the DOT's strategic plan goals of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation. Merit criteria include mobility and community connectivity, community support, commitment to increasing walking, biking, and other types of active transportation, financial completeness, and equitable development.

- 4. Project Scope Under Prince William County's ATIIP Application:** Through the ATIIP, Prince William County intends to apply for up to \$400,000 in federal funding for the plan and design of the Rail with Trail Study. This is conceived as Phase 1 of the TransAction project Virginia Railway Express (VRE) Manassas Line Trail: Landmark to City of Manassas (ID 439). The Rail with Trail Study will develop an active transportation network conceptual plan within the National Capital Trail Network for a shared used path along a three-mile section of the Manassas VRE Line from Historic Downtown Manassas to the Bull Run Trail in Fairfax County. The Rail with Trail Study takes a holistic, network-level approach to walking, biking, and rolling by addressing gaps in active transportation routes that push people to other modes of travel. The Rail with Trail Study will further key shared state and federal transportation goals, including providing multimodal transportation options for underserved communities by constructing pedestrian and bicycle facilities, in addition to improving accessibility to high-capacity transit. The Cities of Manassas and Manassas Park are demonstrating support for the project through the provision of providing the required local match totaling the amount of \$100,000. This funding will support developing conceptual plans for Phase I of the project and moving it toward 30% design of the preliminary engineering phase.

Attachments:

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



Department of Transportation

Ricardo Canizales
Director of Transportation

May 16, 2024

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 ATIIIP Application for the Rail with Trail Study

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 FY 2023 Active Transportation Infrastructure Investment Program (ATIIP) for the Rail with Trail Study. This study is the proposed Phase I of the larger two-phase project identified within NVTA's long range plan Transaction (ID 439) known as the VRE Manassas Line Trail: Landmark to City of Manassas.

The Rail with Trail Study will develop an active transportation network conceptual plan within the National Capital Trail Network for a shared used path along a 3-mile section of the Manassas VRE Line from Historic Downtown Manassas to the Bull Run Trail in Fairfax County. The Rail with Trail Study takes a holistic, network-level approach to walking, biking, and rolling by addressing gaps in active transportation routes that push people to other modes of travel. The Rail with Trail Study will further key shared state and federal transportation goals, including providing multimodal transportation options for underserved communities by constructing pedestrian and bicycle facilities, in addition to improving accessibility to high-capacity transit.

The Rail with Trail Study requests \$400,000 in federal funds with the Cities of Manassas and Manassas Park providing the required local match of \$100,000. This funding will support developing conceptual plans for the Phase I of the project and moving it toward 30% design of the preliminary engineering phase. Federal funding through ATIIP would greatly facilitate advancing this project 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,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", written over a light blue circular stamp.

Ricardo Canizales
Director of Transportation



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

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

June 13, 2024

Re: NVTA Endorsement of Prince William County's FY2023 Active Transportation Infrastructure Investment Program (ATIIP) Grant Application for the study of the Rail with Trail project along the Virginia Railway Express (VRE) Line extending from Downtown Manassas to Bull Run Trail in Fairfax County.

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the Prince William County's FY2023 Active Transportation Infrastructure Investment Program (ATIIP) grant application for the Rail with Trail Study. NVTA fully supports advancing efforts to improve active transportation.

This project has been broken into two phases. The proposed Rail with Trail Study is considered Phase I, which will develop an active transportation network conceptual plan for a shared use path that spans approximately three miles across the Cities of Manassas and Manassas Park and Prince William County connecting to the Bull Run Trail in Fairfax County. Phase I takes a holistic, network-level approach to walking, biking, and rolling by addressing gaps in active transportation routes that push people to alternative modes. Phase I will also connect multimodal users to two Virginia Railway Express stations located adjacent to and within multiple federally designated Historically Disadvantaged Communities with significant existing and planned residential and commercial land use. When complete, the trail will extend in a West-East direction more than 20 miles and connect five localities that are all within NVTA's jurisdiction. NVTA is working in direct collaboration with each locality involved and is fully committed to the completion of the project, which is a key active transportation spine in the National Capital Trail Network.

This project is included in the latest TransAction, the long-range transportation plan for Northern Virginia that is prepared by NVTA. TransAction identifies how the projects included in the plan would help make progress towards achieving NVTA's goal of reducing congestion and vision to plan for and invest in a safe, equitable and sustainable multimodal transportation system. Active transportation projects like this one can greatly improve the lives of Northern Virginians through safe connections to key destinations as well as alleviate congestion by replacing car trips with bike and walking trips. Additionally, the project will provide non-existing connections from economic hubs and activity centers to existing parks, open space, and commuter train station destinations, thus boosting regional connectivity by increasing foot traffic to local businesses. The project also supports NVTA's Core Values of Equity, Safety, and Sustainability by providing active transportation options for Historically Disadvantaged Communities, a safer option than driving, and a greener option that reduces emissions, including greenhouse gas (GHG) emissions.

Prince William County intends to apply for up to \$400,000 in federal funds with the Cities of Manassas and Manassas Park providing a shared required local match of \$100,000 total. This funding will support

developing conceptual plans for Phase I of the project and moving it toward 30% design of the preliminary engineering phase. Federal funding through ATIP would greatly facilitate advancing this project.

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

Best Regards,

Phyllis J. Randall
Chair

Cc: Ricardo Canizales, Director of Transportation, Prince William County
Monica Backmon, Chief Executive Officer, NVTA

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: Adoption of Resolution of Support for SMART SCALE Applications from Northern Virginia Jurisdictions

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of SMART SCALE project applications from Northern Virginia jurisdictions.
2. **Suggested Motion:** *I move the Authority approval of the attached Resolution 24-01 in support of project applications from member jurisdictions for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background:** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a data-driven process to screen and evaluate projects to prioritize investment decisions.
 - A. **SMART SCALE:** The SMART SCALE program is now in its sixth round. The final deadline for submitting SMART SCALE applications in this round is August 1, 2024. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2025, by the Commonwealth Transportation Board (CTB) using FY2030-2031 revenues. An NVTA resolution is needed for applications from jurisdictions and agencies that address an identified need in the statewide multimodal long-range transportation plan, VTrans, on a Corridor of Statewide Significance. Per the Authority's enabling legislation, the Authority recommends to the CTB priority regional transportation projects for receipt of federal and state funds.
 - B. **SMART SCALE Eligibility and Project Evaluation Factors:**
 - I. Eligible projects must focus on capacity and operational improvements for roadways, transit, bicycle and pedestrian programs, or transportation demand management.
 - II. Eligible applicants can be:
 - Counties, cities, and towns that maintain their own infrastructure and qualify to receive maintenance payments, pursuant to §33.2-319.
 - Regional entities such as Metropolitan Planning Organizations (MPO), Planning District Commissions (PDC), and public transit agencies.
 - III. The project evaluation process has six factors, weighted based on category type. The following weighted factors are for Category A, which Northern Virginia qualifies as:

- Safety (15%), congestion mitigation (45%), accessibility (25%), environmental quality (10%), economic development (5%), and land use.
- Compared to other regions, congestion mitigation is weighted highest among the factors for projects in Northern Virginia.
- For the land use criterion, up to 100% is added to the benefit score based on normalized measure performance.
- Specific factor weights are also assigned with each factor based on unique needs and qualities of each district, planning district commission, and metropolitan planning organization.

4. Projects to be Endorsed: NVTA staff have worked closely with the jurisdictions and Virginia Department of Transportation (VDOT) to prepare the list of SMART SCALE applications. A list of 28 applications from member jurisdictions is attached. Nine applications are for projects on Corridors of Statewide Significance (highlighted in yellow). These projects are regionally important with 19 directly identified in NVTA’s multimodal long-range transportation plan, TransAction. In addition, the projects support NVTA’s three Core Values of Equity, Safety, Sustainability. These projects will:

- I. Reduce congestion at locations with existing or forecasted future traffic congestion.
- II. Increase access to jobs, including for the vulnerable population.
- III. Reduce high crash frequency and severity.
- IV. Improve substandard or missing pedestrian and bicycle facilities.
- V. Reduce vehicle emissions by making the traffic on the interchange and I-395 flow smoother.

5. Next steps: The deadline for full application submission is August 1, 2024. The Commonwealth is expected to release project evaluations and funding recommendations in early 2025. It is anticipated that the CTB will hold public meetings in Spring 2025 and will adopt the Six Year Improvement Program in June 2025.

Attachments:

- A. Draft Resolution 24-01
- B. Project List for Endorsement

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

**RESOLUTION 24-01**

A RESOLUTION FOR THE SUPPORT OF NORTHERN VIRGINIA PROJECT APPLICATIONS FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS.

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a transportation project prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and,

WHEREAS, jurisdictions and agencies that wish to submit projects within a Corridor of Statewide Significance must have a resolution of support from the Authority, as the relevant regional entity for Northern Virginia, to be considered for the SMART SCALE prioritization process; and,

WHEREAS, public transit agencies are required to have a resolution of support from the Authority or relevant entity for projects located in the Regional Network to be eligible for SMART SCALE evaluation; and,

WHEREAS, Authority staff have worked with member jurisdictions and agencies in receiving project submissions for the SMART SCALE process; and,

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit NVTA Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the projects requires a resolution of support by the Authority.

NOW, THEREFORE, BE IT RESOLVED THAT THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY SUPPORTS THE FOLLOWING NORTHERN VIRGINIA PROJECT APPLICATIONS FOR SUBMISSION TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

Project Endorsement List

APPROVED this 13th day of June 2024

By: _____
Phyllis, J. Randall, NVTA Chair

Attest: _____
Lee Ann Henderson, Authority Board Secretary

ROUND 6 SMART SCALE Applications for NVTA Resolution of Support

NOTE: 9 Highlighted projects requires NVTA Resolution

PreApp ID #	Locality/Agency	Project Name	Project Description	Primary Improvement Type
11490-Pre	Alexandria City	King St -Bradlee Safety and Mobility Enhancements	The King Street-Bradlee Safety and Mobility Enhancements project will design and reconstruct portions of King Street and the access road between Quaker Lane and Menokin Drive. The design will include wider sidewalks, a cycle track, safety improvements at intersections, and planted buffers as well as transit improvements like transit signal priority, a transit service lane, and enhanced transit stops. Stormwater treatment will be provided through the project. Dimensions will be confirmed during the PE with survey. Utility relocation is expected during the right of way phase.	Bike/Pedestrian
11496-Pre	Alexandria City	Duke St and Route 1 Intersection Improvements	The purpose of this project is to design and implement safety improvements at the intersections of Duke Street & South Patrick Street and Duke Street & South Henry Street. The project will include constructing a median within the existing painted median space west of Henry Street on Duke Street, reducing and realigning the Duke Street slip lane from two-to one lanes onto Henry Street, install curb extensions on the northside of Duke Street at both Henry and Patrick Street, and installing a center island and southside curb extension at Duke Street on the westside of the Patrick St interseciton. Traffic signal and lighting modifications are also part of this project.	Bike/Pedestrian
11729-Pre	Alexandria City	Eisenhower Avenue and Van Dorn Street Improvements	Proposed project is at Eisenhower Avenue and Van Dorn Street and reroutes left-turns at the intersection through Metro Road. It will operate similar to a quadrant intersection. Project also includes a wider sidewalk on the northside of Eisenhower Avenue between Van Dorn Street and Van Dorn Metro Station, a new sidewalk on the south side between Van Dorn Street and Van Dorn metro Station, and a new cycle facility on the northside of Eisenhower Avenue between Van Dorn Street and Van Dorn Metro Station. Associated improvements at the intersection of Van Dorn and Eisenhower and Eisenhower Avenue and Metro Road will be included to accommodate the new configuration and proposed ped bike facilities.	Highway
11577-Pre	Arlington County	US 50 at VA 27 Interchange Access Improvements	Construct multimodal safety and congestion improvements to Arlington Boulevard (US 50) interchange at Washington Boulevard (VA 27), including ramp modifications, signals, and turn lanes, as recommended in VDOT Project Pipeline Study.	Highway
11581-Pre	Arlington County	Glebe Rd Safety Improvements (I-66 to Columbia Pike)	Construct multimodal safety and operational improvements on the Glebe Rd (VA 120) corridor as described in the recommended alternative from the subject STARS study. Improvements will be constructed at the following nine (9) intersections: N. Glebe Rd at I-66; N. Glebe Rd at Washington Blvd; N. Glebe Rd at Fairfax Dr; N. Glebe Rd at N. Carlin Springs Rd; N. Glebe Rd at N. Henderson Rd / N. Quincy St; N. Glebe Rd South of 4th St N; S. Glebe Rd South of Arlington Blvd (US 50); S. Glebe Rd at S. Old Glebe Rd; S. Glebe Rd at 7th St S.	Highway
11527-Pre	Fairfax County	Town Center Parkway Underpass	The project will extend the existing Town Center Parkway by constructing a new roadway (approximately 0.4-mile-long) between Sunrise Valley Drive and Sunset Hills Road under the Dulles Toll Road and Metrorail Silver Line Tracks. It will be a four-lane divided roadway with 11' travel lanes, a 16' median outside the underpass and concrete barrier within the underpass. The cross-section will include a 10' shared use path outside the underpass and an 8' shared use path within the underpass as well as a 5' sidewalk outside the underpass and a 6' sidewalk within the underpass. The project includes intersection modifications with turn lane improvements at Sunset Hills Road and Town Center Parkway. The traffic signal will be modified at this intersection to allow for the new connection along with pedestrian signals. A new traffic circle will be installed at the intersection of Sunrise Valley Drive and the Town Center Parkway extension. The project includes two new bridges, ROW, and utilities.	Highway
11528-Pre	Fairfax County	Route 7 Widening (I-495 to I-66)	The project will widen approximately 1 mile of Route 7 between I-495 and I-66 by an 11' lane in each direction by widening to the outside with a 26' median. Existing lanes will be shifted outside to provide a wider median. This project includes 10' shared used paths on both sides. Intersection improvements will be required at 5 signals to facilitate the widening. Right-of-Way (ROW) will be required to the outside not to exceed a total width of 150', with utility relocations within a proposed 8' buffer. Access management, including elimination of service roads and allowing direct access from driveways to Route 7 will also be completed.	Highway

11530-Pre	Fairfax County	Frontier Drive Extension	The project will extend Frontier Dr from S. of Franconia-Springfield Parkway to Loisdale Rd, including access to the Franconia-Springfield Transit Center, and will also include the reconstruction of the existing Franconia-Springfield Pkwy ramps (E of Frontier Drive) with new braided ramps to and from Franconia-Springfield Pkwy. The project will include a new 4-lane, divided, minor arterial with 11' lanes and a new bridge over Long Branch. Approx. 1.27 miles, the project includes shared-use paths on both sides of the roadway and sidewalk and other pedestrian improvements in and around the transit center. Turn lane improvements will occur at all signalized intersections. The project also includes roadway realignment, two new traffic signals, traffic signal modifications, ramp improvements, bike/ped crossing, r/w and utilities. The project will include three new bus bays (stops) to be added to the west of the existing 12 bus bays at the Transit Center.	Highway
11709-Pre	Fairfax County	Braddock Road Phase II	The Braddock Road Intersection Improvements project has the goal of addressing anticipated traffic congestion due to increased vehicular demand and improving pedestrian access/ safety along the corridor. Phase II of this project, between Humphries Drive and Southampton Drive, includes intersection improvements, signalization improvements, access management improvements, and pedestrian and bicycle facilities along the limits of the project.	Highway
11777-Pre	Herndon Town	Herndon Parkway Improvements at Sunset Park Drive	The project is to construct a reconfigured and realigned, uncontrolled intersection along 4-lane Herndon Parkway arterial (Va.Rt 903) at Sunset Park Dr. to include underground utility & SWM relocation, 5' and 6' ADA-compliant sidewalks/curb cuts with curb & gutter, crosswalks, 8' cycle track and street-lighting (per streetscape guidelines) to provide safer access and improved multimodal traffic circulation between Herndon Pkwy and adjoining commercial and office development as well as Herndon Metro Station. The project includes 11' Urban thru-lanes with applicable turning lane capacity and thru-lane movement at each approach. The project is designed to not preclude future signalization. The project improves access management with the consolidation of driveways along the north-side of Herndon Pkwy as well as provide for full multimodal access to adjoining commercial/office development resulting from permanent median closure of the 'Widen E. Spring St' (UPC 105521) project underway.	Highway
11630-Pre	Leesburg Town	Town of Leesburg, Catoctin Circle turn lane and sidewalk	The purpose of this project is to construct approximately 500 linear feet of concrete sidewalk along the east side of Catoctin Circle between W Market Street and an existing trail that ends near the Ashton Downs subdivision. The project will include crosswalks, pedestrian signals at the W Market Street intersection as well as a right turn lane from Catoctin Circle Northbound to West Market Street Eastbound.	Bike/Pedestrian
11465-Pre	Loudoun County	Route 7 Improvements - Route 9 to Dulles Greenway	This project includes design, row acquisition, and construction to widen Route 7 from 2 to 3 lanes. The EB widening is about 4.4 mi long from the Route 9 interchange to the Dulles Greenway. The WB widening extends about 2.4 mi from the Dulles Greenway to the exit to Rte. 15 SB. The WB widening extends about 1.9 mi from the S. King St interchange connecting to the 3rd lane constructed in 2016 within the West Market St. Interchange. Project includes: 12' lane and shoulder addition, retaining walls, access management, and bridge widening. Temporary and permanent ROW easements are needed. Utility impacts will be minimal as the widening is primarily to the median.	Highway
11466-Pre	Loudoun County	Route 15 at Braddock Road Roundabout	This project would convert off-set intersections into a single four-legged hybrid roundabout at the intersection of Route 15 (James Monroe Highway), Braddock Road (Route 705), and Old Carolina Road (Route 615) in Loudoun County. A shared use path, approximately 2,250 feet in length, and marked cross walk along the east side of Route 15 is also included. 10 parcels will be impacted by the project and utility impacts include relocation of overhead and underground utilities.	Highway
11468-Pre	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	The project includes preliminary engineering, right-of-way, utilities, and construction of approximately 2200 LF (0.42 miles) of 10-foot-wide shared use path along Cascades Parkway from Nokes Boulevard to Woodshire Drive/Bartholomew Fair Drive. This includes construction of 620 LF of SUP along the east side of Cascades Parkway from Gentry Drive to Bartholomew Court and 1400 LF of SUP along the west side of Cascades Parkway from Nokes Blvd to Bartholomew Fair Drive. The project also proposes 6-foot-wide sidewalks along the north side of Bartholomew Fair Drive from Cascades Parkway to Potomac Run Plaza, along the south side of Bartholomew Fair Drive from Cascades Parkway to the existing sidewalk east of Price Cascades Plaza, and along the north side of Woodshire Drive from Cascades Parkway to Springlake Court. This project will connect to the proposed shared use path and sidewalk project from Victoria Station Drive to Nokes Boulevard/Potomac View Road.	Bike/Pedestrian
11469-Pre	Loudoun County	Cascades Pkwy Bike &Ped (Church Rd. to Victoria Station Dr)	Design and construction of 2750 linear feet of shared use path along Cascades Pkwy between Church Rd and Victoria Station Drive and upgraded curb ramps along Victoria Station from Cascades Parkway to Redmon Terrace. Project includes crossings on Victoria Station Drive and also includes a pedestrian crossing at Cascades Pkwy/Church Rd (an existing signalized intersection). The project reconstructs existing pedestrian ramps and upgrades crosswalks at Cascades Parkway and Victoria Station Drive (an existing signalized intersection). This project is the southern section of three bicycle and pedestrian projects along Cascades Parkway. These projects are part of a long-term countywide effort to construct sidewalks and trails along roadways identified in the adopted 2019 Countywide Transportation Plan.	Bike/Pedestrian

11484-Pre	Loudoun County	East Broad Way Sidewalk	This project proposes to install 160 linear feet of new five-foot-wide sidewalk along East Broad Way between South Church Street and Town Square. This new sidewalk will connect existing pedestrian infrastructure and allow for the safe passage of pedestrians from the residential west side of Town through to the Town's major retail and commercial facilities in the heart of Town. The project includes necessary drainage facilities, ADA compliant curb ramps, curb and gutter, and signage. All travel patterns are proposed to remain the same.	Bike/Pedestrian
11485-Pre	Loudoun County	North Berlin Turnpike Shared Use Path	This project proposes 2,500 linear feet of new 10 foot wide shared use path along the West side of Berlin Turnpike between Town Square and Tilgham Place. The shared use path will include the 8 foot grass buffer and ADA compliant curb ramps at the subject intersections. The project completes a major missing link to connect the residential developments on the north side of Town south to the Town Center and retail/commercial area. This project is also a part of the planned National Capital Trail Network and the Loudoun County Countywide Transportation Plan regional trail network.	Bike/Pedestrian
11524-Pre	Loudoun County	Old Ox Road Widening - Shaw Road to Fairfax County Line	The Route 606 study corridor is an approximately 0.92-mile section of Route 606 between the Sully Road (Route 28) interchange and Rock Hill Road (Route 605). The study corridor includes three signalized (Shaw Road, Oakgrove Road, and Rockhill Road) and two unsignalized (Davis Drive and Douglas Court) intersections. Route 606 currently is a 4-lane divided roadway. There is a shared-use path along the westbound direction of Route 606 between Rockhill Road and Oakgrove Road.	Highway
11557-Pre	Loudoun County	Route 7/Route 601 Intersection Improvements	Based on the recommendation of the VDOT Staunton District Intersection Study, the project will consist of the addition of a designated northbound right turn lane on Route 601 and the extension of existing Route 7 left turn lanes for the eastbound movement at the primary intersection, the eastbound movement at the intersection with Route 734 to the east and the westbound movement at the intersection with Route 679 to the west. Crossover improvements at these three locations will consist of pavement markings to define turning movements.	Highway
11789-Pre	Manassas Park City	Route 28-Centreville Road Corridor Improvements	Ph I Improvements from Manassas Dr. to Spruce St. Construct new R-CUT intersections at Brown Ln and Maplewood Dr. Extend existing U-turn at Old Centerville Rd (OCR) and construct new median U-turn with loon at OCR between Birch and Spruce St. Provide access management with approx 3,675 LF of new median and 3,975 LF of total median in project limits. Improve ped connectivity by adding new 5' sidewalk along SB side of 28 and NB side of 28 between Blooms Quarry Rd and Brown Ln. A 4' buffer provided along the sidewalk. Improve/construct 30 ADA ramps to meet PROWAG requirements. 11 marked crosswalks to be installed. Innovative intersection modifications at 28 and Brown Ln, Maplewood Dr and the new MUT between Birch and Spruce St. Install MUT with loon and a traffic signal at approximately 100' and 200' North of Birch St intersection. New storm drain at U-turn location at parcel 008. Drainage and SWM improvements including a new SWM facility proposed at parcel 018 with addl capacity.	Highway
11481-Pre	Northern Virginia Transportation Authority	I-395 Shirlington Rotary & S Glebe Rd Interchange Improvements	Construct safety improvements to I-395 Shirlington rotary interchange and I-395 and S Glebe Road. Realign ramps from I-395 and within the rotary to eliminate weaving issues on both the City and County side. Widen the approaches within the rotary and on Quaker Lane. Includes new/modified signals, pedestrian crossings, ROW, utility impvs.	Highway
11453-Pre	Prince William County	Route 123 and Old Bridge Rd Intersection Improvements	The project will construct a flyover interchange at Old Bridge Road and Gordon Boulevard(Route 123) based on preferred alternative from a STARS study to reduce congestion and eliminate dangerous movements. Project will be constructed to PA-1 typical standard on Route 123 and MA-1 typical standard on Old Bridge, and include a 5' sidewalk and 10' shared use path, pedestrians crossing and traffic signal modifications. Project will include new bridge, intersection and ramp improvements and innovative intersection. Project includes access management, including closing a median opening and adding a right in/right out. Project includes roadway widening and turn lane improvements. Project includes TDM, new thru lanes, ROW and utility updates.	Highway
11472-Pre	Prince William County	Route 234/Clover Hill Rd Intersection Improvements	Project constructs a bowtie intersection at Prince William Parkway (Route 234) and Clover Hill road that includes construction of two roundabouts on Clover Hill Road, lane reconfiguration and construction of raised median/islands at intersection with 234 to restrict left turn lanes, re-phasing of traffic signal to two-phase and construction of sidewalks. The Project includes right-of-way/easement acquisition and utility relocation. Project constructs approximately 2,500 linear feet of 5-foot sidewalk, 2,500 linear feet of 10-foot asphalt shared use path and shoulder improvements. The Project includes bike/ped crossings at grade and curb ramp improvements.	Highway
11473-Pre	Prince William County	Route 234 and Sudley Manor Dr Intersection Improvements	The project consists of interchange/intersection improvements at the intersections of Route 234 (Prince William Parkway) and Sudley Manor Dr./Wellington Rd to include the adjacent intersections and bike/ped improvements. Project includes a grade separation at Sudley Manor Dr. and an innovative intersection will be constructed at the Wellington Road intersection to increase capacity, improve person throughput, and reduce congestion along this CoSS corridor. Project includes new turning lanes, adding new thru lanes, new bridge, sidewalk, shared use path, roundabout, shoulder improvements and access management.	Highway

11475-Pre	Prince William County	US 29 (Lee Highway) Corridor Improvements	Project implements operational, safety and accessibility improvements on US Route 29 (Lee Highway) from Linton Hall Road to US Route 15 (James Madison Highway), which includes 10 intersections. Improvements include lane reconfigurations and extensions, constructs sections of shared use path and sidewalk and pedestrian bridge, access management, bike/ped at grade crossing improvements and signal modification. Project includes right-of-way/easement acquisition, utility relocation and environmental mitigation.	Highway
11685-Pre	Prince William County	Van Buren Road Improvements: Route 234 to Cardinal Dr	The project will extend Van Buren Rd from its current terminus at Route 234/Dumfries Rd to Cardinal Dr as a four-lane roadway with an approximate length of 14,650 linear feet. Roadway will be constructed with 12' travel lanes, 4-16' median, 10' shared use path and 5' sidewalk. Existing portion of the roadway between termini will be widened. Project includes a storm water facility west of the northbound lane and traffic signal modifications at Van Buren Rd and Route 234 and Cardinal Dr. Right of Way impacts and utility relocation have been included in the cost estimate. A bridge will be constructed over Powell's Ck. The intersection conceptual design requires certain turn lane improvements on Van Buren Rd and Benita Fitzgerald Dr.	Highway
11703-Pre	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Project constructs safety, operational and bike/pedestrian improvements along Route 294 (Prince William Parkway) corridor between Smoketown Road and Caton Hill Road. Improvements include acceleration Lane (fourth lane) on Smoketown Road approximately 1110 LF long, 12' wide on the left side of the SB leg, turn lane additions, through cut implementation, curb extension, access management, turn extension and enhanced pedestrian crossings. Project includes right-of-way/easement acquisition and utility relocation.	Highway
11793-Pre	Prince William County	Dale Boulevard/Rippon Boulevard Corridor Improvements	Project constructs bicycle and pedestrian facilities on Dale Boulevard/Rippon Boulevard between Gideon Drive and Forest Grove Drive, installs a new traffic signal at the intersection of Rippon Boulevard and Forest Grove Drive, and a new right turn lane with 100 foot storage on westbound Dale Boulevard at intersection with Gideon Drive. Bicycle and pedestrian improvements include concrete sidewalk with a minimum width of 5-feet, with 2.5-foot curb and gutter, 2-4 foot shoulder and 4-6 foot buffer, installation of pedestrian signals and signage. Project requires reconstruction of existing pavement and curb and relocation of guardrail.	Bike/Pedestrian

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: June 6, 2024

SUBJECT: Approval of Website Modernization Contract Award

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the proposed Website Modernization contract award with HDR Engineering, Inc., as recommended by the Finance Committee.
- 2. Suggested Motion:** *I move Authority approval of the proposed Website Modernization contract award to HDR Engineering, Inc.*
- 3. Background:**
 - A.** On December 15, 2023, an initial Request for Proposals (RFP) was issued, attracting significant attention, necessitating an extension of the submission deadline to February 8, 2024. Sixty-two expressions of interest were received, accompanied by 187 clarification questions.
 - B.** Notice of the open procurement was placed on the NVTA website and with the Commonwealth's eVA procurement notice system.
 - C.** Seventeen firms submitted responsive and responsible Technical and Price Proposals eligible for consideration by the RFP Selection Panel.
 - D.** Comprising five voting members, the RFP Selection Panel included three NVTA staff members and a representative from the Virginia Railway Express and the Virginia Department of Rail and Public Transportation, organizations that have both recently undertaken website redevelopments.
 - E.** On February 20, 2024, the Selection Panel convened to review the technical proposals. Following a comprehensive evaluation, the top four firms were unanimously chosen to advance in the process.
 - F.** Subsequently, cost proposals were then released for best value evaluation.
 - G.** Pursuant to the Virginia Public Procurement Act, negotiations commenced with the two highest-ranked firms following best value evaluations. These negotiations, led by NVTA's CFO and supported by NVTA staff, incorporated input from the Selection Panel.
 - H.** Negotiations were tailored to each firm, addressing specific questions and requests recommended by the Selection Panel.
 - I.** Following further negotiations, presentations, and interviews, both firms were invited to submit Best and Final Offers.
 - J.** After an examination of the Best and Final Offers in terms of both technical responses and costs, the negotiations resulted in a unanimous decision of the Selection Panel.

- K. Negotiations successfully achieved the Selection Panel’s outlined objectives particularly related to technical approach, future hosting, and maintenance with the recommended consultant.
 - L. The Council of Counsels have reviewed the proposed contractual amendments in the attached contract award notice.
- 4. Award Recommendation:** NVTA staff recommend the award of the Website Modernization contract to HDR Engineering, Inc. Factors supporting the recommendation include:
- A. Constancy with the Selection Panel’s final unanimous votes in favor of HDR.
 - B. HDR recommends a new Content Management System (CMS) for NVTA that will supply an easy to navigate format, ultimately requiring less overhead maintenance compared to NVTA’s current CMS.
 - C. HDR is highly knowledgeable about NVTA and other transportation organizations throughout Northern Virginia and the Commonwealth of Virginia, positioning them to provide valuable insights into the website redesign and brand identity refresh.
 - D. Successful demonstration of content development, maintenance, and training as outlined in the Scope of Work and recommended by the Selection Panel.
 - E. Successful cost negotiations.
 - F. The proposed contract is within previously appropriated funding, requiring no budget action.
 - G. HDR is the Project Implementation, Management and Monitoring System (PIMMS) project consultant and developed the NOVA Gateway dashboard.

Attachment: HDR Website Modernization Contract Award Notice



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Ms. Andrea Ryon, PE, Mid-Atlantic Area Manager
HDR Engineering, Inc.
2650 Park Tower Drive, Suite 400
Vienna, VA 22180

RE: NVTA RFP 2023-02 Website Modernization

Dear Ms. Ryon:

The Northern Virginia Transportation Authority (NVTA) has acted to authorize the award of a contract to HDR Engineering, Inc. to perform the work requested in the Authority's RFP No. 2023-02 Website Modernization.

This letter, together with NVTA RFP 2023-02 and the HDR Engineering, Inc. Technical Proposal and Price Proposals dated February 8, 2024, Oral Presentation dated March 14, 2024, Best and Final Offer (inclusive of technical and cost amendments) dated April 5, 2024, provides the agreement to conduct the project under the terms and conditions specified in the RFP. Additionally, the contract terms and conditions underwent further amendments and as noted below.

SECTION D PAYMENTS TO CONSULTANTS

1. PAYMENT TERMS: Monthly progress payments will be made to the firm receiving the contract award (hereinafter known as Consultant) by NVTA for work performed satisfactorily according to project milestones. The Consultant should submit monthly progress reports simultaneously with its invoices. Payment for amounts withheld shall be made at the end of the project within 30 days of receipt and acceptance of all products by NVTA.

SECTION E CONSULTANT TERMS AND CONDITIONS

15. WARRANTY: Consultant shall deliver a product that performs in accordance with the agreed upon functional specifications and in accordance with paragraph 6 "Consultant Responsibilities". If the product does not perform as stated, and the product has been continuously maintained by Consultant, or in accordance with the normal degree of care and skill of other reputable Engineers, and the product has not been modified or changed in any way by anyone other than Consultant, Consultant shall repair the product at no cost to NVTA through June 30, 2026.

16. RIGHTS IN DATA, SECOND PARAGRAPH: All “subject data” first produced in the performance of this contract, with the exception of HDR’s pre-existing intellectual data, shall be the sole property of NVTA. The Consultant agrees not to assert any rights at common law or equity and not to establish any claim to statutory copyright in such data. Except for its own internal use, the Consultant may not publish or reproduce subject data, in whole or in part, or in any manner or form, nor authorize others to do so without the written consent of the NVTA, until such time as the NVTA may have either released or approved the release of such data to the public. Any reuse or modification of such subject data for purposes other than that intended by the Consultant in its scope of services shall be at NVTA’s sole risk and without liability to the Consultant.

25. INSURANCE REQUIREMENTS:

1. Consultant shall be responsible for its work and every part thereof, and for all materials, equipment, and property of any and all description used in connection therewith. Consultant assumes all risks of damage or injury to any person or property wherever located, resulting from any action, omission, commission, or operation under the contract, or in connection in any way whatsoever with the contracted work.

8. The Consultant will provide on demand, copies of all insurance coverage with sensitive information redacted on behalf of the contract within 10 days of demand by NVTA. These certified copies will be sent to NVTA from the Consultant’s insurance agent or representative.

9. No material change, cancellation, or non-renewal shall be made in any insurance coverage without a 30 day written notice to the NVTA Contract Manager. The Consultant shall furnish a new certificate prior to any change or cancellation date. The failure of the Consultant to deliver a new and valid certificate will result in suspension of all payments until the new certificate is furnished to the NVTA Contract Manager.

THE FOLLOWING ITEMS ARE ADDED:

27: MUTUAL WAIVER OF SPECIAL, INCIDENTAL, INDIRECT AND

CONSEQUENTIAL DAMAGES: Neither Party to this Agreement shall be liable to the other Party or any entity claiming by or through the other Party for any special, incidental, indirect, or consequential damages (including but not limited to loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; cost of capital; and/or fines or penalties), loss of profits or revenue arising out of, resulting from, or in any way related to the Project or the Agreement from any cause or causes, including but not limited to any such damages caused by the negligence, errors or omissions, strict liability or breach of contract, or warranty - express or implied.

28: LIMITATION OF LIABILITY: Allocation of risks and limitations of remedies under this Agreement are business understandings between the parties and shall apply to all theories of recovery, excluding intellectual property, including but not limited to breach of contract or warranty (express or implied), tort (including but not limited to negligence), strict or statutory liability, or any other cause of action. Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, except for claims related to

intellectual property rights, the total liability, in the aggregate, of Consultant and Consultant's officers, directors, members, partners, agents, employees, and subconsultants to NVTA and anyone claiming by, through, or under NVTA for any and all claims, losses, costs, or damages whatsoever arising out of, resulting from, or in any way related to the Project or the Agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability, breach of contract, indemnity obligations, or warranty, express or implied, of Consultant or Consultant's officers, directors, members, partners, agents, employees, or subconsultants (hereafter "Claims"), shall not exceed the greater of Consultant's fee under this Agreement or \$400,000.

29. INTELLECTUAL PROPERTY: Each party agrees to be responsible for ensuring its work product does not violate the intellectual property rights of others, or each other, and agrees to indemnify and hold the other party harmless for an infringement of such intellectual property rights except where such infringement is caused by a third party over which it has no control.

This letter also constitutes your notice to proceed unless advised otherwise in writing by NVTA on or prior to June 27, 2024.

If you concur, please sign both originals and return one copy to Michael Longhi, NVTA CFO. Please contact Mr. Longhi with any questions.

Sincerely,

Monica Backmon Date
Chief Executive Officer

Ms. Andrea Ryon, PE, Date
Mid-Atlantic Area Manager
HDR Engineering, Inc.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: Approval of Letter of Endorsement for Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize 2050 Plan Update and FY2026-29 Transportation Improvement Program (TIP)

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of the Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in the Visualize 2050 Plan Update and FY2026-29 TIP.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for the Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in the Visualize 2050 Plan Update and FY2026-29 TIP.*
3. **Background:** The National Capital Region's Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the metropolitan Washington region. MPOs are required to develop and update the constrained long-range transportation plan (LRTP). TPB is currently in the process of updating its long-range plan, Visualize 2050. As part of the plan update, the TPB is legally required to conduct an Air Quality Conformity (AQC) analysis of the LRTP and TIP to ensure that the projects, when considered collectively, contribute to the air quality improvement goals embodied in the Clean Air Act Amendments of 1990.
 - A. **Visualize 2050 Plan Update:** As part of the plan update, the TPB approved resolution R19-2021 that stated that the updated plan "will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the plan, must be resubmitted for consideration in such plan." The zero-based budgeting approach requires member agencies to reexamine all projects, programs, and policies from the current LRTP (Visualize 2045) and determine if those will be resubmitted for inclusion in the Visualize 2050 Plan and TIP. This exercise is intended to ensure that the projects submitted to the plan advance the region's goals and priorities. The TPB's resolution R19-2021 further clarified that "projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such (re-examination) requirement."
 - B. **Current Status:** At the May 15, 2024, meeting, the TPB approved the scope of work and project inputs for the AQC analysis of the plan and FY2026-29 TIP. The TPB voted to approve all projects submitted except VDOT's I-495 Southside Express Lanes (SEL) project. The decision to include SEL Project was postponed to the June 20, 2024, TPB meeting. Some members of the TPB raised concerns about the provisions for

dedicated transit lanes on the Woodrow Wilson Memorial Bridge (WWMB) and opposed the project.

- 4. The I-495 Southside Express Lanes (SEL) Project:** The project seeks to implement the last 11 miles of Express Lanes in Northern Virginia by developing a multimodal solution with a goal of moving the most people as efficiently as possible through this congested segment of the Capital Beltway. VDOT developed three alternative concepts to address the following objectives: extend and provide continuity of the express lanes system on I-495, provide additional travel choices, reduce congestion and improve travel reliability, improve safety, and provide consistency with local and regional plans. The I-495 SEL project would provide an Express Lanes connection on the eastern end of the interstate that currently does not have Express Lanes, beginning east of the Springfield Interchange. The ongoing National Environmental Policy Act (NEPA) analysis considers Express Lane systems that could extend across the WWMB from east of the Springfield Interchange and into Maryland at the I-295 Interchange. The alternatives include adding one Express Lane in each direction or two Express Lanes in each direction. The project would accommodate bus transit enhancements and commit to not to preclude rail on the bridge should a rail project be funded and advance through design and construction. The project would provide additional travel choices, including carpooling (HOV 3+) and opportunities for more reliable trips on transit.
- 5. Next Steps:** In response to the concerns raised at the TPB meeting, the VDOT Commissioner sent a letter to the TPB stating VDOT's full support of future rail transit over the WWMB. The letter noted that the provision for transit on the bridge is memorialized by the 2000 NEPA Record of Decision. In the letter, the Commissioner stated that any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit consistent with the preferred alternative approved through the NEPA process underway now.

With the above project details and commitments by VDOT, there is a strong rationale for including this project in AQC analysis of Visualize 2050 and TIP.

Attachments:

- A. Virginia Department of Transportation's (VDOT) Request for Endorsement Letter**
- B. Draft Letter of Endorsement for Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize 2050 Plan Update and FY2026-29 TIP**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

May 30, 2024

Monica Backmon
Chief Executive Officer
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

RE: NVTA's Endorsement of I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize2050 Plan Update

Dear Ms. Backmon:

The Virginia Department of Transportation (VDOT) seeks the Northern Virginia Transportation Authority's (NVTA) endorsement in support for the I-495 SEL Project to be included in the Visualize2050 Constrain Long Range Plan (CLRP).

On May 15, 2024, the TPB Board made a key decision in the development of the Visualize 2050 Plan update and the FY 2026-2029 Transportation Improvement Program (TIP), by approving the scope of work and project inputs for Air Quality Conformity (AQC). Before the vote, the board opted to postpone inclusion of the I-495 SEL project to its June 20, 2024, TPB meeting. This vital project seeks to implement the last 11 miles of Express Lanes in Northern Virginia by developing a multimodal solution with a goal of moving the most people as efficiently as possible through this congested segment of the Capital Beltway. The project presents the opportunity to create and expand transit connections within the region while also providing congestion relief and increased travel reliability.

One concern about this project is space preservation on the Woodrow Wilson Bridge (WWMB) for future rail transit. On April 30, 2024, VDOT's Commissioner sent a letter to TPB, Attachment 1, stating VDOT's full support of future rail transit over the WWMB. The letter also stated that the National Environmental Protection Agency (NEPA) study completed in 2000 delineated the inside lanes of the bridge for future rail transit and its ensuing Record of Decision memorialized this requirement. The letter additionally stated that any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit consistent with the preferred alternative approved through NEPA process in the future when the Washington Metropolitan Area Transit Authority (WMATA) and the region are positioned to implement rail extension across the WWMB. Both of these documents are legally enforceable.

Ms. Backmon
May 30, 2024
Page Two

This project also offers additional benefits to the regional transportation network including the following:

- The express lanes in Northern Virginia are achieving the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced transit options in a cost-effective manner.
- The I-495 Southside Study is evaluating expansion of express lane to provide system continuity, additional travel choices, reduction of congestion, improvement in travel reliability and safety along with evaluating consistency with local and regional plans.
- While the express lanes provide a reliable option for single-occupant vehicles, they also encourage and benefit buses and carpools (HOV3+), by providing toll-free access to the express lanes, and the benefit of a faster and more reliable trip.
- The project will also benefit travelers in the general-purpose lane as a result of trips diverted to the express lanes.
- The project is anticipated to provide benefits consistent with other express lane projects in the region.
 - On the 495/395/95 Express Lanes, there are approximately 11,000 carpool (HOV-3+) trips daily. In the last year, 48% of total trips were carpools. On 66 Express Inside and Outside the Beltway approximately 7,550 and 7,330 daily trips respectively were carpools.
 - The 495/395/95 carries approximately 1,200 bus trips each weekday and the 66 Express Lanes Outside the Beltway carries an average of 1,400 bus trips each weekday further reducing congestion in the general-purpose lanes on these interstates.
 - Express lane projects have also supported transit investments such as through the Commuter Choice Program. Since 2017, this program has received \$156 million which has funded 42 buses, 29 bus service improvements, 14 new express bus routes, 6 commuter incentive programs, 4 rail station enhancements, 3 park and ride lots, and 1 BRT line.

Given the merits of this project as stated above and closing the express lane gap that currently exists on the Virginia portion of the I-495 Capital Beltway, VDOT is requesting NVTA's endorsement of the I-495 SEL project for inclusion in the Visualize2050 Plan.

We appreciate your consideration of support in this matter. Should you have any additional questions, please contact Maria Sinner at (571) 238-2519 or via email at Maria.Sinner@vdot.virginia.gov.

Sincerely,



Bill Cuttler, P.E.
Northern Virginia District Engineer

Attachment

Cc: Maria Sinner, P.E. VDOT-NoVA
Michelle Shropshire, P.E. VDOT-NoVA
Amir Shahpar, P.E. VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 30, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: I-495 Southside Express Lanes Study

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) continues to value the partnership with the Transportation Planning Board (TPB) as we collectively seek to update the Visualize 2050 Constrained Long Range Plan (CLRP). The efforts and collaboration amongst TPB and its member states, jurisdictions, legislative representatives, and regional authorities is critical to the support of regionally significant projects. As you are aware, project submissions for Visualize 2050 by VDOT include the I-495 Southside Express Lanes project. This critical project seeks to develop a multimodal solution with a goal of moving the most people as efficiently as possible through this congested segment of the Capital Beltway. The project presents the opportunity to create and expand transit connections within the region while also providing congestion relief and increased travel reliability. The project is consistent with the TPB's adopted goals for the development of Visualize 2050, specifically through its objective to reduce travel times for transit services and the free use of the express lanes network by these services and other high occupancy vehicles.

Over the last several months, we have heard concerns regarding the preservation of space on the Woodrow Wilson Memorial Bridge (WWMB) for future rail transit. The National Environmental Policy Act (NEPA) study completed in 2000 delineated the inside lanes of the bridge for future rail transit and its ensuing Record of Decision memorialized this requirement. I am writing to clearly state that VDOT is fully supportive of future rail transit over the WWMB and as such is continuing to pursue rail preservation by advancing alternatives that can be pursued in the near term while including flexibility for the long term, are cost effective, and can be built largely within the footprint of the existing corridor. The concepts under NEPA review incorporate rail preservation either through retaining existing, unoccupied space or by incorporating a commitment to convert necessary space to rail transit in the future when Washington Metropolitan Area Transit Authority (WMATA) and the region are positioned to implement service across the WWMB. Incorporating this commitment as part of the NEPA process and its ultimate federal approval means this requirement is legally enforceable. VDOT's adherence to this requirement will not result in costs for WMATA to convert the space when they are ready to implement service. Further, VDOT has stated, and I reiterate, that terms within any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit in the future consistent with the preferred alternative approved through the NEPA process. This means a future agreement would make clear the need for the concessionaire to vacate the space necessary to operate heavy rail.

The Honorable Christina Henderson
April 30, 2024
Page Two

Regarding transit investments, it has been the practice of the Commonwealth to incorporate on-going transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor. It is VDOT's intent to continue the advocacy for our established practice with this project. However, since this project is still at preliminary stages, we are not able to identify the amount nor the nature of funding for transit investments in the corridor at this time. To underscore the Commonwealth's commitment to this approach, it is worth noting that since 2017 VDOT alone and in conjunction with our express lane partners have provided \$156 million to the Commuter Choice Program which has been used to fund park and ride lots, bus purchases, shared use paths, and transit stations.

In closing, we understand the importance of future rail transit on the Woodrow Wilson Bridge and are committed to ensuring the space will be available. I hope you will continue to support the Commonwealth's efforts to solve the region's most challenging congestion in the near term while also retaining the flexibility necessary to adjust our problem-solving approaches in the future.
Sincerely,



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

C: The Honorable W. Sheppard Miller, III, Secretary of Transportation
 Mr. Kanti Srikanth, TPB, Executive Director
 Ms. Cathy McGhee, P.E., VDOT, Chief Deputy Commissioner
 Ms. Angel Deem, VDOT, Chief of Policy
 Mr. Bill Cuttler, P.E., VDOT-NoVA, District Engineer
 Ms. Maria Sinner, P.E., VDOT-NoVA, ADA Planning and Investment



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

June 13, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board (TPB)
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

Re: NVTA Endorsement of Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize 2050 Plan Update and FY2026-29 Transportation Improvement Program

Chair Henderson,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for inclusion in Visualize 2050 Plan Update and FY2026-29 Transportation Improvement Program (TIP). NVTA fully supports advancing efforts to reduce congestion, improve accessibility, increase resiliency, and provide multimodal transportation choices. This project also supports all three NVTA Core Values of Equity, Safety, and Sustainability.

The project seeks to provide an Express Lanes connection on the eastern end of I-495 that currently does not have Express Lanes, beginning east of the Springfield Interchange and extending into Maryland across the Woodrow Wilson Memorial Bridge. Alternative designs are being considered through ongoing National Environmental Policy Act (NEPA) analysis. VDOT has provided commitments in writing that fully support future rail transit on the bridge. Additionally, VDOT committed to incorporate appropriate terms in any future concessionaire contracts or agreements to this effect. VDOT is committed to continue its established practice of using a part of concessionaire funds to enhance multimodal options in this corridor.

Transit connection across Woodrow Wilson Memorial Bridge are a priority for NVTA as well, as reflected in the fact that High-Capacity Transit connection across the bridge is included in TransAction (ID 35), our multimodal long-range transportation plan for Northern Virginia.

Thank you for your consideration of Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for inclusion in the Visualize 2050 Plan Update and FY2026-29 TIP.

Best Regards,

Phyllis J. Randall
Chair

cc: Stephen Birch, P.E., Commissioner of Highways, VDOT
Mr. Bill Cuttler, P.E., District Engineer, VDOT-NoVA
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: June 6, 2024

SUBJECT: Adoption of Resolution to Submit I-395 Shirlington Rotary & S. Glebe Road Interchange Improvements Project SMART SCALE Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) to approve a SMART SCALE project application for the I-395 Shirlington Rotary & S. Glebe Road Interchange Improvements project and required resolution.
2. **Suggested Resolution:** *I move the Authority approval of the attached Resolution 24-02 in support of the I-395 Shirlington Rotary & S. Glebe Road Interchange Improvements project and Authorize the Chief Executive Officer to submit the project for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background:** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a process to screen and evaluate projects to prioritize investment decisions.
 - A. **SMART SCALE:** The SMART SCALE program is now in its sixth round. The final deadline for submitting SMART SCALE applications in this round is August 1, 2024. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2025, by the Commonwealth Transportation Board (CTB) using FY2030-2031 revenues. The Authority's application will be evaluated against other applications in Northern Virginia as well as throughout the state.
 - B. **SMART SCALE Eligibility and Project Evaluation Factors:**
 - I. Eligible projects must focus on capacity and operational improvements for roadways, transit, bicycle and pedestrian programs, or transportation demand management.
 - II. Eligible applicants can be:
 - Counties, cities, and towns that maintain their won infrastructure and qualify to receive maintenance payments, pursuant to §33.2-319.
 - Regional entities such as Metropolitan Planning Organizations (MPO), Planning District Commissions (PDC), and public transit agencies.
 - III. The project evaluation process has six factors, weighted based on category type. The following weighted factors are for Category A, which Northern Virginia qualifies as:
 - Safety (15%), congestion mitigation (45%), accessibility (25%), environmental quality (10%), economic development (5%), and land use.

- Compared to other regions, congestion mitigation is weighted highest among the factors for projects in Northern Virginia.
- For the land use criterion, up to 100% is added to the benefit score based on normalized measure performance.
- Specific factor weights are also assigned with each factor based on unique needs and qualities of each district, planning district commission, and metropolitan planning organization.

4. Project Scope Under NVTA’s SMART SCALE Application: NVTA staff have worked closely with the City of Alexandria and Arlington County to develop the application. The project will construct safety improvements to I-395 Shirlington rotary interchange in Arlington County and the City of Alexandria and to the interchange of I-395 and S. Glebe Road in Arlington County. The project will realign ramps from I-395 and within the rotary to eliminate weaving issues on both the city and county side. This also includes some widening of the approaches within the rotary and on Quaker Lane to accommodate the operational loads from the realignments and new signalization. In addition, the project will improve the S. Glebe Road ramp to the I-395 Southbound Collector-Distributor lanes at I-395 interchange Exit 7. The project includes new traffic signals, signal modifications, at grade pedestrian crossing improvements, Right of Way (ROW) and utility improvements. The NVTA application, if successful, will:

- I. Reduce congestion at locations with existing or forecasted future traffic congestion.
- II. Improve operations at locations of identified operational issues.
- III. Increase access to jobs, including for the vulnerable population.
- IV. Reduce high crash frequency and severity.
- V. Improve substandard or missing pedestrian and bicycle facilities.
- VI. Reduce vehicle emissions by making the traffic on the interchange and I-395 flow smoother.

5. Funding Request: The SMART SCALE funding request is \$27,139,503. No matching funds are requested from the NVTA Regional Revenue Fund with this application.

6. Regional Priorities: The Shirlington Rotary & S. Glebe Road Interchange Improvements project is fully consistent with the regional project in TransAction, ID 369: I-395 Interchange Improvements at Shirlington. The project directly supports the three Core Values of NVTA of Equity, Safety, Sustainability.

7. Next steps: Subject to Authority approval, NVTA staff will finalize and submit the project application by the August 1, 2024, deadline.

Attachments:

- A. **Draft Resolution 24-02**
- B. **Shirlington Rotary & S. Glebe Road Interchange Improvements Project SMART SCALE Draft Application**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

**RESOLUTION 24-02****A RESOLUTION IN SUPPORT OF THE AUTHORITY'S I-395 SHIRLINGTON ROTARY & S GLEBE ROAD INTERCHANGE IMPROVEMENTS PROJECT APPLICATION TO THE COMMONWEALTH OF VIRGINIA'S SMART SCALE PRIORITIZATION PROCESS**

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a transportation project prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and,

WHEREAS, the Authority, as a regional entity for Northern Virginia, can submit projects located in a Corridor of Statewide Significance (CoSS) and those in the Regional Network, for consideration for the SMART SCALE evaluation process; and,

WHEREAS, Authority staff have worked with the City of Alexandria, Arlington County, and Virginia Department of Transportation (VDOT) for the submission of the I-395 Shirlington Rotary & S Glebe Road Interchange Improvements project application; and,

WHEREAS, submission of the I-395 Shirlington Rotary & S Glebe Road Interchange Improvements project to the Commonwealth for the SMART SCALE process does not infer nor commit NVRTA Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the I-395 Shirlington Rotary & S Glebe Road Interchange Improvements project requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED THAT THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY AUTHORIZES THE I-395 SHIRLINGTON ROTARY & S GLEBE ROAD INTERCHANGE IMPROVEMENTS PROJECT APPLICATION DESCRIBED HEREIN AND AUTHORIZES THE CHIEF EXECUTIVE OFFICER TO SIGN AND SUBMIT THE I-395 SHIRLINGTON ROTARY & S GLEBE ROAD INTERCHANGE IMPROVEMENTS PROJECT TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

- **I-395 Shirlington Rotary & S Glebe Road Interchange Improvements:** The project will construct safety improvements to I-395 Shirlington rotary interchange in Arlington County and the City of Alexandria and to the interchange of I-395 and S Glebe Road. The project will realign ramps from I-395 and within the rotary to eliminate weaving issues on both the city and county sides. This also includes some widening of the approaches within the rotary and on North Quaker Lane to accommodate the operational loads from the realignments and new signalization. In addition, the project will improve the S Glebe Road ramp to the I-395 Southbound Collector-Distributor lanes

at I-395 interchange Exit 7. The project includes new traffic signals, signal modifications, at grade pedestrian crossing improvements, Right of Way (ROW) and utility improvements. The SMART SCALE funding request is \$27,139,503.

APPROVED this 13th day of June 2024

By: _____
Phyllis, J. Randall, NVTA Chair

Attest: _____
Lee Ann Henderson, Authority Board Secretary



SMART SCALE Pre-Application

I395 Shirlington Rotary & Glebe Rd Interchange Improvements

Project Status: Pre-Screening
District: Northern Virginia
Organization: Northern Virginia Transportation Authority
Project ID: 11481-Pre

General

Point of Contact Information

Project Point of Contact Name Griffin Frank	Project Point of Contact Email gfrank@thenovaauthority.org	Project Point of Contact Phone (571) 302-0234
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Project Information

Project Title I395 Shirlington Rotary & Glebe Rd Interchange Improvements	Principal Improvement Highway
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Project Description

Construct safety improvements to I-395 Shirlington rotary interchange in Arlington County and the City of Alexandria and to the interchange of I-395 and S Glebe Road. The project would realign ramps from I-395 and within the rotary to eliminate weaving issues on both the City and County side. This also includes some widening of the approaches within the rotary and on Quaker Lane to accommodate the operational loads from the realignments and new signalization. In addition, the project will improve the S Glebe Road ramp to the I-395 Southbound Collector-Distributor lanes at I-395 interchange Exit 7. The project includes new traffic signals, signal modifications, at grade pedestrian crossing improvements, ROW and utility improvements.

Improvements to non-VDOT maintained roadways? Yes	Application Program Requested Statewide High Priority	VDOT District Northern Virginia
Has Scope been finalized? Yes		

Project Eligibility

Project Eligibility

Is the project a study?
No

Is the project a capacity enhancement, operational improvement, ITS or technology improvement, or safety project?
Yes

Does the project include major features that are either contiguous, proximate, or of the same improvement type? For the purpose of this question and the CTB policy contiguous means adjacent or together in a sequence. Transit stops or stations along a transit route or intersections or spot improvements along a corridor meet the definition of contiguous for the purposes of the project eligibility policy.
Yes

Is project currently fully funded and included in a Capital Improvement Program, MPO Transportation Improvement Program (TIP), or the VDOT, DRPT, or NVTA Six-Year Improvement Program(s)?
No

Does this application overlap with a previously funded SMART SCALE project?
No

Does this application include improvements recommended as the preferred alternative in a STARS, Pipeline Study, Arterial Management Plan, or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104?
Yes

Does the project include a commitment by a developer through a local zoning approval process (proffered condition)?
No

Features

Highway Improvements

Shoulder Improvement(s)

Yes

Comment

Some pavement construction is expected for any shoulder improvements as well as the transition in the rotary near Gunston Road.

Road Reconfiguration

Yes

Comment

City of Alexandria: This project will reconfigure northbound Quaker Lane between Preston Road and Gunston Road by re-utilizing the existing pavement area to provide for two-northbound lanes. The existing northbound right-turn lane at the intersection of Quaker Lane with Preston Road will be reconfigured to a through-right lane.

Innovative Interchange

Yes

Comment

As a single roundabout that serves as a highway interchange, the existing Shirlington rotary is an innovative interchange. However, its design is dated. The proposed project will upgrade the design to current practices. Arlington County: Rebuild the Shirlington rotary with several safety-focused changes, including widening the northbound lanes on the rotary where the rotary diverges towards both Shirlington Road and S Arlington/Mill Drive. The lanes from the rotary towards S Arlington/Mill Drive will be widened from one to two lanes.

New Traffic Signal

Yes

Comment

City of Alexandria: A new traffic signal will be installed at the realigned southbound rotary lanes with N Quaker Lane. A new traffic signal will be installed at the realigned I-395 NB exit 6 ramp with N Quaker Lane/Gunston Road. Arlington County: A new traffic signal will be installed east of Campbell Avenue where the northbound rotary lanes intersection with Shirlington Road. This signal will be 2-phased and is expected to eliminate weaving conflicts

Traffic Signal Modification

Yes

Comment

Arlington County: Modify the signal at Campbell Avenue with the rotary to include the new approach from the I-395 southbound C-D ramp onto the rotary. Add/modify signals at Campbell Ave and Shirlington Road.

ITS Improvement(s) / Advanced Signal Control

Yes

Comment

Install TSP at new traffic signals located on the I-395 Exit 6 rotary

Ramp Improvement(s)

Yes

Comment

City of Alexandria: Realign the existing rotary approach southbound lanes on Shirlington Road/N Quaker Lane to create a perpendicular "T" with N Quaker Lane. Thus eliminating the merge / weave area between the existing access and Gunston Road. This intersection will be controlled by a new traffic signal. Realign the existing exit 6 lane from northbound I-395 to Shirlington to be as perpendicular with the rotary thus eliminating the merge/weave east of Gunston Road on the City side. This intersection will be controlled by a new traffic signal. Arlington County: Realign the Southbound I-395 CD lanes at Exit 6 towards Campbell Ave onto the rotary to be signalized and more perpendicular with the rotary alignment. Realign the southbound ramp at I-395 Exit 7 from S Glebe Road onto the Southbound C-D lanes. This includes developing a merge lane with a longer taper. Existing taper merge is 184 feet and would increase from approx. 120 ft plus 300 foot taper. Arlington County: At I-395 Exit 7, the project will realign the ramp from southbound S Glebe Rd onto southbound I-395 to develop a safer merge lane and longer taper. The pavement markings from the Shirlington Road side of the rotary towards I-395 southbound would be restriped to accommodate a choice lane and minimize lane changes.

Bicycle and Pedestrian Improvements

Construct or Improve At-Grade Bike/Pedestrian Crossing

Yes

Comment

Intersection of N Quaker Lane and Preston Road to construct ADA curb ramps as well as realign the crosswalks to not conflict with the median noses. Intersection of N Quaker Lane and Gunston Road reduce the curb radius from N Quaker Lane onto Gunston Road to slow speeds.

Bus Transit Improvements

Other Transit Technology Improvements

Yes

Right-of-Way and Utilities

Right-of-Way/Easements acquisition required

Yes

Comment

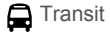
The areas of new construction fall within the existing interchange at both Shirlington and Glebe Road, and therefore, we do not anticipate substantial permanent ROW needs. The preferred concept does not impact adjacent ROW. All proposed improvements are within VDOT ROW. The preliminary cost estimate included cost for easements as a place holder and the FINAL cost estimate and concept sketch will reflect this.

Includes Utility Relocations

Yes

Comment

It assumed that some utility relocation and in plan wet utilities will be required and are assumed in the



Location Details

True

Areas Served

Districts Served

- NOVA

MPOs Served

- National Capital Region Transportation Planning Board

PDCs Served

- Northern Virginia

Jurisdictions Served

- Arlington County
- Alexandria City

Functional Classifications

- Minor Collector
- Other Principal Arterial
- Minor Arterial
- Interstate
- Major Collector

Transportation Management Areas

- Washington, DC--VA--MD Urbanized Area

Priority Linework

- APN
- COSS

Need Justifications

Location Id	Location Name	Need Category	Market	Justification
00065037	VA-402N	Roadway Capacity	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach to eliminate capacity issues stemming from weave area. Also widen Gunston Road from one to two lanes northbound between Preston Road and Gunston Road
00065037	VA-402N	Safety Features	UDA	Eliminate the weave area between the southbound rotary lanes and Gunston Road by realigning and signalize approach.
140285809754698790	VA-402N	Roadway Capacity	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach to eliminate capacity issues stemming from weave area.
140285809754698790	VA-402N	Safety Features	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach to eliminate capacity issues stemming from weave area.
00067745	VA-402N	Congestion Mitigation	RN	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00067745	VA-402N	Roadway Capacity	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00067745	VA-402N	Safety Features	UDA	Improves safety at the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00065831	VA-402N	Congestion Mitigation	RN	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00065831	VA-402N	Roadway Capacity	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.

Location Id	Location Name	Need Category	Market	Justification
00065831	VA-402N	Safety Features	UDA	Improves safety at the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00064479	VA-402N	Congestion Mitigation	RN	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00064479	VA-402N	Roadway Capacity	UDA	Improve operational capacity of the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00064479	VA-402N	Safety Features	UDA	Improves safety at the interchange by realigning southbound rotary approach and the northbound I-395 exit 6 to Shirlington with signals at both termini in order to eliminate the weave occurring between Gunston Road and the rotary lanes.
00495871	City Rt. 6595N (City of Alexandria)	Congestion Mitigation	RN	Improve operational capacity of the intersection eliminating the weave between Gunston Road and the northbound rotary lanes by realigning the southbound rotary approach with Gunston Road and the northbound I-395 exit 6 to Shirlington.
00134049	CR-6714N (Arlington County)	Congestion Mitigation	RN	Ramp widening from one-lane to two lane provides additional capacity and a choice lane to minimize lane changes and additional storage.
00134049	CR-6714N (Arlington County)	Roadway Capacity	UDA	Ramp widening from one-lane to two lane provides additional capacity and a choice lane to minimize lane changes and additional storage.
00067899	VA-402N Ramp 1B	Congestion Mitigation	RN	By installing a 2-phase signal, this will reduce weaving between Shirlington Road and the rotary thus improving capacity within the area.
025085811434698987	CR-1250S (Arlington County)	Safety Features	UDA	By installing a 2-phase signal, this will reduce weaving between Shirlington Road and the rotary thus improving capacity within the area.
039585811024698947	I-395S Ramp 6A	Congestion Mitigation	RN	Ramp will be realigned to T into the Campbell Avenue intersection. Ramp will have two lanes and terminate into the existing signal to eliminate the issues with the short spacing between the southbound rotary lanes, traffic entering the rotary from Shirlington Road and Cambell Ave, and weaving.
00064476	VA-402P	Roadway Safety	Safety	The pavement markings will be restriped to accommodate a choice lane to minimize lane changes occurring between southbound rotary lanes and Cambell Avenue
00016890	I-395S Dist/Coll at mp7	Safety Features	UDA	The alignment of the Southbound ramp from S Glebe onto the C-D road will be realigned to accommodate a longer full width lane and taper to reduce quick and unsafe merge.
039585804344699864	I-395S Dist/Coll at mp7	Safety Features	UDA	The alignment of the Southbound ramp from S Glebe onto the C-D road will be realigned to accommodate a longer full width lane and taper to reduce quick and unsafe merge.
00016893	I-395S Dist/Coll at mp7	Safety Features	UDA	The alignment of the Southbound ramp from S Glebe onto the C-D road will be realigned to accommodate a longer full width lane and taper to reduce quick and unsafe merge.
039585807174699389	I-395S Dist/Coll at mp7	Safety Features	UDA	The alignment of the Southbound ramp from S Glebe onto the C-D road will be realigned to accommodate a longer full width lane and taper to reduce quick and unsafe merge.

Custom VTrans Needs

Do you have a safety study that meets the requirements of a Statewide Safety Need as outlined in the SMART SCALE Technical Guide?

No

Project Readiness

Do you expect your project to entail a Design Waiver/Design Exception as required by IIM-LD-227.14?

No

Road Reconfiguration

Readiness Gate 1

Gate Text: Applicant acknowledges the above requirements and confirms that the supporting document for this feature will be completed and provided before July 15th.

Document Text: Provide a traffic operational analysis (i.e. HCS, Synchro), which documents a preferred alternative that is consistent with the scope described in the application to support this feature. The document supporting this feature must have confirmation from the following VDOT staff by July 15th: - District Traffic Engineer Contact your SMART SCALE representative for more information. A list of contacts can be found on the SMART SCALE website: <http://www.smartscale.org/apply/default.asp>

Reviewer	Name	Agreed On	Comment
Applicant			

Innovative Interchange

Readiness Gate 1

Gate Text: Applicant acknowledges the above requirements and confirms that the indicated staff will be engaged before April 30th and that the supporting document for this feature will be completed and provided before July 15th.

Document Text: Provide a draft or final Interchange Access Report (IAR) or Operational and Safety Analysis Report (OSAR) that includes an alternatives analysis and supports the proposed alternative. A signed framework document must be uploaded prior to pre-application submittal. The report shall address the appropriate elements described in IIM-LD-200.11 and Traffic Operations and Safety Analysis Manual (TOSAM) guidelines for the proposed access modifications. For construction of a new interchange, the Interchange Access Report is required. If the proposed interchange alternative was proposed in a Round 5 application that was screened in but did not receive funding, that alternative may be submitted with the previously eligible supporting study for Round 6. The following VDOT staff must be engaged in the creation or review of the signed framework document before April 30th: - District L&D Engineer - Assistant State Traffic Engineer The document supporting this feature must have confirmation from the following VDOT staff by July 15th: - District L&D Engineer - Assistant State Traffic Engineer - District Environmental Manager - District Traffic Engineer - District Planner - District Project Delivery Engineer - Assistant State L&D Engineer Contact your SMART SCALE representative for more information. A list of contacts can be found on the SMART SCALE website: <http://www.smartscale.org/apply/default.asp>

Reviewer	Name	Agreed On	Comment
Applicant	Griffin Frank	3/28/2024 2:15:29 PM	

Readiness Gate 2

Gate Text: Staff confirms that they have been engaged in the creation or review of the required supporting document for this feature and believe that the document will be completed before July 15th.

Gate Text: Staff confirms that they have been engaged in the creation or review of the required supporting document for this feature and believe that the document will be completed before July 15th.

Reviewer	Name	Agreed On	Comment
District L&D Engineer	Stephen Bates	4/17/2024 4:34:40 PM	
Assistant State Traffic Engineer	Mena Lockwood	4/19/2024 2:10:52 PM	The District Operations staff (TE) is fully engaged in this project and believes the project is on track to have all supporting documents complete by July 15th.

New Traffic Signal

Readiness Gate 1

Gate Text: Applicant acknowledges the above requirements and confirms that the supporting document for this feature will be completed and provided before July 15th.

Document Text: Provide an approved Signal Justification Report (SJR) for your project to support this feature. The document supporting this feature must have confirmation from the following VDOT staff by July 15th: - District Traffic Engineer - Assistant State L&D Engineer Contact your SMART SCALE representative for more information. A list of contacts can be found on the SMART SCALE website: <http://www.smartscale.org/apply/default.asp>

Reviewer	Name	Agreed On	Comment
Applicant	Griffin Frank	3/28/2024 2:15:32 PM	

ITS Improvement(s) / Advanced Signal Control

Ramp Improvement(s)

Do the proposed ramp improvements ONLY include modifications to acceleration or deceleration lanes?

No

Readiness Gate 1

Gate Text: Applicant acknowledges the above requirements and confirms that the indicated staff will be engaged before April 30th and that the supporting document for this feature will be completed and provided before July 15th.

Document Text: Provide a draft or final Operational and Safety Analysis Report (OSAR) that includes an alternatives analysis and supports the proposed alternative. A signed LD-459 framework document must be uploaded prior to pre-application submittal. The report shall address the appropriate elements described in IIM-LD-200.11 and Traffic Operations and Safety Analysis Manual (TOSAM) guidelines for the minor access modifications related to ramps, ramp termini and traffic control. If the proposed interchange alternative was proposed in a Round 5 application that was screened in but did not receive funding, that alternative may be submitted with the previously eligible supporting study for Round 6. The following VDOT staff must be engaged in the creation or review of the signed framework document before April 30th: - District L&D Engineer The document supporting this feature must have confirmation from the following VDOT staff by July 15th: - District L&D Engineer - District Environmental Manager - District Traffic Engineer - District Planner - District Project Delivery Engineer - Assistant State L&D Engineer Contact your SMART SCALE representative for more information. A list of contacts can be found on the SMART SCALE website: <http://www.smartscale.org/apply/default.asp>

Reviewer	Name	Agreed On	Comment
Applicant	Griffin Frank	3/28/2024 2:15:33 PM	

Readiness Gate 2

Gate Text: Staff confirms that they have been engaged in the creation or review of the required supporting document for this feature and believe that the document will be completed before July 15th.

Reviewer	Name	Agreed On	Comment
District L&D Engineer	Stephen Bates	4/17/2024 4:35:00 PM	

Construct or Improve At-Grade Bike/Pedestrian Crossing

Does this project include constructing or improving an unsignalized pedestrian crossing?

No

 Factors

Accessibility

Accessibility	Response	Supporting Information
1- Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	YES	Project includes transit signal priority.
2- Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	N/A	
3- Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	Yes	Project improves circulation around Shirlington Circle, which includes access to/from the bidirectional HOT lanes ramp. The HOT ramp itself is not proposed for modification.
4- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	No	
5- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	The intersection of N Quaker Lane and Preston Road will include median treatments to realign the crosswalk and ramp construction to comply with ADA

6- Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).		
7- Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
1- Project includes improvements to rail transit or passenger rail facilities?	N/A	
2- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	No	
3- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	The intersection of N Quaker Lane and Preston Road will include median treatments to realign the crosswalk and ramp construction to comply with ADA
4- Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	N/A	
5- Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	YES	Project includes TSP
6- Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).		
7- Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals	No	

 Delivery & Funding

Project Delivery Information

Project Planning Status

- Planning/Safety Study
- Vision Long Range Plan (MPO)
- Preferred Alternative (NEPA or Planning Level)
- Constrained Long Range Plan (MPO)

Phase Estimate and Schedule

Phase Milestone		Status	
PE (Survey, Environmental, Design)		Not Started	
Base Cost Estimate	Risks/Contingency/Unknowns	Start Date	End Date
\$1,631,000.00	50.00%	2030-06-01	
CEI		Phase Estimate + Contingency	
		\$3,278,554.00	

Phase Milestone		Status	
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started	
Base Cost Estimate	Risks/Contingency/Unknowns	Start Date	End Date
\$644,197.00	50.00%	2032-07-01	

CEI

Phase Estimate + Contingency

\$1,415,043.00

Phase Milestone

CN (Construction, Oversight, Contingencies)

Status

Not Started

Base Cost Estimate

\$8,223,474.00

Risks/Contingency/Unknowns

Start Date

2033-07-01

End Date

2035-10-31

CEI

Phase Estimate + Contingency

\$22,445,906.00

Total Cost Estimate

\$27,139,503

Project Funding Sources

SYIP Allocation

Total SYIP Allocations

\$0.00

Other Committed Funds

Total Other Committed Funds

\$0.00

Project Financial Information

Total SYIP Allocations

\$0.00

Total Other Committed Funds

\$0.00

Total Requested Funds

\$27,139,503.00

Total Project Funding

\$0.00

Total Cost Estimate

\$27,139,503.00

Supporting Documents

Supporting Documents

Are all the supporting documents requested in final form at this time?

No

Attachment Type	Description	File Name	Is Cloned	Upload Date
VDOT Cost Estimate Workbook (CEWB)	CEWB_3_19_2024.pdf	CEWB_3_19_2024.pdf	No	2024-03-19 13:16:01
Detailed Cost Estimate	Pre-Scoping Major Items_I-395 Rotary IAR Study-ShirAlt1-GleAlt2.pdf	Pre-Scoping Major Items_I-395 Rotary IAR Study-ShirAlt1-GleAlt2.pdf	No	2024-03-19 13:16:02
Project Sketch	I-395 Ex 6_7 Improv Concept.pdf	I-395 Ex 6_7 Improv Concept.pdf	No	2024-03-26 10:11:12
Planning Study/Safety Study	395 Shirlington IAR Progress_20240312_Clean.pdf	395 Shirlington IAR Progress_20240312_Clean.pdf	No	2024-03-26 10:12:23
Signal Warrant/Justification Study	LD_459_20230811_I395_Shirlington IAR_08312023_CO signed, FHWA signed.pdf	LD_459_20230811_I395_Shirlington IAR_08312023_CO signed_FHWA signed (1).pdf	No	2024-03-27 15:51:44

Attachment Type	Description	File Name	Is Cloned	Upload Date
Planning Study/Safety Study	I-395_Shirlington_Interchange_Improvements_Study_-_Previous_Final_Report.pdf	I-395_Shirlington_Interchange_Improvements_Study_-_Previous_Final_Report.pdf	No	2024-03-28 12:20:48
Existing or Projected Transit Ridership	Ridership.docx	Ridership.docx	No	2024-03-28 12:21:12
CLRP Document	LRP_Shirlington.pdf	LRP_Shirlington.pdf	No	2024-03-28 13:53:02
Other	Shirlington_Rotary_NVTA_SS_Application_Comments_Responses (002).docx	Shirlington_Rotary_NVTA_SS_Application_Comments_Responses (002).docx	No	2024-05-14 9:53:38

☆ State's Understanding

State's Understanding of Project Scope

Reviewer	Agreed On	Disagreed On
District Validator		
Applicant		



Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Rishell, Chair, NVTA Finance Committee

DATE: June 6, 2024

SUBJECT: Adoption of Revenue Projection Update FY2025 through FY2029

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of revised FY2025/FY2027 and new FY2028/FY2029 revenue projections, as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority adoption the proposed FY2025 to FY2029 revenue projections presented in Table 1 below:*

Table 1

Revenue Estimates FY2025 to FY2029	FY2025 Projection	FY2026 Projection	FY2027 Projection	FY2028 Projection	FY2029 Projection
Regional Sales Tax	\$377,377,926	\$392,473,043	\$404,247,234	\$391,800,000	\$405,500,000
Regional Congestion Relief Fee(Grantors)	\$ 31,182,265	\$ 31,805,911	\$ 32,442,029	\$ 33,090,869	\$ 33,752,687
Northern VA Transportation District Transfer	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000
Interstate Operations Enhancement Program	\$ 20,200,000	\$ 23,800,000	\$ 24,200,000	\$ 23,705,472	\$ 25,509,274
Total	\$448,760,191	\$468,078,953	\$480,889,263	\$468,596,341	\$484,761,961

3. **Discussion:**
 - A. Revenues are monitored monthly with projection revisions typically made concurrent with Six Year Program updates (every two fiscal years).
 - B. In addition to making initial projections for FY2028/FY2029, Table 1 shows revised FY2025/FY2027 projections.
 - C. The FY2025/29 updated projections are based on:
 - I. Multi-year economic pressures, the impact of rising inflation and interest rates, along with the consideration of a possible recession resulting from numerous domestic and international triggers.
 - II. Utilizing each individual jurisdiction’s pre-pandemic, pandemic, and post pandemic Authority sales & grantors tax receipt history as the basis to forecast the revenues for the next six years.
 - III. Information from the Commonwealth’s Department of Taxation and Department of Transportation’s CFO.
4. **Next Steps:** Revenue projections feed into the PayGo determination in support of the current FY2024 to FY2029 Six Year Program and project funding levels for the two-year update (FY2028 and FY2029).

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Rishell, Chair, NVTA Finance Committee

DATE: June 6, 2024

SUBJECT: Adoption of Regional Revenue Fund FY2028/29 PayGo Funding Levels

- Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed Regional Revenue Fund FY2028/29 PayGo funding levels, as recommended by the Finance Committee.
- Suggested Motion:** I move Authority adoption of the PayGo Funding recommendations detailed in Table 1 below:

Table 1

Projected FY2024/FY2029 PayGo	FY2028 Projection	FY2029 Projection	FY2028/2029 Total
Regional Revenue - 70% (Gross)	\$ 328,017,439	\$ 339,333,373	\$ 667,350,812
Invest Earnings +COVA INT(Net of Unrealized +/-)	\$ 20,000,000	\$ 20,000,000	\$ 40,000,000
Taper Release & Fund Balance Adjustment	\$ 74,528,825	\$ -	\$ 74,528,825
Less: Existing Debt Service	\$ (5,550,500)	\$ (5,548,250)	\$ (11,098,750)
Less: Operating Budget Transfer	\$ (7,239,541)	\$ (7,977,307)	\$ (15,216,848)
Less: SYP/CRRC Tech Support	\$ (277,870)	\$ -	\$ (277,870)
Less: LTB Interim Tech Support	\$ (75,000)	\$ -	\$ (75,000)
Less: Modeling Software	\$ (30,250)	\$ -	\$ (30,250)
Less: Modeling Licenses & Support	\$ (55,000)	\$ (60,500)	\$ (115,500)
Less: Big Data Sources	\$ (55,000)	\$ (60,500)	\$ (115,500)
Less: 2nd CUBE License	\$ -	\$ -	\$ -
Less: TransAction Update	\$ -	\$ (5,000,000)	\$ (5,000,000)
Less: PDP-BRT	\$ (8,000,000)	\$ -	\$ (8,000,000)
Subtotal	\$401,263,103	\$340,686,816	\$ 741,949,919
Taper Factor	95.0%	92.5%	
-Adopted Taper	\$ (20,063,155)	\$ (25,551,512)	\$ (45,614,667)
PayGo Amount Available	\$381,199,948	\$315,135,304	\$ 696,335,252

3. Discussion:

- A. The PayGo determination process refines the gross amount of Regional Revenue funds projected to be available in future years; to the amount of funds available to support Authority determined regional transportation projects on a pay as you go basis (PayGo).
- B. NVTa planning staff is developing project recommendations for the FY2024-2029 Six Year Program (SYP) to present to the Technical Advisory Committee, Planning Coordination Advisory Committee and the Planning and Programming Committee for consideration. Authority adoption of the FY2024-2029 SYP Update is anticipated at the July 11, 2024, Authority meeting.

4. PayGo Estimation Analysis:

- A. Refining gross Regional Revenue Fund amounts to PayGo involves 14 calculation steps beyond the initial revenue estimates. Some of these steps are based on currently known data points, and some are based on estimates extended over a six-year horizon, (FY2024 through FY2029).
- B. Known data points are:
 - I. Fund Balance Adjustment
 - II. Proposed Taper Release
 - III. Debt Service
 - IV. Proposed Taper Reinstatement
- C. Estimates include:
 - I. Portfolio interest earnings
 - II. Future TransAction Update costs
 - III. Technical support costs including Long Term Benefits, Congestion Reduction Relative to Cost and SYP Updates
 - IV. Regional modeling and data initiatives
 - V. Operating budget transfer estimates
 - VI. Prospective support for future region wide Bus Rapid Transit planning as an extension of the current Preliminary Deployment Plan for a regional Bus Rapid Transit system (PDP-BRT).

5. Risk Mitigation:

- A. No use of the Working Capital Reserve (WCR) of \$120 million is proposed.
- B. Out year revenue estimate tapers have been reestablished, post COVID-19 pandemic.
- C. NVTa staff will use the Standard Project Agreement (SPA) Appendix A/B approvals to manage liquidity demands.
- D. Authority credit ratings, the WCR, and long project horizons provide strong fundamentals for the use of short-term financing, if required, to support project commitments.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Harun Rashid, Planning Analytics Manager

DATE: June 6, 2024

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, 2023, and 2024 with corresponding weeks and months in 2019. NVTA staff have so far presented thirteen of these snapshot analyses quarterly to the Authority, the last one was on March 14, 2024.

This update features staff analyses of a data metric related to NVTA's Transportation Technology Strategic Plan - electric school bus adoption rates and trends in the greater Washington D.C. metro area. This is in addition to regular updates on highway traffic volumes and transit ridership. In our last update, we presented data analysis through December 2023. This memo updates the analysis through March 2024.

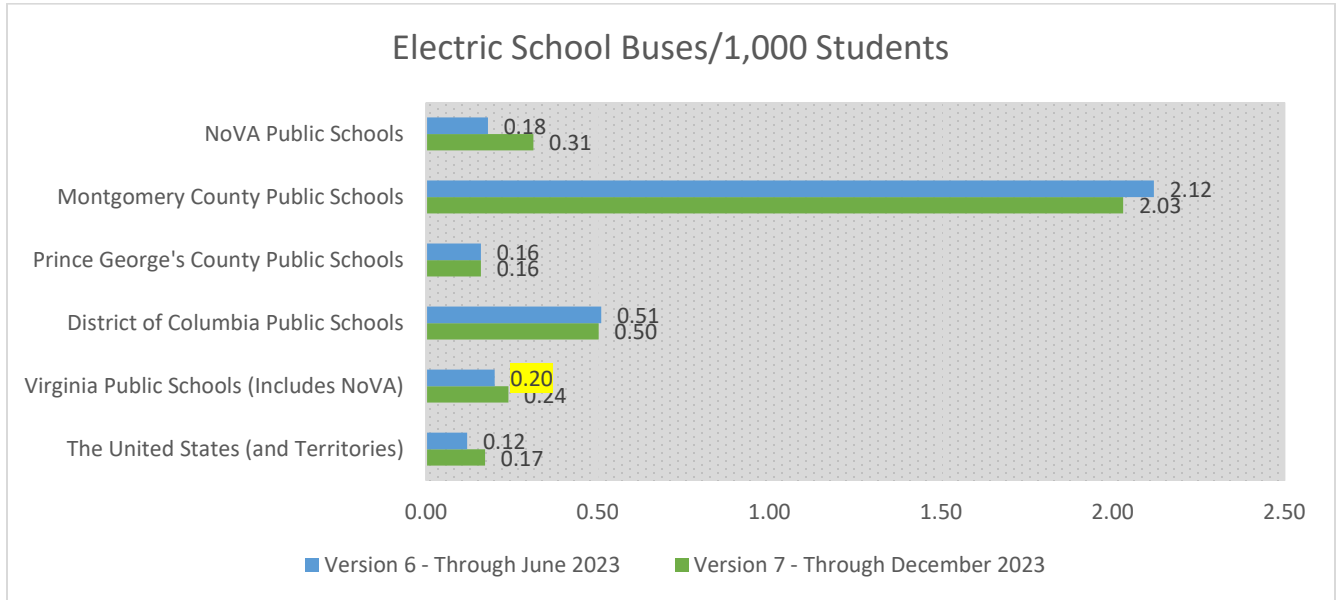
The objective of these analyses is to gain a better understanding of such trends and to identify whether they are temporary or more permanent. This knowledge will enhance NVTA's transportation planning efforts.

- 3. Electric School and Transit Bus Initiatives:** One of the objectives under NVTA's goal of improving resiliency in TransAction is to "reduce transportation related emissions", which is equally relevant to NVTA's adopted Core Value of Sustainability. 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/>).

At the December 7, 2023, Authority meeting, staff presented the analysis of the total number of ESBs per one thousand students with June 2023 numbers. In this report, we have updated the same metric with December 2023 data. In Northern Virginia, the rate improved

due to recent ESB procurements by Fairfax County Public Schools (Chart 1 below). In Montgomery County, estimates were downward adjusted to account for unsuccessful procurement activities.

Chart 1: Number of ESBs per one thousand students, June 2023 vs. December 2023.



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 pandemic periods, we have observed different travel demand patterns by days in a week, and by time periods in a day. To keep track of these shifts in travel demands, staff continued the analyses with roadway travel volumes in Northern Virginia. In the first quarter of 2024, we observe the highest work-week travel demand on Thursdays, only 3% below pre-COVID, with Sunday travels surpassing pre-COVID (Chart 2). In checking how these demands vary by time-of-day during Thursdays, it appears demand in the P.M. peak/evening periods are higher, surpassing pre-COVID numbers (Chart 3). These analyses are based on traffic volumes that are tracked by Virginia Department of Transportation’s (VDOT) permanent traffic count devices on major roadway segments in Northern Virginia.

Chart 2: Changes in traffic volumes by days in a week, 1st quarter 2024 and pre-COVID.

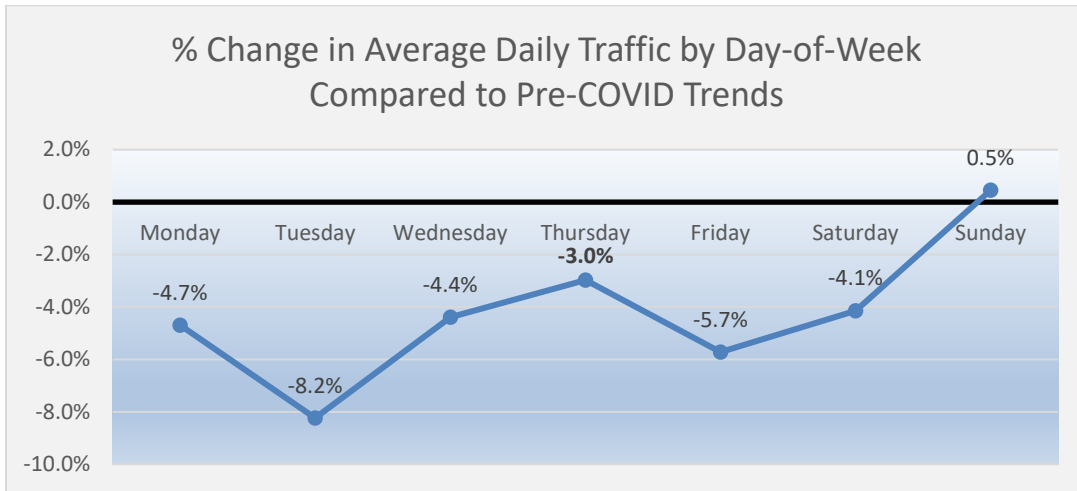
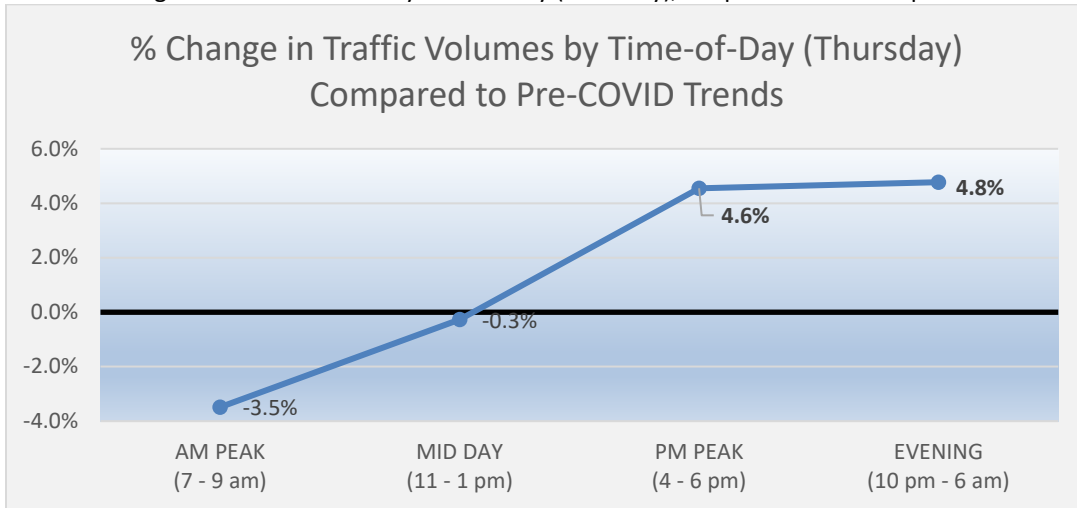


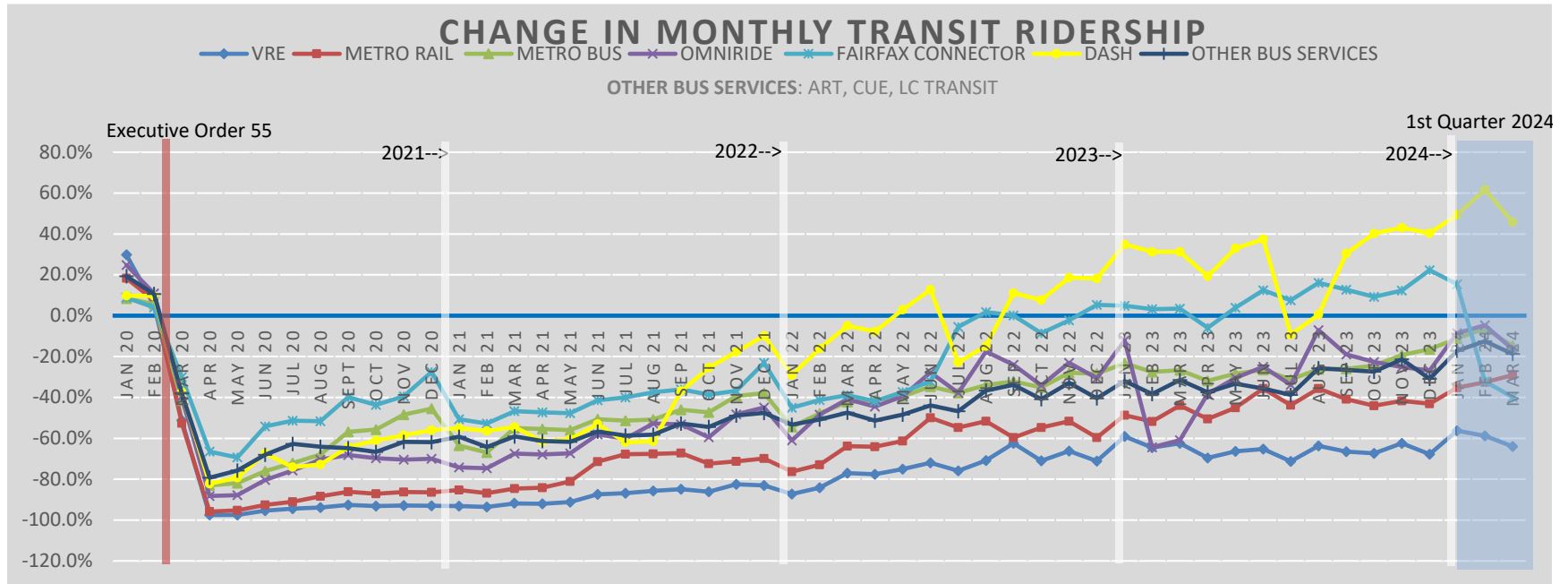
Chart 3: Changes in traffic volumes by time-of-day (Thursday), 1st quarter 2024 and pre-COVID.



Data source for charts 2/3: VDOT database on pandemic impact on major highway locations.

- Transit ridership:** In the first quarter of 2024, most transit services displayed upward growth from the last quarter in 2023, with DASH’s growth substantially higher than the rest (yellow line in Chart 4 below). During the same period, per Fairfax Connector staff, Fairfax Connector experienced a decline due to a labor contract-related service disruption (a 33% decline). Note that this analysis is based on ridership numbers specifically for Northern Virginia geography.

Chart 4. Transit ridership.



Data source: Monthly ridership data from DRPT and NVTC.

6. Next steps: NVTA staff will continue this trend analysis to track emerging travel patterns as the region’s travelers continue to adjust their travel choices/behaviors.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

SUBJECT: FY2024-2029 Six Year Program Update

1. Purpose: To update the Northern Virginia Transportation Authority (NVTA) on the status of the FY2024-2029 Six Year Program (SYP), including public comments and testimony received during the public comment period.

2. Background: At its March 14, 2024, meeting, the Authority approved the public comment period for the FY2024-2029 Six Year Program (SYP) and May 9 as the Public Hearing date. The public comment period began on Thursday, March 28, 2024, and closed at 11:59pm on Sunday, May 19, 2024.

Opportunities for members of the community to provide feedback on the candidate transportation projects included in the FY2024-2029 SYP were publicized prior to and throughout the public comment period through NVTA's website, social media platforms (X/Twitter, Facebook, LinkedIn, Nextdoor) and in newsletters. Many Authority members' transportation organizations, regional partners, elected officials and others helped amplify the information about NVTA's public comment period, reaching as many community members as possible. Additionally, information about the public comment period and Public Hearing were advertised in the Washington Post, El Tiempo and Korea Times in accordance with statutory requirements.

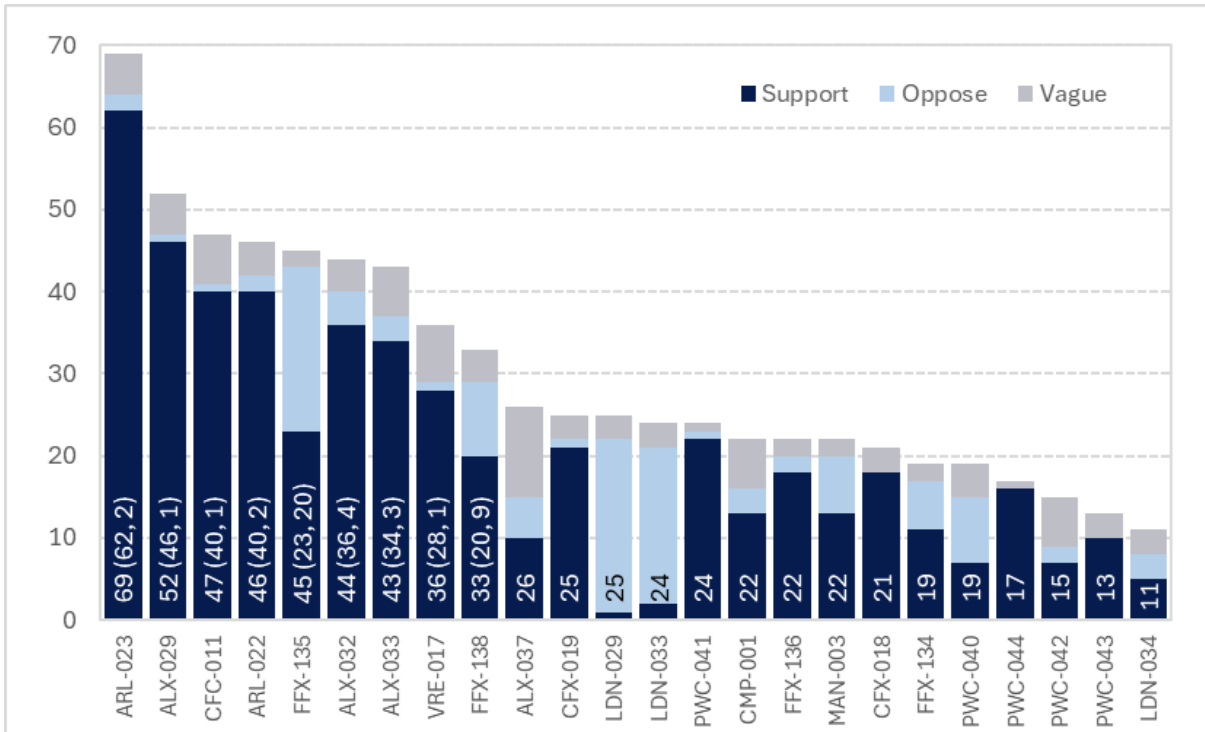
In keeping with normal practice, members of the community were able to provide comments through an online form, by phone, by regular mail, and in-person or virtually during the SYP Public Hearing held on May 9, 2024. The Public Hearing was recorded and livestreamed via YouTube.

All FY2024-2029 SYP materials including the application summary, evaluation summaries, candidate project location map, and individual project description forms were available on NVTA's website during the public comment period at: <https://thenovaauthority.org/fy2024-2029/>.

3. Summary of Public Comments: A draft summary of the 731 public comments from 178 commenters is provided as an attachment to this memo. All comments are treated with equal weight, regardless of the method by which they are made. Identical comments made in duplicate, e.g. via testimony and by online form, are considered as a single comment. While most comments directly addressed one or more candidate projects, several comments were either vague in their opinion about a project or did not address any specific candidate project.

The three candidate projects that received the highest number of responses are:

- A. CC2DCA Multimodal Connection (ARL-023) – overwhelmingly supportive of the application;
- B. Safety Improvements at High-Crash Intersections (ALX-029) – overwhelmingly supportive of the application; and
- C. City of Falls Church Signal Prioritization Project (CFC-011) – overwhelmingly supportive of the application.



Note: graph does not include 11 comments which did not mention a specific project.

- 4. **Other Comments:** Two comment letters were received after the May 19 deadline. These are not included in the summary report. The summary of public comments will be posted on the FY2024-29 SYP webpage <https://thenovaauthority.org/fy2024-2029/>, together with the actual comments received, by Friday, June 7, 2024. Several comments included suggestions to incorporate additional elements or modifications to proposed projects. NVTA staff strongly encourage applicants to review the full set of comments to consider these public suggestions while developing their projects further, regardless of whether they are eventually included in the adopted FY2024-2029 SYP.
- 5. **Recent Activities:** NVTA staff has briefed the Technical Advisory Committee (TAC), Planning Coordination Advisory Committee (PCAC), and Planning and Programming Committee (PPC) on the status of the FY2024-2029 SYP update during the March and May meetings. The summary of public comments will be provided to these committees at their June meetings.

- 6. Next steps:** NVTA staff will release its draft recommendations for the FY2024-2029 SYP and associated project funding levels by June 13 for review, comment, and action by the PCAC, TAC, and PPC during the June meeting cycle:
- A.** PCAC, 5:00 p.m., Thursday June 20;
 - B.** TAC, 7:00 p.m., Thursday June 20; and
 - C.** PPC, 5:00 p.m., Tuesday June 25.

All three Committee meetings will be held at the NVTA offices at 2600 Park Tower Drive, Vienna and will be recorded and livestreamed on [NVTA's YouTube channel](#). The PPC will develop a final set of recommendations, to be posted on the Authority's website by June 25, 2024, for anticipated adoption by the Authority at its meeting on July 11, 2024.

Attachments: FY2024-2029 Six Year Program Summary Report of Public Comments



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2024-2029 Six Year Program: Summary of Public Comments


I. Background

During the March 14, 2024, Authority meeting, NVTA unanimously approved the Public Hearing and Public Comment Period for the FY2024-2029 Six Year Program (SYP). The top of the [press release](#) announcing the public comment period is shown in **Figure 1**. The public comment period began on March 28, 2024, and closed on May 19, 2024.

Figure 1 - Public Comment Press Release

FOR IMMEDIATE RELEASE
MARCH 28, 2024

Contact:
Abigail Hillerich, Communications & Public Affairs Manager
abigail.hillerich@thenovaauthority.org
571-585-3465



**Northern Virginia Transportation Authority Seeks Public Comment on 24
Candidate Projects for FY2024-2029 Six Year Program**
Public Comment Period March 28 – May 19, 2024

FAIRFAX, VA, March 28, 2024 – The Northern Virginia Transportation Authority (NVTA) invites **community input on 24 candidate projects** as part of the FY2024-2029 Six Year Program (SYP). Nine Northern Virginia localities and the Virginia Railway Express (VRE) have submitted project applications seeking regional funding from NVTA.

With funding requests totaling **nearly \$1 billion**, the projects cover various transportation modes including transit, rail, roadway enhancements, technology, bicycle and pedestrian infrastructure, and intersection/interchange improvements.

The project list, individual project description forms, maps, and detailed analyses can be found here: <https://thenovaauthority.org/fy2024-2029/>.

Opportunities for members of the community to provide feedback on the candidate transportation projects included in the FY2024-2029 SYP were publicized prior to and throughout the public comment period through NVTA's website, social media platforms (X/Twitter, Facebook, LinkedIn, Nextdoor) and in newsletters. Many Authority members' transportation organizations, regional

partners, elected officials and others helped amplify the information about NVTAs public comment period, reaching as many community members as possible. A social media campaign (Figure 2) ran for approximately seven weeks. Additionally, information about the public comment period and Public Hearing were advertised in the Washington Post, El Tiempo and Korea Times in accordance with statutory requirements (Figure 3). This was one of the most intensely promoted SYP public comment opportunities ever.

Figure 2 – Social Media Campaign Graphics



Figure 3 – Public Hearing Advertisement

In keeping with normal practice, citizens were able to provide comments through an online form by phone, by regular mail, and in-person or virtually during the SYP Public Hearing held on May 9, 2024. The Public Hearing was recorded and livestreamed via YouTube.

All FY2024-2029 SYP materials including the application summary, evaluation summaries, candidate project location map, and individual project description forms were available on NVTAs website during the public comment period at: <https://thenovaauthority.org/fy2024-2029/>. The following materials were made available for public comment:

- [FY2024-2029 SYP Candidate Projects List](#)
- [FY2024-2029 SYP Candidate Projects Map](#)
- [FY2024-2029 SYP Candidate Projects: Quantitative and Qualitative Evaluations](#)
- [FY2024-2029 SYP Candidate Projects: Congestion Reduction Relative to Cost \(CRRC\) Ratings](#)
- [FY2024-2029 SYP Candidate Projects: TransAction Ratings](#)

Washington Post

**Northern Virginia
Transportation Authority
(NVTAs)**

**May 9, 2024 Public Hearing
for the FY2024-2029 Six Year Program**

As part of the NVTAs FY2024-2029 Six Year Program (SYP), the NVTAs is seeking public input on 24 candidate transportation projects submitted for regional funding.

Public Hearing

WHAT: The FY2024-2029 SYP Public Hearing will be held in a hybrid format offering both virtual and in-person opportunities to provide comment to the NVTAs on 24 multimodal candidate transportation projects located throughout Northern Virginia. See thenovaauthority.org/fy2024-2029/ for details and updates on how to provide comments.

WHEN: Thursday, May 9, 2024 at 7:00 p.m.

WHERE: 2600 Park Tower Dr., Vienna, VA 22180

HOW: Register to speak virtually or in-person in one of the following three ways:

- Online: <https://forms.gle/DdLjWtShXkp6fYmf6> – Registration Deadline: May 8, 2024 at 5:00 p.m.
- Phone: (703) 947-7606 – Registration Deadline: May 8, 2024 at 5:00 p.m.
- In-person: NVTAs Offices on May 12, 2022, Sign-in from 6:30 p.m. – 7:00 p.m.: 2600 Park Tower Dr., Vienna, VA 22180 (First floor conference room)

ADDITIONAL DETAILS: The Public Hearing will conclude when the last registered speaker has been provided an opportunity to present.

II. Total Responses Received

Public Hearing testimony was provided by five speakers, two in person and three virtually. However, the majority of responses were submitted through the online feedback form. 178 individuals submitted comments via the website and one through USPS mail. The comments received via mail were from one of the speakers at the in-person public hearing.

Testimony and responses submitted prior to the May 19, 2024, deadline were combined into a single database. Duplicate responses from the same individual were combined. Consultant staff reviewed and categorized responses, and converted responses into project-specific comments, including whether they expressed support, opposition, were vague, or were not project-specific.

Collectively, these responses from 178 individuals and organizations represent 731 comments in the database. Some responses addressed multiple projects.

Table 1: Comment Channels

	Individuals responding	Projects mentioned	Not specific to a project	Total
Mail	1	24	0	24
Phone	0	0	0	0
In-Person	5	22	0	22
Website	174	674	11	685
Total:	178*	720	11	731

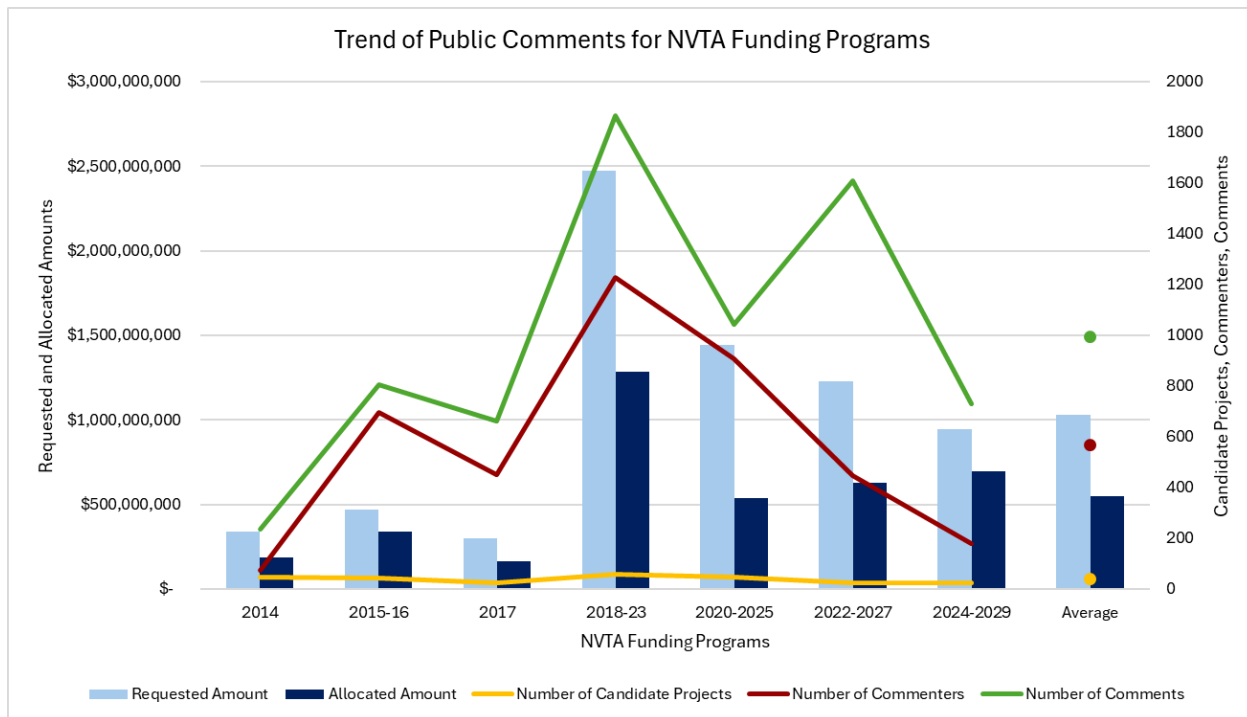
*Note: Two of the speakers at the public hearing provided written comments as well.

**Note: Numbers do not add up due to duplication in comments through different channels.

The summary of public comments will be posted on the FY2024-29 SYP webpage <https://thenovaauthority.org/fy2024-2029/>, together with the actual comments received, by Friday, June 7, 2024.

Figure 4 below shows a summary of trends in public comments received from NVTA’s first funding program (FY2014 Program) to the current program. This shows that participation peaked during the inaugural Six Year Program (FY2018-2023 SYP) and started declining even though the staff effort on publicizing has steadily increased.

Figure 4 – Trend in Public Comments



III. Overview of Comments

Table 1 provides a summary of the 720 comments for individual candidate projects, including the method of submitting comments. Comments more often voiced support for a specific project (70% of all comments received) rather than opposition (17%). **Table 2** and **Figure 5** show how comments fell across different projects.

The project with the least number of comments received 11 and the project with the most received 69, with an even distribution between. The average number of comments across all projects is 30.

Five citizens provided testimony at the Public Hearing held on May 9, 2024. Two of these speakers represented advocacy organizations – the Coalition for Smarter Growth and the Washington Area Bicyclist Association. Two were elected officials, from the Virginia State Senate and Prince William County Board of Supervisors. One speaker was a resident.

Many projects were discussed by the commenters including general remarks about the opposition to any and all road widening and the support for all project elements that improve safety, improve

active transportation, and invest in transit. Support for intersection improvements that increase safety and reduce the potential for crashes was stressed. Particular attention was given in support of projects with transit elements or that were transit supportive. Opposition, in general, focused on road widening projects.

Even when projects received a large number of comments, they were often (but not always) either overwhelmingly in support or overwhelmingly in opposition. For instance, ARL-023 (CC2DCA Multimodal Connection), which received the most comments (69), received 62 comments in support and only two in opposition. The project with the second most comments (52) ALX-029 (Safety Improvements at High-Crash Intersections), received 46 comments in support and only one in opposition.

The FFX-135 (Route 7 Multimodal Improvements, I-495 to I-66) project was mentioned in 45 comments, with 23 in support and 20 in opposition. Similarly, PWC-040 received eight comments in support and eight comments in opposition, and FFX-134 received 10 comments in support and six in opposition.

The FFX-135 (Route 7 Multimodal Improvements, I-495 to I-66) project has transit improvements, active transportation improvements, and road widening. This resulted in many comments stressing the need for the former without the latter (i.e., repurposing rather than widening).

The PWC-040 (Route 234 and Sudley Manor Drive Interchange) project creates a single-point urban interchange. Responses covered the gamut of supportive to reduce congestion and improve active transportation crossings to strongly opposed due to the cost or other assumptions. Several in opposition suggested road diets rather than a new interchange and suggested more investment in non-vehicular modes rather than facilitating vehicle movements.

The FFX-134 (Frontier Drive Extension and Intersection Improvements) project is a roadway widening that includes multimodal improvements. This led to support from those promoting active transportation but also opposition to road widening.

However, oppositions are also noteworthy. For instance, the projects in Loudoun County (LDN-029, Old Ox Road Widening – Shaw Road to Oakgrove Road and LDN-033, Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard) received a high number of opposing comments relative to the support, with LDN-029 having 21 opposing comments and only two in support, and LDN-033 with 19 opposing and three in support. This contrast suggests a resistance to road widening projects in Loudoun County. According to **Figure 11** and **Figure 13**, the majority of the opposition to these projects are from commenters outside of Loudoun County.

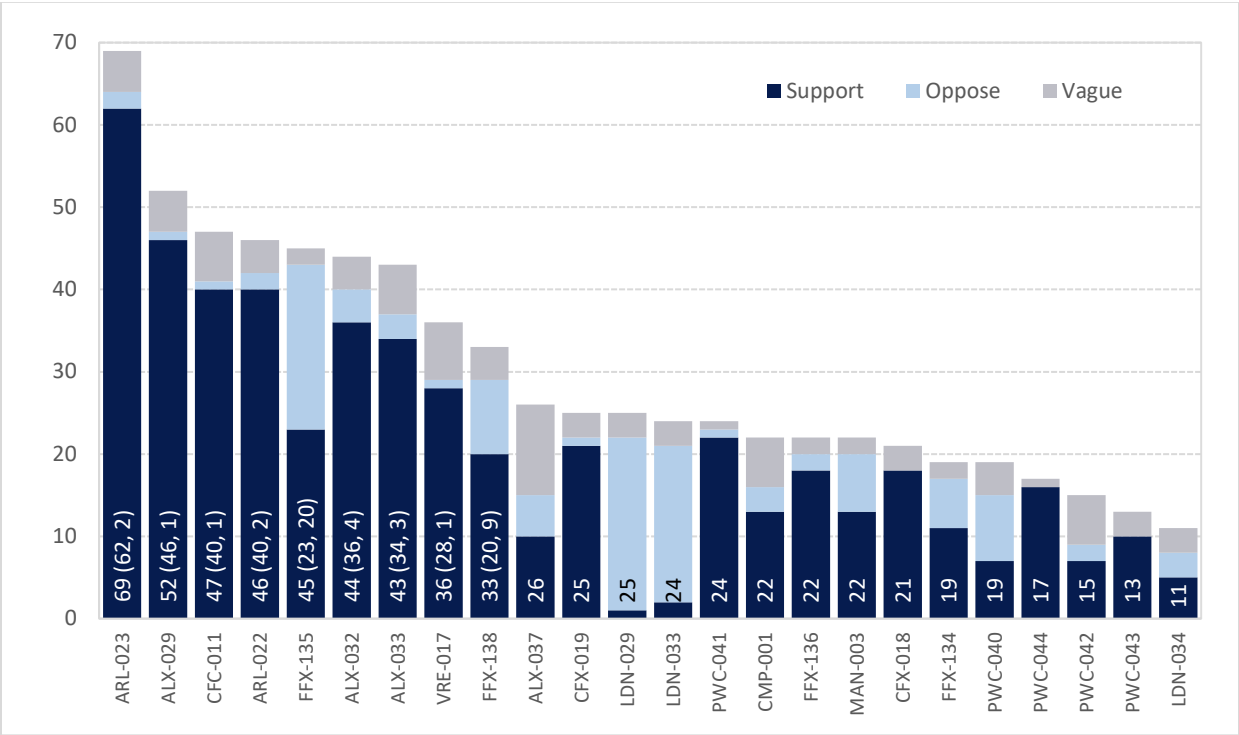
Table 2: Project and comment overview

Application ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other/Vague
ARL-022	Arlington Co	Shirlington Bus Station Expansion	46	40	2	4
ARL-023	Arlington Co	CC2DCA Multimodal Connection	69	62	2	5
FFX-134	Fairfax Co	Frontier Drive Extension and Intersection Improvements	19	11	6	2
FFX-135	Fairfax Co	Route 7 Multimodal Improvements (I-495 to I-66)	45	23	20	2
FFX-136	Fairfax Co	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	22	18	2	2
FFX-138	Fairfax Co	Seven Corners Ring Road Improvements	33	20	9	4
LDN-029	Loudoun Co	Old Ox Road Widening – Shaw Road to Oakgrove Road	25	1	21	3
LDN-033	Loudoun Co	Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard	24	2	19	3
LDN-034	Loudoun Co	Route 15 at Braddock Road Roundabout	11	5	3	3
PWC-040	Prince William Co	Route 234 and Sudley Manor Drive Interchange	19	7	8	4
PWC-041	Prince William Co	Route 234 Bicycle and Pedestrian Facility Over I-95	24	22	1	1
PWC-042	Prince William Co	Route 234 Operational Improvements	15	7	2	6
PWC-043	Prince William Co	The Landing at Prince William Transit Center	13	10	0	3
PWC-044	Prince William Co	Triangle Mobility Hub and First/Last Mile Connection Improvements	17	16	0	1
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	52	46	1	5
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements	44	36	4	4
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	43	34	3	6
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	26	10	5	11
CFX-018	City of Fairfax	Northfax Network Improvements – Northfax East-West Road	21	18	0	3

Application ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other/Vague
CFX-019	City of Fairfax	Blenheim Boulevard Multimodal Improvements	25	21	1	3
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	47	40	1	6
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	22	13	7	2
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	22	13	3	6
VRE-017	Prince William County	VRE Backlick Road Station Improvements	36	28	1	7
Total Comments:			720	503	121	96

*Note: Does not include 11 comments which did not mention a specific project. There were no comments regarding the SYP process.

Figure 5: Project Support and Opposition



Several comments received had similar language. These submittals often expressed support for transit and multimodal projects that encourage walking and cycling and provide additional, more reliable transit options. They also oppose all road widening projects. Examples of these comments are listed below.

The following example mentions support for all Arlington, Alexandria, and Prince William County projects as well as FFX-138 (Seven Corners Ring Road Improvements). It was submitted nine times from the same Arlington ZIP Code (22201).

I strongly support funding the Alexandria, Arlington, VRE, and PWC projects I checked above because they support alternatives to driving, such as transit, walking, and cycling. I also support funding the Seven Corners Ring Road, as it will improve alternatives to driving despite roadway expansion. I strongly discourage financially supporting most of the other projects listed, as they only make walking, biking, and transit more dangerous by expanding the roadway. Even the projects listed as having multimodal improvements just contain turn lane expansions that make crossing the road objectively more dangerous. Continuing to fund roadway expansions and fuel car dependency is objectively bad for our climate and accessibility goals.

The following example mentions only ARL-023 (CC2DCA Multimodal Connection), but it was submitted nine times from five different ZIP Codes, all in Arlington.

ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.

The following example mentions CFC-011 (City of Falls Church Signal Prioritization Project) and was submitted eight times from two different ZIP Codes in and near the City of Falls Church.

I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.

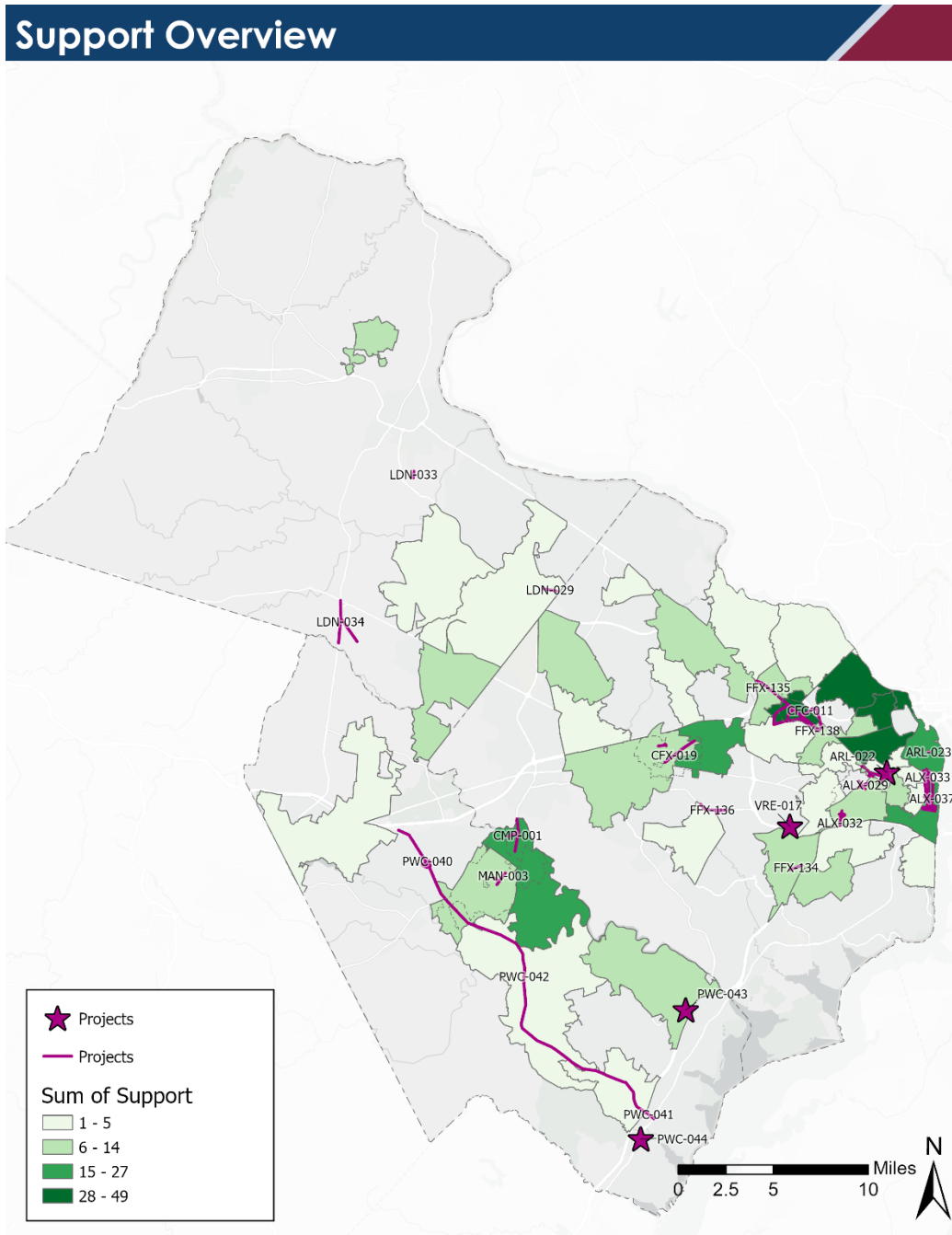
Moreover, many respondents addressed the need to include additional features, or alternative features, as part of the project scope on which they were commenting. Applicants are strongly encouraged to review the full set of comments to consider these public suggestions while developing their projects further, regardless of whether they are eventually included in the adopted SYP.

IV. Spatial Distribution of Comments for Selected Projects

Comments were received from 64 ZIP Codes. **Figure 6** and **Figure 7** show the total comments by ZIP Code expressing support or opposition for any project, respectively. Comments were not received from all Northern Virginia ZIP Codes, such as the lack of responses from western Loudoun County and Manassas. Comments are concentrated in more urbanized areas such as Arlington, Falls Church, Fairfax, and Alexandria. 50 respondents listed Washington, DC ZIP Codes, which are not included on the map.

Supportive comments were most concentrated in Arlington and Alexandria, with relatively even distribution among Arlington, Alexandria, Fairfax, and Prince William County projects. Comments also indicated high support from Falls Church related to signal prioritization (CFC-011); 24 of the 49 supportive comments from ZIP Code 22046 were for CFC-011 (City of Falls Church Signal Prioritization Project).

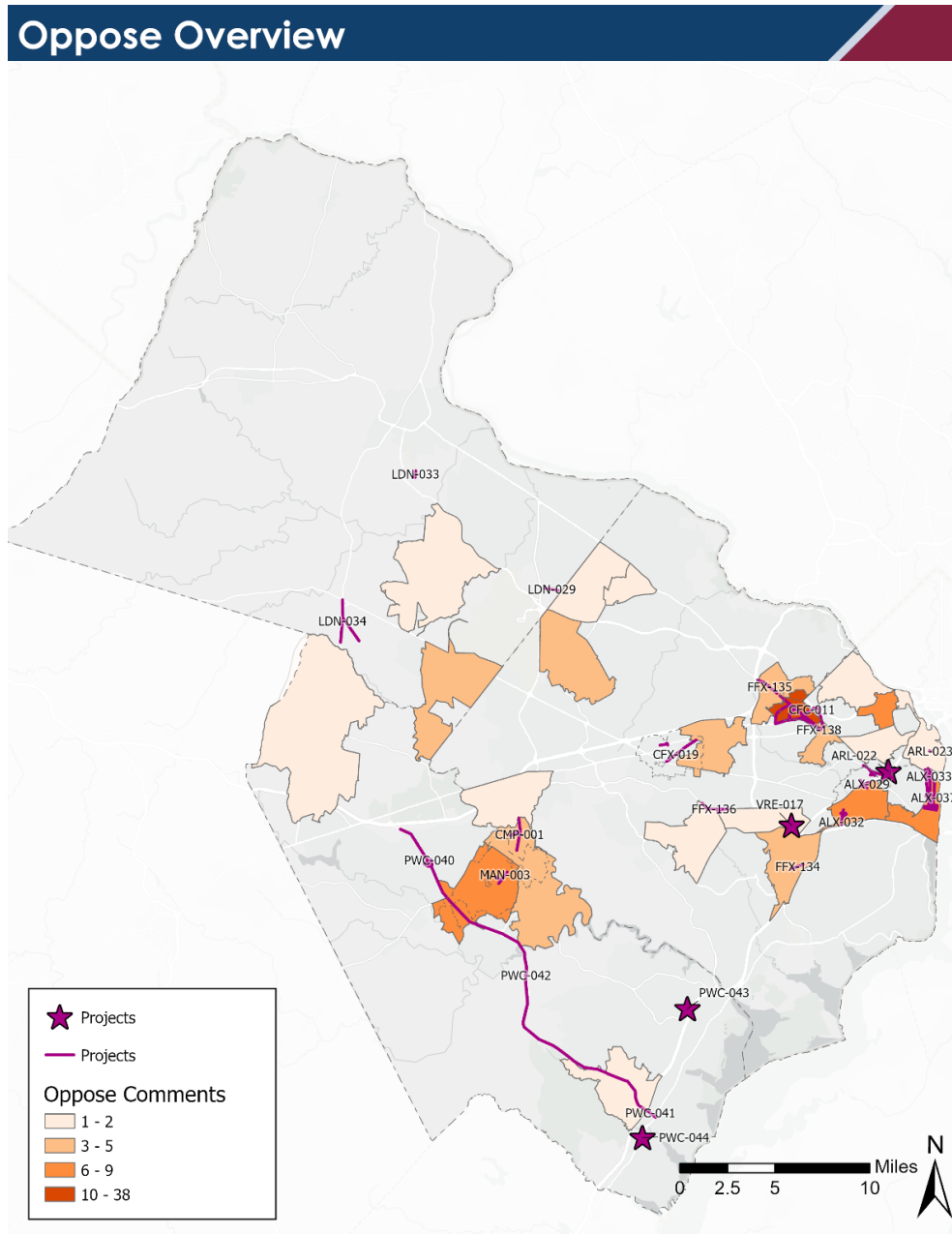
Figure 6: Support Comments by ZIP Code*



*Note: Map includes responses submitted from Northern Virginia only.

Opposing comments were especially concentrated in Falls Church, Alexandria, and Fairfax County. These were primarily regarding Route 7 multimodal improvements (FFX-135) and the widening of Old Ox Road (LDN-029) and Sycolin Road (LDN-033).

Figure 7. Opposing Comments by ZIP Code*



*Note: Map includes responses submitted from Northern Virginia only.

The three most mentioned projects were ARL-023 (CC2DCA Multimodal Connection), ALX-029 (Safety Improvements at High-Crash Intersections), and CFC-011 (City of Falls Church Signal Prioritization Project). The support for these projects from Northern Virginia ZIP Codes are indicated below in **Figure 8**, **Figure 9**, and **Figure 10**. Opposition to all of these projects was low. Notably, the majority of supportive comments for ALX-029 came from Arlington ZIP Codes, despite the project's location in Alexandria.

Figure 8. ARL-023 — CC2DCA Multimodal Connection

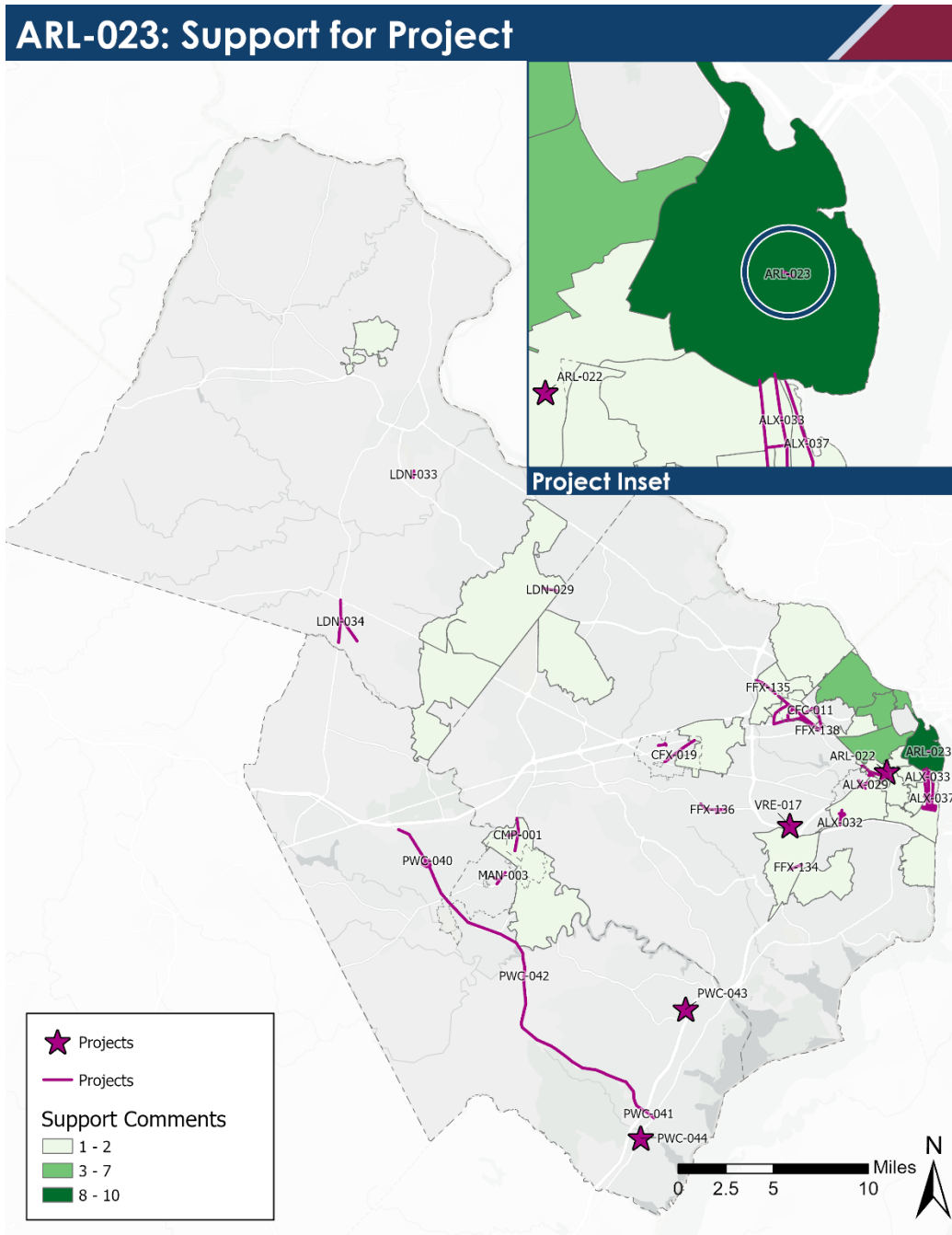


Figure 9. ALX-029— Safety Improvements at High-Crash Intersections

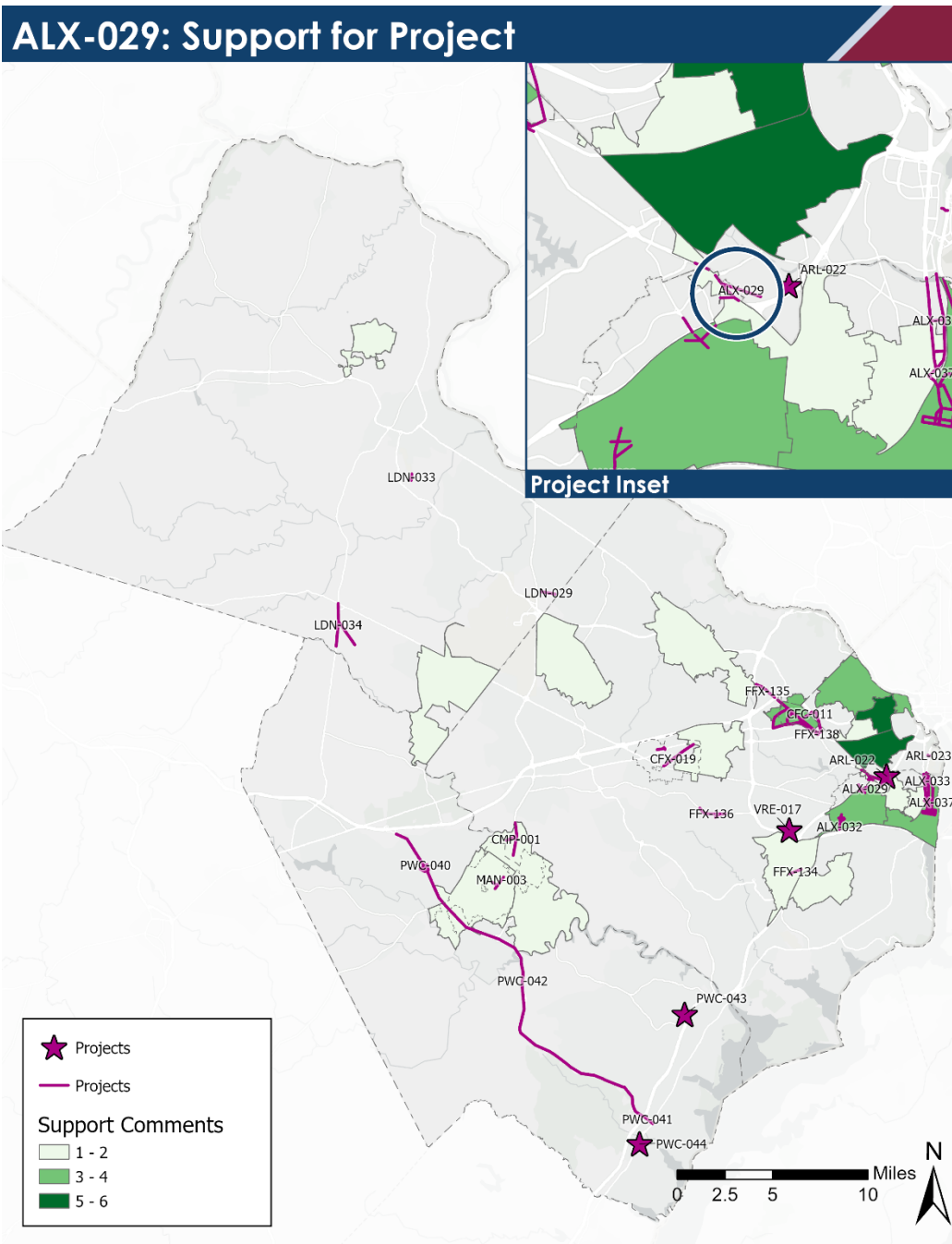
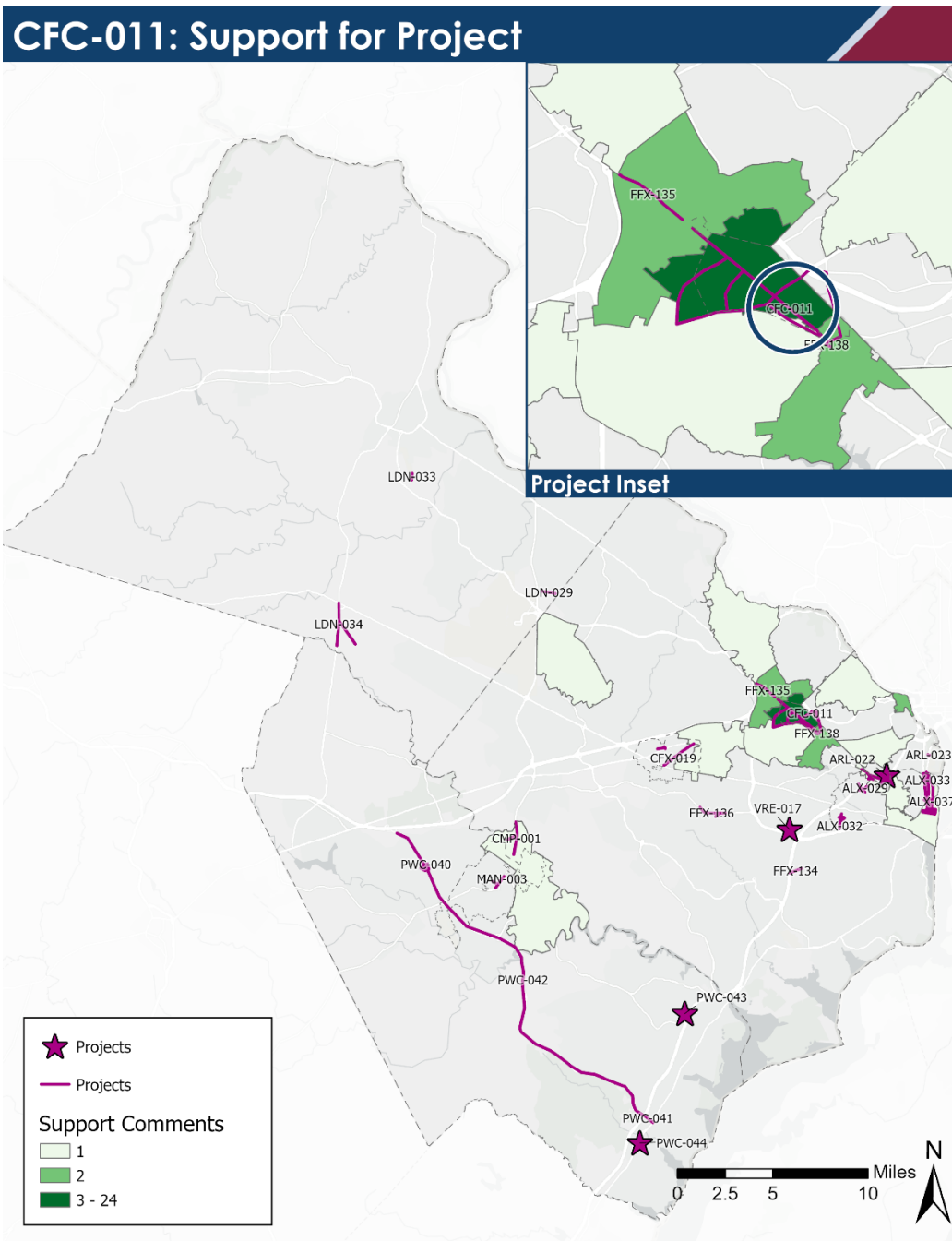


Figure 10. CFC-011— City of Falls Church Signal Prioritization Project



The three projects with the most comments in opposition were LDN-029 (Old Ox Road Widening – Shaw Road to Oakgrove Road), FFX-135 (Route 7 Multimodal Improvements, I-495 to I-66), and LDN-033 (Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard) with 21, 20, and 19 comments in opposition, respectively. The opposition for these projects from Northern Virginia ZIP Codes are indicated below in **Figure 11**, **Figure 12**, and **Figure 13**.

Figure 11 – LDN-029: Old Ox Road Widening – Shaw Road to Oakgrove Road

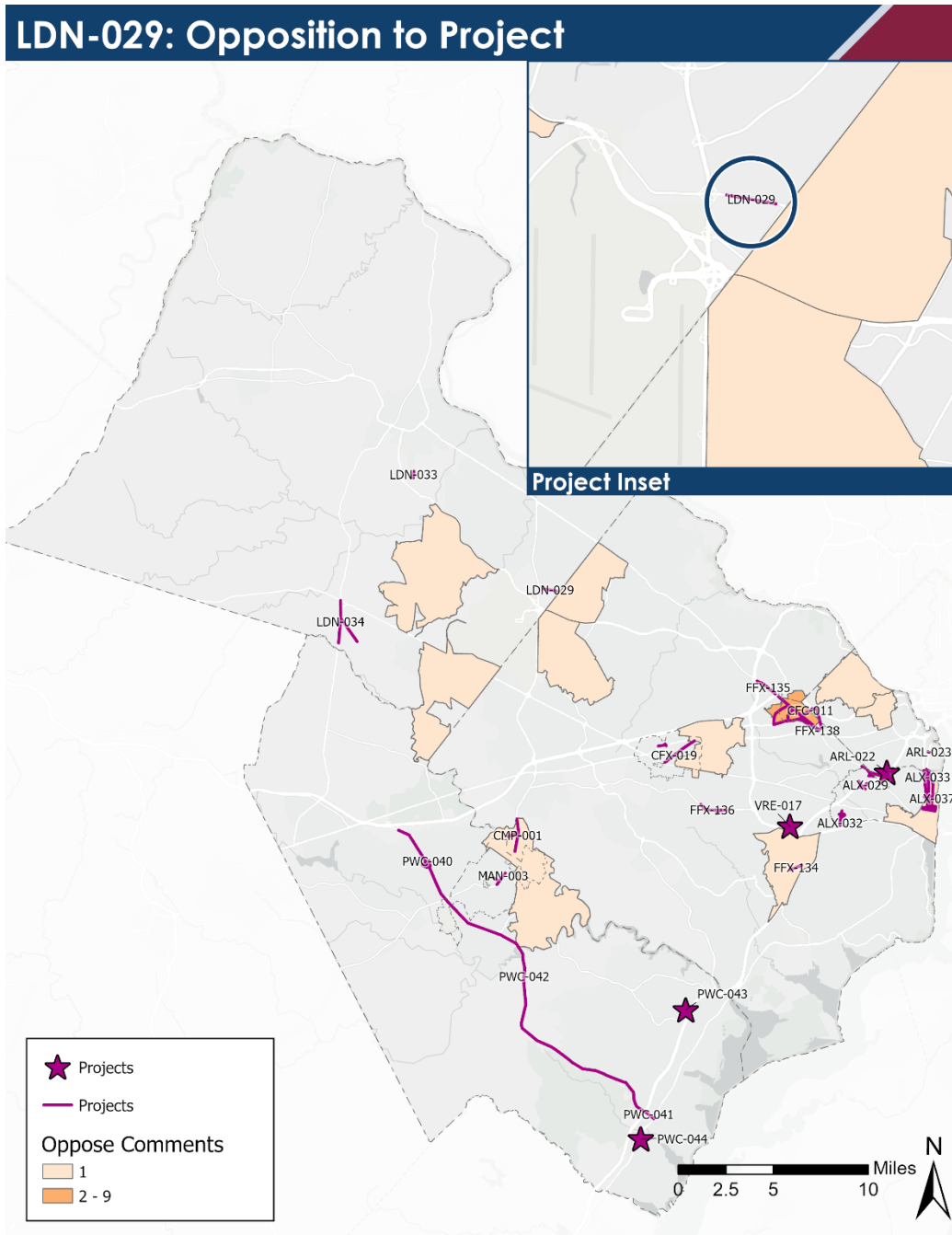


Figure 12 – FFX135: Route 7 Multimodal Improvements (I-495 to I-66)

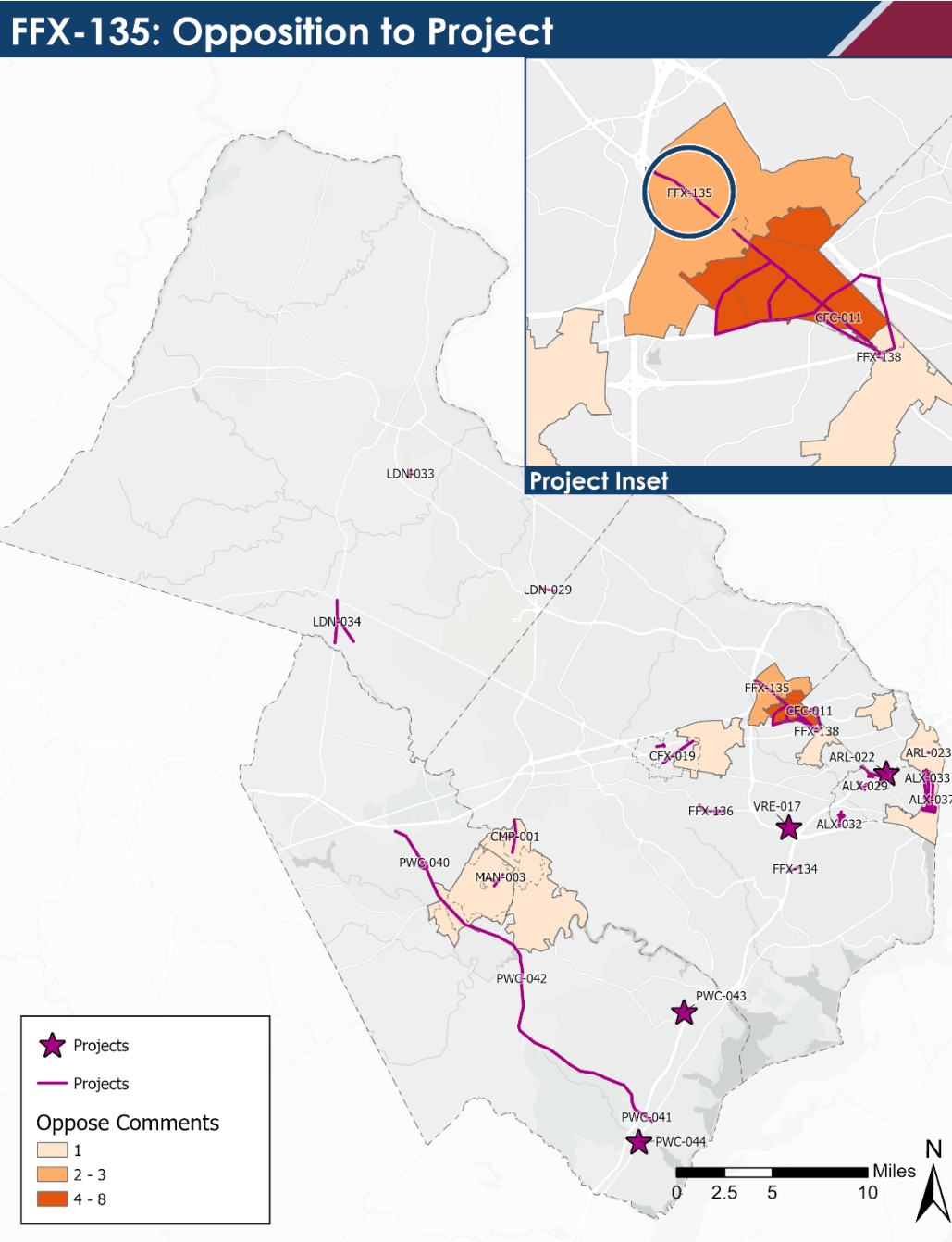
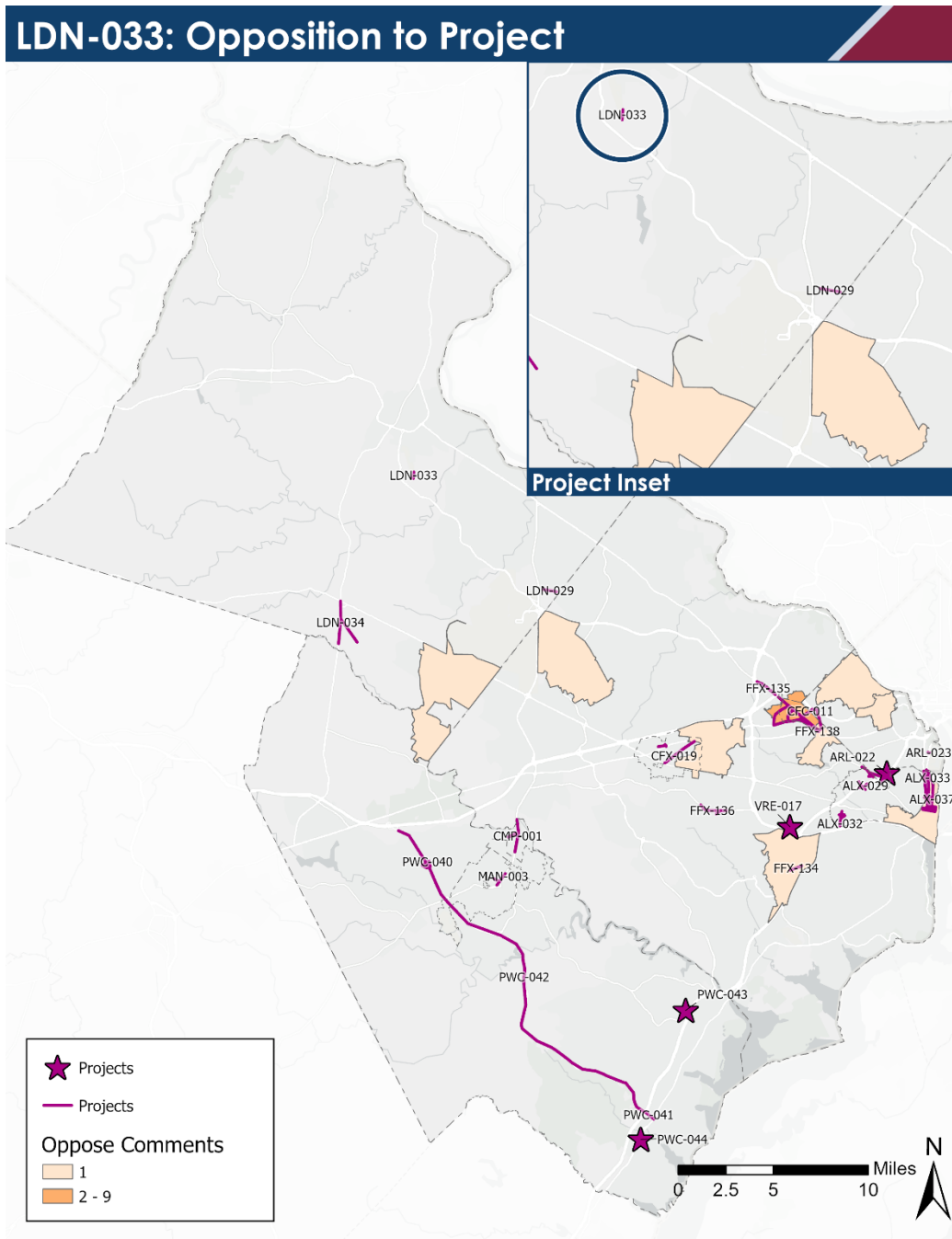


Figure 13 – LDN-033: Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: June 6, 2024

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Finance Committee (Committee).
2. **Background:** The last Committee meeting was held on May 9, 2024. The next Committee meeting is scheduled for June 13, 2024.
3. **Action Items:**
 - A. **Website Modernization RFP (RFP 2023-02) – Contract Recommendation:** The Committee reviewed a staff report and contractor recommendation for the Authority's website modernization project.
 - I. At the time of the report NVTA staff were in discussion with the proposed contractor related to contractual terms.
 - II. The Committee voted to recommend Authority approval of the recommended contractor subject to the Council of Counsels review of the final contract terms.
 - B. **Revenue Projection Update FY2025 Through FY2029:** The Committee received the following Revenue Projection Update for FY2025 through FY2029.
 - I. Updated revenue projections are aligned with Six Year Program updates, occurring every two fiscal years.
 - II. Revised projections for FY2025-FY2027 and initial projections for FY2028-FY2029 are informed by economic factors and jurisdiction-specific tax receipt histories.
 - III. These projections guide PayGo determinations and funding levels for the FY2024-FY2029 period, including the biennial update for FY2028-FY2029.
 - IV. The Committee voted to recommend Authority adoption of the revised revenue projections for FY2025 through FY2029.
 - C. **Regional Revenue Fund FY2028/29 PayGo Funding Levels:** Based on the revised revenue projections, FY2028 and FY2029 PayGo recommendations were discussed by the Committee. The Committee discussed:
 - I. The steps taken to move from the Regional Revenue Fund income projections to the final PayGo determination.
 - II. The priority of ensuring currently adopted future project funding is secure.
 - III. Risk mitigation steps taken in the PayGo determination process.
 - IV. The Committee voted to recommend Authority adoption of the proposed PayGo levels for FY2028/29.

4. Discussion/Information Items:

- A. Early Onboarding of Regional Transportation Planner:** The Authority Operating Budget approved in April, included a new Regional Transportation Planner position.
- I.** Since Authority staff had recently completed a recruitment for a vacant Regional Transportation Planner position, initiative was used to bring the FY2025 budget approved position onboard early.
 - II.** Due to the prior vacancy, funds are available in the FY2024 Operating Budget to cover the expenses.
 - III.** The early onboarding assured a qualified candidate, who was currently available, could be hired without the cost, time delay and managerial overhead of a second recruitment.
 - IV.** The early onboarding was presented to the Committee for transparency purposes, no action by the Committee was required.
- B. Monthly Investment Portfolio Report:** The Committee received and reviewed the Monthly Investment Portfolio Report as provided in the packet.
- C. Monthly Revenue Report:** The Committee received and reviewed the Monthly Revenue Report as provided in the packet.
- D. Monthly Operating Budget Report:** The Committee received and reviewed the Monthly Operating Budget Report as provided in the packet.

Attachments:

- A.** Investment Portfolio Report
- B.** Monthly Revenue Report
- C.** Monthly Operating Budget Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Dev Priya Sen, Investment & Debt Manager

DATE: June 6, 2024

SUBJECT: Monthly Investment Portfolio Report

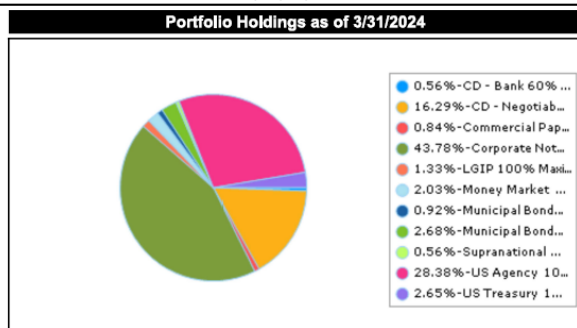
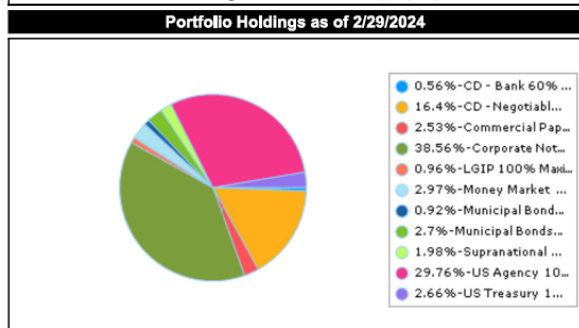
1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through March 31, 2024, as presented to the Finance Committee.
2. **Background:** This report is on investment activity through March 31, 2024, and affirms the portfolio’s investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.
3. **Current Period Reports:**
 - A. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below.



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

Begin Date: 2/29/2024, End Date: 3/31/2024

Asset Category Allocation				
Asset Category	Book Value 2/29/2024	% of Portfolio 2/29/2024	Book Value 3/31/2024	% of Portfolio 3/31/2024
CD - Bank 60% Maximum	10,000,000.00	0.56	10,000,000.00	0.56
CD - Negotiable 25% Maximum	290,540,855.37	16.40	290,535,211.87	16.29
Commercial Paper 35% / 5% Maximum	44,746,683.33	2.53	14,922,037.50	0.84
Corporate Notes 50% Maximum	683,101,359.21	38.56	781,016,276.79	43.78
LGIP 100% Maximum	16,940,228.03	0.96	23,671,906.68	1.33
Money Market 60% Maximum	52,673,730.62	2.97	36,202,703.98	2.03
Municipal Bonds - US 30% Maximum	16,361,172.90	0.92	16,348,585.29	0.92
Municipal Bonds - Virginia 30% Maximum	47,794,962.98	2.70	47,791,058.19	2.68
Supranational 50% Maximum	35,000,000.00	1.98	10,000,000.00	0.56
US Agency 100% Maximum	527,302,980.33	29.76	506,311,396.49	28.38
US Treasury 100% Maximum	47,200,444.96	2.66	47,238,227.93	2.65
Total / Average	1,771,662,417.73	100.00	1,784,037,404.72	100.00



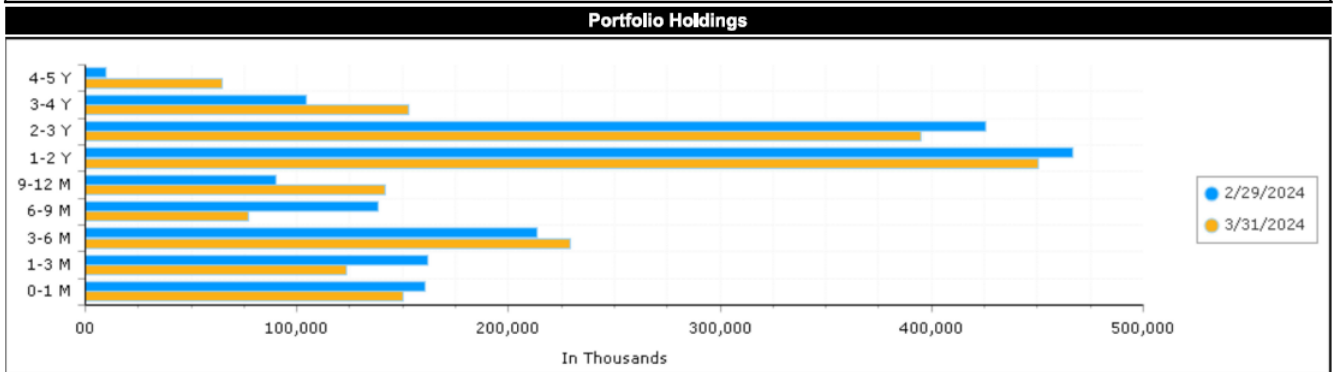
B. The liquidity of the portfolio is reflected in the portfolio’s duration as 1.50 (1.0 = 1 year) and the maturity schedule is shown below.



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

Begin Date: 2/29/2024, End Date: 3/31/2024

Maturity Range Allocation				
Maturity Range	Book Value 2/29/2024	% of Portfolio 2/29/2024	Book Value 3/31/2024	% of Portfolio 3/31/2024
0-1 Month	160,511,805.84	9.06	150,115,198.25	8.41
1-3 Months	161,965,300.24	9.14	123,274,967.79	6.91
3-6 Months	213,610,449.62	12.06	228,846,791.89	12.83
6-9 Months	138,460,936.17	7.82	76,714,687.63	4.30
9-12 Months	89,985,447.08	5.08	141,788,865.74	7.95
1-2 Years	466,939,041.38	26.36	450,695,387.52	25.26
2-3 Years	425,893,647.40	24.04	394,794,639.29	22.13
3-4 Years	104,476,307.58	5.90	152,984,027.23	8.58
4-5 Years	9,819,482.42	0.55	64,822,839.38	3.63
Total / Average	1,771,662,417.73	100.00	1,784,037,404.72	100.00



C. The yield on the portfolio at the end of March 2024 was 4.03%. The policy required benchmarks are shown below for yield performance comparison.

NVTA Investment Benchmarks	Mar-24 Month End
LGIP Extended Maturity Pool	4.38%
ICE BofA 1-3 Year (18-Month Avg)	4.64%
NVTA Performance	4.03%

Source: Bloomberg/NVTA Statements

4. Portfolio Analysis & Statistics Overview:

A. Safety: The portfolio is invested primarily in:

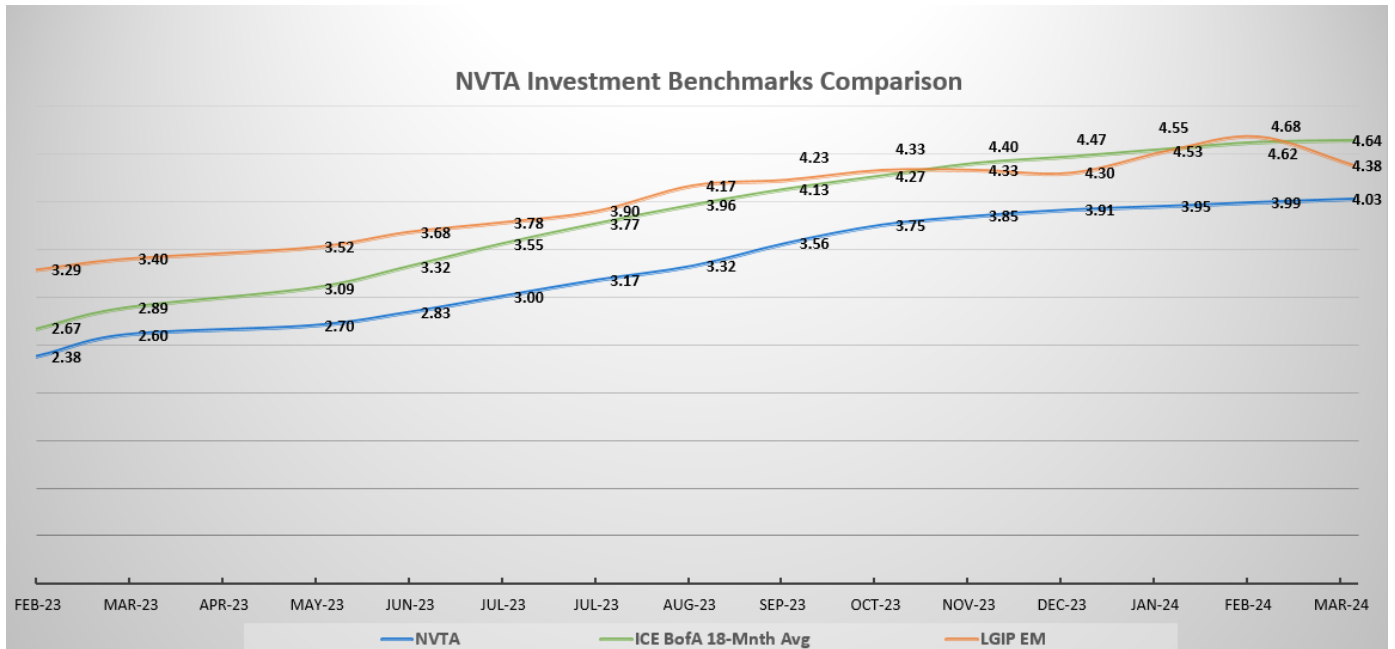
- Local Government Investment Pools (0.96% to 1.33%)
- Collateralized bank money market accounts (3.53% to 2.59%)
- Commercial Paper (2.53% to 0.84%)

- Negotiable CD's (16.40% to 16.29%)
- AAA/AA rated investment grade corporate bonds (38.56% to 43.78%)
- Supranational Securities (1.98% to 0.56%)
- Treasuries and Agencies (32.42% to 31.03%)
- VA & US Municipals (3.62% to 3.60%)

B. Liquidity: The NVTA Portfolio duration is 1.50 in March 2024 (1.0 = 1 year). On March 20, 2024, the Fed left the fed funds rate unchanged at 5.25%-5.50% for the fifth consecutive meeting, as the Feds are looking for "greater confidence that inflation is moving sustainably toward 2 percent" before beginning to cut rates. The Fed also released the quarterly update to its Summary of Economic Projections, which continued to show three rate cuts in calendar year 2024, but one less cut in 2025.

C. Yield: Staff are laddering the monthly maturities in an upper range of \$80-\$100 million in securities, plus up to \$20 million per month in positive cash flow under the following strategies:

- Short-term yields (one year and below) remain above 5%, while the yield curve remained deeply inverted with shorter maturities consistently outperforming longer ones. Staff strategically reinvests maturities and monthly revenue into shorter-term as well as two- or three-year maturity profiles. This approach effectively mitigates reinvestment risk, especially amid potential Fed interest rate reductions, while also capturing high yields in the short-term market.
- Staff generated a report to identify securities in the portfolio with yields below 1%, analyzing their maturity dates and exploring potential opportunities for new purchases.
- Staff introduced a new classification called 'Asset Class,' within our portfolio reporting tool, Tracker, to assess the weight of security categories within specific industry sections. This addition will assist in gauging weightage accurately and potentially steering clear of industry sections with excessive weightage.
- Staff continues to monitor Fed actions, track market trends, economic indicators, and central bank policies, proactively making well-informed decisions. This strategic foresight enables us to position the portfolio strategically, ready to capitalize on potential market fluctuations and emerging opportunities.



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

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

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

Attachment: Compliance - GASB 40 Report



Portfolio Holdings Compliance - GASB 40 Report - As of 3/31/2024

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
CD - Bank 60% Maximum													
John Marshall Bank 4.29 1/15/2027	JMBCD011624	10,000,000.00	10,000,000.00	10,000,000.00	None	None	0.56	1,020	1,020	1/15/2027		4.290	2.79
Sub Total / Average CD - Bank 60% Maximum		10,000,000.00	10,000,000.00	10,000,000.00			0.56	1,020	1,020			4.290	2.79
CD - Negotiable 25% Maximum													
Bayerische Landesbank 3.88 6/27/2024	0727MCXE2	20,000,000.00	20,003,742.53	19,926,800.00	Fitch-F1	Moody's-P1	1.11	88	88	6/27/2024		3.816	0.24
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	30,000,000.00	30,007,437.89	29,849,700.00	Fitch-F1	Moody's-P1	1.67	117	117	7/26/2024		3.799	0.32
Bayerische Landesbank 5.7 4/23/2025	0727MCIY27	30,000,000.00	30,017,941.30	30,066,000.00	Fitch-F1	Moody's-P1	1.67	388	388	4/23/2025		5.639	1.08
Canadian Imperial Bank NY 5.91 5/23/2024	13606KYM2	25,000,000.00	25,000,000.00	25,011,500.00	S&P-A1	Moody's-P1	1.39	53	53	5/23/2024		5.910	0.15
Credit Agricole 5.62 8/22/2025	22536C3A6	25,000,000.00	25,000,000.00	25,054,500.00	S&P-A1	Moody's-P1	1.39	509	509	8/22/2025		5.620	1.41
HSBC Bank 5.58 4/19/2024	40435RQV6	25,000,000.00	25,000,000.00	24,998,750.00	S&P-A1	Moody's-P1	1.39	19	19	4/19/2024		5.580	0.05
Natixis 5.83 9/8/2025	63873QN83	20,000,000.00	20,000,000.00	20,120,000.00	S&P-A1	Moody's-P1	1.11	526	526	9/8/2025		5.830	1.46
Rabobank 3.57 8/2/2024	21684XYT7	18,500,000.00	18,500,000.00	18,366,800.00	S&P-A1	Moody's-P1	1.03	124	124	8/2/2024		3.570	0.34
Standard Chartered Bank 5.82 2/24/2025	85325VHE3	25,000,000.00	25,000,000.00	25,015,250.00	S&P-A1	Moody's-P1	1.39	330	330	2/24/2025		5.820	0.92
Standard Chartered Bank 6.01 7/22/2024	85325VGM6	20,000,000.00	20,000,000.00	20,022,200.00	S&P-A1	Moody's-P1	1.11	113	113	7/22/2024		6.010	0.31
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,006,090.15	21,425,140.00	S&P-A1	Moody's-P1	1.22	205	205	10/22/2024		0.899	0.57
Swedbank 5.88 7/19/2024	87019WNP6	30,000,000.00	30,000,000.00	30,022,200.00	S&P-A1	Moody's-P1	1.67	110	110	7/19/2024		5.880	0.31
Sub Total / Average CD - Negotiable 25% Maximum		290,500,000.00	290,535,211.87	289,878,840.00			16.13	215	215			4.929	0.60
Commercial Paper 35% / 5% Maximum													
Lloyds Bank 0 5/3/2024	53948AE31	15,000,000.00	14,922,037.50	14,928,900.00	S&P-A1	Moody's-P1	0.83	33	33	5/3/2024		5.918	0.09
Sub Total / Average Commercial Paper 35% / 5% Maximum		15,000,000.00	14,922,037.50	14,928,900.00			0.83	33	33			5.918	0.09
Corporate Notes 50% Maximum													
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	26,000,000.00	25,946,223.56	25,986,220.00	S&P-AA	Fitch-AA-	1.44	1,340	1,310	12/1/2027	11/1/2027	4.610	3.37
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	20,000,000.00	19,972,055.07	19,989,400.00	S&P-AA	Fitch-AA-	1.11	1,340	1,310	12/1/2027	11/1/2027	4.590	3.37
Apple 2.85 5/11/2024-24	037833CU2	2,135,000.00	2,140,626.30	2,128,168.00	S&P-AA+	Moody's-Aaa	0.12	41	41	5/11/2024		0.484	0.11
Apple 2.85 5/11/2024-24	037833CU2	10,000,000.00	10,026,848.94	9,968,000.00	S&P-AA+	Moody's-Aaa	0.56	41	41	5/11/2024		0.442	0.11
Apple 3.45 5/6/2024	037833AS9	10,000,000.00	10,030,817.72	9,979,700.00	S&P-AA+	Moody's-Aaa	0.56	36	36	5/6/2024		0.310	0.10
Apple 1.2 2/8/2028-27	037833EC0	22,500,000.00	19,889,269.38	19,893,150.00	S&P-AA+	Moody's-Aaa	1.25	1,409	1,347	2/8/2028	12/8/2027	4.520	3.76
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,049,150.68	9,878,700.00	S&P-AA-	Moody's-Aa1	0.56	138	107	8/16/2024	7/16/2024	0.699	0.38
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,423,785.81	9,288,815.00	S&P-AA-	Moody's-Aa2	0.53	340	250	3/6/2025	12/6/2024	3.619	0.92
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,978,127.84	19,593,400.00	S&P-AA-	Moody's-Aa2	1.11	353	353	3/19/2025		3.110	0.96
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,665,528.99	12,366,640.00	S&P-AA+	Moody's-Aa2	0.72	449	449	6/23/2025		3.320	1.22
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	9,158,953.58	8,995,303.68	S&P-AA+	Moody's-Aa2	0.53	449	449	6/23/2025		3.829	1.22
Guardian Life 3.246 3/29/2027	40139LBF9	11,000,000.00	10,593,341.52	10,481,350.00	S&P-AA+	Moody's-Aa1	0.61	1,093	1,093	3/29/2027		4.585	2.87
Guardian Life 3.246 3/29/2027	40139LBF9	25,000,000.00	23,989,216.60	23,821,250.00	S&P-AA+	Moody's-Aa1	1.39	1,093	1,093	3/29/2027		4.710	2.87
JP Morgan Chase Bank 5.1 5/30/2025-24	46632FSW6	21,000,000.00	21,000,000.00	20,852,370.00	Fitch-AA	Moody's-Aa2	1.17	425	60	5/30/2025	5/30/2024	5.100	1.13
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,023,027.44	4,967,050.00	S&P-AA+	Moody's-Aa3	0.28	83	83	6/22/2024		0.701	0.23
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	25,000,000.00	24,173,551.55	24,211,000.00	S&P-AA+	Moody's-Aa3	1.39	707	707	3/8/2026		5.230	1.89
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	10,000,000.00	9,683,257.18	9,684,400.00	S&P-AA+	Moody's-Aa3	0.56	707	707	3/8/2026		5.150	1.89
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,215,650.58	7,206,899.70	S&P-AA+	Moody's-Aa3	0.40	9	9	4/9/2024		0.400	0.02
Mass Mutual Global Funding 4.5 4/10/2026	57629W6F2	9,000,000.00	8,887,968.46	8,894,070.00	S&P-AA+	Moody's-Aa3	0.50	740	740	4/10/2026		5.157	1.92
Mass Mutual Global Funding 4.5 4/10/2026	57629W6F2	16,000,000.00	15,944,213.99	15,811,680.00	S&P-AA+	Moody's-Aa3	0.89	740	740	4/10/2026		4.680	1.92
Mass Mutual Global Funding 5.05 12/7/2027	57629WDL1	14,000,000.00	14,233,627.83	14,017,220.00	S&P-AA+	Moody's-Aa3	0.78	1,346	1,346	12/7/2027		4.550	3.36
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,400,090.78	17,067,925.00	S&P-AA-	Moody's-Aa3	0.97	355	355	3/21/2025		3.420	0.97
MetLife 3.45 12/18/2026	59217GBY4	14,899,000.00	14,102,437.85	14,317,939.00	S&P-AA-	Moody's-Aa3	0.83	992	992	12/18/2026		5.620	2.59
MetLife 3.45 12/18/2026	59217GBY4	14,088,000.00	13,635,079.91	13,538,568.00	S&P-AA-	Moody's-Aa3	0.78	992	992	12/18/2026		4.730	2.59

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
MetLife 4.4 6/30/2027	59217GF80	15,000,000.00	14,760,035.43	14,670,750.00	S&P-AA-	Moody's-Aa3	0.83	1,186	1,186	6/30/2027		4.942	3.03
MetLife 4.85 1/16/2027	58989V2G8	25,000,000.00	25,057,606.88	24,993,250.00	S&P-AA-	Moody's-Aa3	1.39	1,021	1,021	1/16/2027		4.760	2.62
Morgan Stanley 4.754 4/21/2026	61690U4T4	10,000,000.00	9,805,998.57	9,934,500.00	Fitch-AA-	Moody's-Aa3	0.56	751	751	4/21/2026		5.780	1.94
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	15,000,000.00	15,401,179.14	15,289,200.00	Fitch-AA-	Moody's-Aa3	0.83	943	913	10/30/2026	9/30/2026	4.759	2.38
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	20,000,000.00	20,518,334.16	20,385,600.00	Fitch-AA-	Moody's-Aa3	1.11	943	913	10/30/2026	9/30/2026	4.793	2.38
New York Life4.7 4/2/2026	64952WFB4	10,000,000.00	9,861,173.78	9,920,800.00	S&P-AA+	Moody's-Aaa	0.56	732	732	4/2/2026		5.450	1.89
New York Life4.7 4/2/2026	64952WFB4	11,890,000.00	11,713,633.92	11,795,831.20	S&P-AA+	Moody's-Aaa	0.66	732	732	4/2/2026		5.501	1.89
New York Life5.45 9/18/2026	64953BBF4	11,000,000.00	11,008,349.93	11,089,210.00	S&P-AA+	Moody's-Aaa	0.61	901	901	9/18/2026		5.416	2.34
New York Life5.45 9/18/2026	64953BBF4	12,500,000.00	12,641,485.16	12,601,375.00	S&P-AA+	Moody's-Aaa	0.69	901	901	9/18/2026		4.950	2.34
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,497,379.69	7,306,725.00	S&P-AA+	Moody's-Aaa	0.42	212	212	10/29/2024		0.961	0.58
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,528,076.30	4,522,330.25	S&P-AA+	Moody's-Aaa	0.25	10	10	4/10/2024		0.378	0.03
Northwestern Mutual Global 1.75 1/11/2027	66815L2F5	25,000,000.00	23,085,713.20	22,922,000.00	S&P-AA+	Moody's-Aaa	1.39	1,016	1,016	1/11/2027		4.726	2.71
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,836,053.37	4,758,200.00	S&P-AA-	Moody's-Aa3	0.28	450	450	6/24/2025		4.050	1.22
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,360,739.14	18,504,200.00	S&P-AA-	Moody's-Aa3	1.11	744	744	4/14/2026		5.750	2.00
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,342,871.68	18,504,200.00	S&P-AA-	Moody's-Aa3	1.11	744	744	4/14/2026		5.800	2.00
Pacific Life 5.5 8/28/2026	6944PL2W8	17,000,000.00	16,984,470.10	17,136,510.00	S&P-AA-	Moody's-Aa3	0.94	880	880	8/28/2026		5.539	2.28
PEFCO 0.55 7/30/2024	74274TAG5	10,000,000.00	9,861,273.01	9,843,300.00	Moody's-Aaa	Fitch-AA+	0.56	121	121	7/30/2024		4.960	0.33
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,072,803.53	8,856,540.00	S&P-AA-	Moody's-Aa3	0.50	176	176	9/23/2024		0.700	0.48
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	10,000,000.00	9,859,412.94	9,840,600.00	S&P-AA-	Moody's-Aa3	0.56	176	176	9/23/2024		5.510	0.48
Pricoa Global Funding 4.2 8/28/2025	74153WCR8	15,000,000.00	14,702,632.41	14,798,100.00	S&P-AA-	Moody's-Aa3	0.83	515	515	8/28/2025		5.696	1.39
Pricoa Global Funding 5.55 8/28/2026	74153WCT4	10,000,000.00	10,178,511.72	10,116,500.00	S&P-AA-	Moody's-Aa3	0.56	880	880	8/28/2026		4.747	2.28
Protective Global Life 1.303 9/20/2026	74368CBH6	10,000,000.00	8,988,335.52	9,080,100.00	S&P-AA-	Fitch-AA-	0.56	903	903	9/20/2026		5.800	2.44
Protective Global Life 4.714 7/6/2027	74368CBP8	7,655,000.00	7,365,877.78	7,572,402.55	S&P-AA-	Fitch-AA-	0.43	1,192	1,192	7/6/2027		6.019	3.03
Protective Global Life 4.714 7/6/2027	74368CBP8	6,000,000.00	5,773,385.59	5,935,260.00	S&P-AA-	Fitch-AA-	0.33	1,192	1,192	7/6/2027		6.019	3.03
Protective Global Life 4.714 7/6/2027	74368CBP8	14,000,000.00	14,037,630.06	13,848,940.00	S&P-AA-	Fitch-AA-	0.78	1,192	1,192	7/6/2027		4.624	3.03
Protective Global Life 5.366 1/6/2026	74368CBQ6	10,000,000.00	9,926,652.92	10,024,500.00	S&P-AA-	Fitch-AA-	0.56	646	646	1/6/2026		5.810	1.69
Protective Global Life 5.366 1/6/2026	74368CBQ6	17,295,000.00	17,134,420.33	17,337,372.75	S&P-AA-	Fitch-AA-	0.96	646	646	1/6/2026		5.930	1.69
Protective Global Life 5.366 1/6/2026	74368CBQ6	15,016,000.00	14,920,448.06	15,052,789.20	S&P-AA-	Fitch-AA-	0.83	646	646	1/6/2026		5.750	1.69
Roche Holdings 2.314 3/10/2027	771196BV3	15,440,000.00	14,433,826.14	14,426,518.40	S&P-AA	Moody's-Aa2	0.86	1,074	1,074	3/10/2027		4.716	2.85
Roche Holdings 5.275 1/28/2027-26	771196BL5	11,725,000.00	11,065,752.66	10,998,870.75	S&P-AA	Moody's-Aa2	0.65	1,033	941	1/28/2027	10/28/2026	4.524	2.73
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,084,003.33	10,091,900.00	S&P-AA	Moody's-Aa2	0.56	957	926	11/13/2026	10/13/2026	4.916	2.43
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,175,807.90	10,091,900.00	S&P-AA	Moody's-Aa2	0.56	957	926	11/13/2026	10/13/2026	4.540	2.43
Southern California Gas Co. 3.2 6/15/2025-25	842434CP5	17,000,000.00	16,668,574.70	16,623,450.00	Fitch-AA-	Moody's-Aa3	0.94	441	349	6/15/2025	3/15/2025	4.919	1.18
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,976,935.42	9,809,200.00	S&P-AA	Moody's-Aa1	0.56	396	396	5/1/2025		3.600	1.06
Walmart 3.95 9/9/2027-27	931142EX7	17,500,000.00	17,224,040.76	17,193,925.00	S&P-AA	Moody's-Aa2	0.97	1,257	1,248	9/9/2027	8/31/2027	4.450	3.24
Sub Total / Average Corporate Notes 50% Maximum		797,334,000.00	781,016,276.79	778,816,068.48			44.28	788	768			4.527	2.05
LGIP 100% Maximum													
Commonwealth of Virginia LGIP	LGIP0549	23,671,906.68	23,671,906.68	23,671,906.68	S&P-AAA	NR	1.31	1	1	N/A	N/A	5.600	0.00
Sub Total / Average LGIP 100% Maximum		23,671,906.68	23,671,906.68	23,671,906.68			1.31	1	1			5.600	0.00
Money Market60% Maximum													
Freedom Bank ICS MM	MM2554	5,293,246.18	5,293,246.18	5,293,246.18	NR	NR	0.29	1	1	N/A	N/A	5.500	0.00
John Marshall Bank ICS MM	MM60000	7,126,369.44	7,126,369.44	7,126,369.44	NR	NR	0.40	1	1	N/A	N/A	5.550	0.00
Truist MM	MM1006	20,199,277.30	20,199,277.30	20,199,277.30	NR	NR	1.12	1	1	N/A	N/A	5.179	0.00
United Bank MM	MM3272	3,583,811.06	3,583,811.06	3,583,811.06	NR	NR	0.20	1	1	N/A	N/A	5.490	0.00
Sub Total / Average Money Market60% Maximum		36,202,703.98	36,202,703.98	36,202,703.98			2.01	1	1			5.330	0.00
Municipal Bonds - US 30% Maximum													
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,332,939.70	2,323,522.60	S&P-AAA	Fitch-AAA	0.13	31	31	5/1/2024		0.500	0.08
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,657,763.70	2,537,705.80	S&P-AAA	Fitch-AAA	0.15	396	396	5/1/2025		0.650	1.07
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,406,967.87	2,343,143.25	S&P-AAA	Moody's-Aaa	0.13	215	215	11/1/2024		0.420	0.58
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,932,253.19	1,807,803.90	S&P-AAA	Moody's-Aaa	0.10	580	580	11/1/2025		0.570	1.55
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,018,660.83	6,673,590.00	S&P-AA	Fitch-AA	0.39	457	457	7/1/2025		1.039	1.24
Sub Total / Average Municipal Bonds - US 30% Maximum		16,225,000.00	16,348,585.29	15,685,765.55			0.90	365	365			0.753	0.99
Municipal Bonds - Virginia 30% Maximum													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,017,487.38	6,625,850.00	S&P-AAA	Moody's-Aaa	0.39	488	488	8/1/2025		0.600	1.33

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,012,933.13	2,972,940.00	S&P-AA+	Moody's-Aa1	0.17	106	106	7/15/2024		0.500	0.29
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	417,293.99	394,502.00	S&P-AA+	Moody's-Aa1	0.02	471	471	7/15/2025		0.600	1.27
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,012,972.03	4,697,000.00	S&P-AAA	Moody's-Aaa	0.28	549	549	10/1/2025		0.470	1.49
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,584,484.65	1,467,150.00	Fitch-AA+	Moody's-Aa1	0.08	792	792	6/1/2026		1.080	2.07
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	973,930.00	S&P-AAA	Moody's-Aaa	0.06	215	215	11/1/2024		0.636	0.58
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,105,258.80	S&P-AAA	Moody's-Aaa	0.07	580	580	11/1/2025		0.736	1.57
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,224.53	1,265,849.00	S&P-AA	Moody's-Aa1	0.07	215	215	11/1/2024		0.720	0.58
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	662,375.00	657,824.65	S&P-AA+	Moody's-Aa1	0.04	123	123	8/1/2024		3.375	0.33
VA St Resources Authority 2.45 11/1/2027	92818NHN1	4,000,000.00	3,781,881.77	3,723,080.00	S&P-AAA	Moody's-Aaa	0.22	1,310	1,310	11/1/2027		4.131	3.41
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,821,405.71	22,351,277.20	S&P-AA+	Moody's-Aa1	1.27	154	154	9/1/2024		0.465	0.42
Sub Total / Average Municipal Bonds - Virginia 30% Maximum		47,875,000.00	47,791,058.19	46,234,661.65			2.66	373	373			0.872	1.00
Supranational 50% Maximum													
International Finance Corp 5 11/15/2027-24	45950VRK4	10,000,000.00	10,000,000.00	9,924,100.00	S&P-AAA	Moody's-Aaa	0.56	1,324	229	11/15/2027	11/15/2024	5.000	3.30
Sub Total / Average Supranational 50% Maximum		10,000,000.00	10,000,000.00	9,924,100.00			0.56	1,324	229			5.000	3.30
US Agency100% Maximum													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,096,844.57	17,817,053.00	S&P-AA+	Moody's-Aaa	1.06	603	603	11/24/2025		0.610	1.64
FFCB 4.5 3/28/2025	3133EPLF0	25,000,000.00	25,000,000.00	24,905,250.00	S&P-AA+	Moody's-Aaa	1.39	362	362	3/28/2025		4.500	0.98
FFCB 4.5 9/22/2028	3133EPWK7	10,000,000.00	9,822,839.38	10,079,800.00	S&P-AA+	Moody's-Aaa	0.56	1,636	1,636	9/22/2028		4.950	4.10
FFCB 4.75 5/28/2026	3133EPUD5	20,000,000.00	19,967,386.00	20,038,400.00	S&P-AA+	Moody's-Aaa	1.11	788	788	5/28/2026		4.834	2.05
FFCB 4.75 7/8/2026	3133EPPV7	20,000,000.00	19,987,589.05	20,032,800.00	S&P-AA+	None	1.11	829	829	7/8/2026		4.782	2.16
FFCB 4.875 4/20/2026	3133EPWD3	20,000,000.00	19,969,936.03	20,070,200.00	S&P-AA+	Moody's-Aaa	1.11	750	750	4/20/2026		4.955	1.94
FFCB 5.37 8/14/2025-24	3133EPTD7	25,000,000.00	24,978,464.58	24,990,750.00	S&P-AA+	Moody's-Aaa	1.39	501	136	8/14/2025	8/14/2024	5.437	1.33
FFCB 5.54 8/28/2025-24	3133EPUK9	30,000,000.00	30,000,000.00	29,993,100.00	S&P-AA+	Moody's-Aaa	1.67	515	150	8/28/2025	8/28/2024	5.540	1.37
FHLB 1 11/15/2024-22	3130APRF4	22,500,000.00	22,504,025.39	21,918,825.00	Moody's-Aaa	S&P-AA+	1.25	229	229	11/15/2024		0.971	0.62
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	24,683,500.00	S&P-AA+	Moody's-Aaa	1.39	102	11	7/11/2024	4/11/2024	1.040	0.28
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,986,861.31	19,398,000.00	S&P-AA+	Moody's-Aaa	1.11	288	288	1/13/2025		1.185	0.78
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	19,436,000.00	S&P-AA+	Moody's-Aaa	1.11	261	261	12/17/2024		1.125	0.71
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	26,235,000.00	S&P-AAA	Moody's-Aaa	1.47	82	21	6/21/2024	4/21/2024	1.200	0.31
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	19,199,800.00	S&P-AA+	Moody's-Aaa	1.11	437	11	6/11/2025	4/11/2024	1.280	1.19
FHLB 1.3 12/15/2025-22	3130AQ5U3	25,000,000.00	24,997,330.60	23,563,000.00	S&P-AA+	Moody's-Aaa	1.39	624	624	12/15/2025		1.306	1.69
FHLB 1.4 2/18/2025-22	3130AAQX4	25,000,000.00	25,000,000.00	24,190,750.00	S&P-AA+	Moody's-Aaa	1.39	324	48	2/18/2025	5/18/2024	1.400	0.88
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	18,487,605.00	S&P-AA+	Moody's-Aaa	1.03	8	8	4/8/2024		1.780	0.44
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,658,600.00	S&P-AA+	Moody's-Aaa	1.67	150	28	8/28/2024	4/28/2024	2.640	0.42
FHLB 4.52 3/15/2029-27	3130B0GZ6	25,000,000.00	25,000,000.00	24,809,000.00	S&P-AA+	Moody's-Aaa	1.39	1,810	1,079	3/15/2029	3/15/2027	4.520	4.48
FHLB 4.7 3/22/2029-27	3130B0L64	30,000,000.00	30,000,000.00	30,070,800.00	S&P-AA+	Moody's-Aaa	1.67	1,817	1,086	3/22/2029	3/22/2027	4.700	4.49
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,000,119.58	14,985,300.00	Fitch-AAA	Moody's-Aaa	0.83	8	8	4/8/2024		0.338	0.02
FHLMC 3.75 8/28/2024-22	3134GXP40	10,000,000.00	10,000,000.00	9,931,600.00	S&P-AA+	Moody's-Aaa	0.56	150	58	8/28/2024	5/28/2024	3.750	0.41
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,748,500.00	S&P-AA+	Moody's-Aaa	1.39	423	58	5/28/2025	5/28/2024	4.030	1.13
Sub Total / Average US Agency100% Maximum		506,600,000.00	506,311,396.49	499,243,633.00			28.13	557	373			2.953	1.46
US Treasury100% Maximum													
T-Bill 0 5/16/2024	912797FH5	6,500,000.00	6,460,133.33	6,457,490.00	S&P-AAA	Moody's-Aaa	0.36	46	46	5/16/2024		5.110	0.13
T-Bill 0 5/16/2024	912797FH5	840,000.00	834,794.33	834,506.40	S&P-AAA	Moody's-Aaa	0.05	46	46	5/16/2024		5.166	0.13
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,996,741.13	19,953,800.00	Moody's-Aaa	None	1.11	30	30	4/30/2024		2.705	0.08
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,946,559.14	19,516,400.00	Moody's-Aaa	None	1.11	410	410	5/15/2025		3.000	1.10
Sub Total / Average US Treasury100% Maximum		47,340,000.00	47,238,227.93	46,762,196.40			2.63	193	193			3.203	0.52
Total / Average		1,800,748,610.66	1,784,037,404.72	1,771,348,775.74			100	572	505			4.026	1.50

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2024

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through April 2024 for FY2024.
3. **Comments:**
 - A. **FY2024 Revenues (Attachment A):**
 - I. The Authority has received approximately \$293 million through April 30, 2024, transfers from the Commonwealth.
 1. \$20.0 million of the annual Northern Virginia District Transfer.
 2. \$22.9 million in Regional Congestion Relief Fees (Grantor's Tax).
 3. \$232.8 million in Regional Sales Tax.
 4. \$17.3 million in Interstate Operation Enhancement Program (IOEP), 12.1% lower than original VDOT estimates.
 - II. April 2024 represents the eighth month of sales tax receipts for FY2024. Attachment A shows a 7.6% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - III. As of the end of April 30, 2024, the FY2024 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 35.4% when compared to the FY2024 budget projections. Member localities have been experiencing similar trends. The Authority will continue to monitor the receipts and economic trends.
 - IV. As of April 2024, the negative variance in the Regional Congestion Relief Fees and IOEP is offset by the positive increase in sales tax revenue.
 - B. **FY2024 Distribution to localities (Attachment B)**
 - I. At the end of April, all member jurisdictions had completed the *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2024 Local Distribution Funds (30%).
 - II. If an annual certification is not filed by August 1st, Local Distribution Fund Transfers would be suspended. Subsequently, if the certification is not received, in acceptable form, by March 1st of the current fiscal year, the jurisdiction's share

of the Local Distribution Fund would be irrevocably transferred to the Regional Revenue Fund.

- III. As of April 2024, \$88.3 million has been distributed in FY2024 Local Distribution funds to member jurisdictions.

C. FY2020 to FY2024 Year over Year Revenue Comparison (Attachment C).

- I. This chart reflects a month-to-month comparison of sales tax and grantors tax revenue and a year-to-year comparison of fiscal year to date sales tax revenues received as of April 2024 for FY2024.

Attachments:

- A. FY2024 Revenues Received by Tax Type Compared to NVTA Estimates, through April 2024
- B. FY2024 30% Distribution by Jurisdiction, as of April 2024
- C. Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for April FY2020 to FY2024

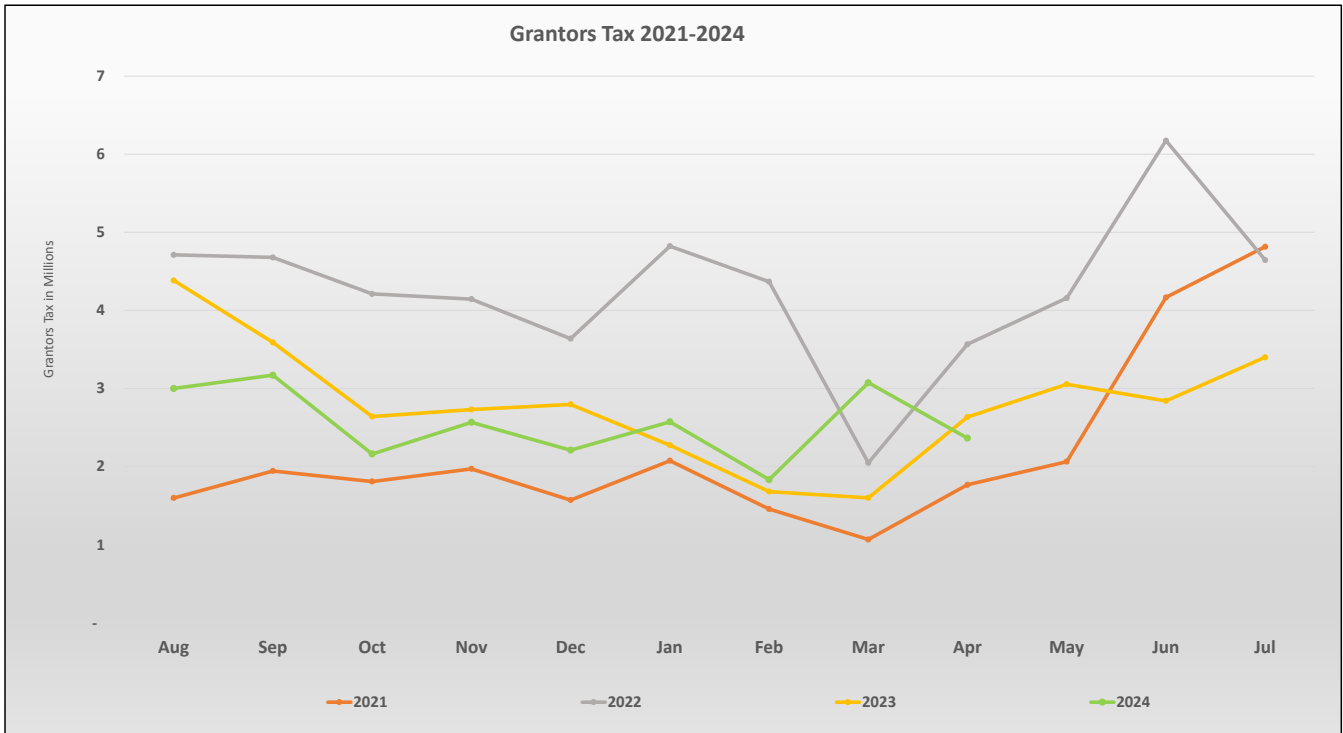
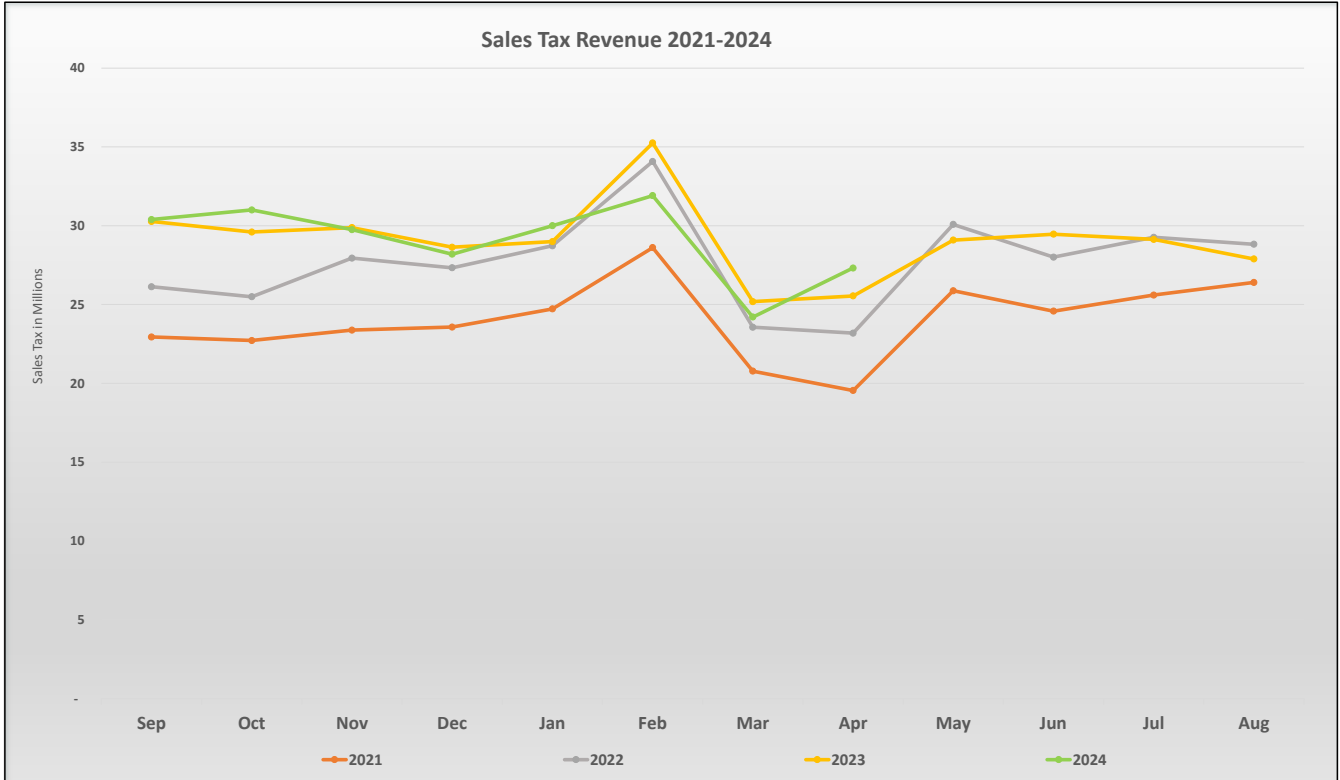
Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through **April 2024**
 FYE June 30, 2024

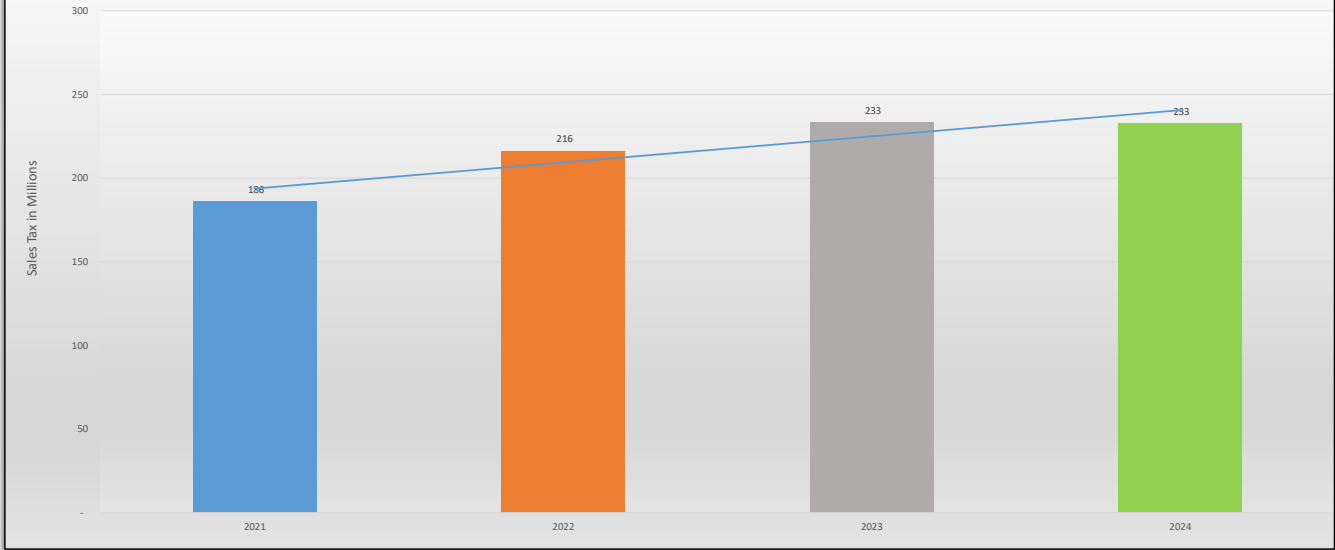
		Annualized				
Regional Sales Tax		Received	Revenue based	FY2024	Annualized	
Transaction Months	8	To Date	on YTD Receipts	Budget	Actual To Budget	
Total Sales Tax Revenue		\$ 232,755,452	349,133,178	\$ 324,471,940	\$ 24,661,238	7.6%
		Annualized				
Interstate Operation Enhance Program		Received	Revenue based	FY2024	Annualized	
Transaction Months	1	To Date	on YTD Receipts	Budget	Actual To Budget	
Interstate Operation Enhance Program		\$ 17,274,354	17,274,354	\$ 19,653,162	\$ (2,378,808)	-12.1%
		Annualized				
Regional Congestion Relief Fee		Received	Revenue based	FY2024	Annualized	
Transaction Months	9	To Date	on YTD Receipts	Budget	Actual To Budget	
Total Regional Congestion Relief Fee		\$ 22,945,568	\$ 30,594,090	\$ 47,391,543	(16,797,453)	-35.4%
		Annualized				
NVTD Transfer from COVA		Received	Revenue based	FY2024	Annualized	
Transaction Months	4	To Date	on YTD Receipts	Budget	Actual To Budget	
Total NVTD Transfer from COVA		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		<u>\$ 292,975,374</u>	<u>417,001,622</u>	<u>\$ 411,516,645</u>	<u>\$ 5,484,977</u>	1.33%

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2024 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through April 2024											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 03/31/2024 Accrued Interest (1)	As of 03/31/2024 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,165,759.80	\$ 15,850,705.85	\$ 1,568,604.30	\$ 1,357,002	\$ 41,131.98	\$ 19,983,203.48	\$ 5,994,961.04	\$ 13,771.45	\$ 5,313,758.57	\$ 694,973.92	\$ 6,008,732.49
Arlington County	\$ 1,645,319.87	\$ 22,236,422.67	\$ 2,742,391.85	\$ 1,909,353	\$ 57,889.72	\$ 28,591,377.35	\$ 8,577,413.21	\$ 19,703.78	\$ 7,551,054.34	\$ 1,046,062.65	\$ 8,597,116.99
City of Fairfax	\$ 399,151.75	\$ 5,407,905.68	\$ 275,201.80	\$ 464,315	\$ 14,681.56	\$ 6,561,255.45	\$ 1,968,376.64	\$ 4,521.70	\$ 1,723,070.89	\$ 249,827.45	\$ 1,972,898.34
Fairfax County	\$ 7,174,737.79	\$ 97,991,643.35	\$ 9,090,225.60	\$ 8,326,266	\$ 261,868.10	\$ 122,844,741.26	\$ 36,853,422.38	\$ 84,658.59	\$ 32,718,542.40	\$ 4,219,538.57	\$ 36,938,080.97
City of Falls Church	\$ 174,346.39	\$ 2,562,580.03	\$ 100,870.30	\$ 208,199	\$ 6,631.44	\$ 3,052,627.38	\$ 915,788.21	\$ 2,103.72	\$ 805,786.41	\$ 112,105.52	\$ 917,891.93
Loudoun County	\$ 3,526,730.86	\$ 44,980,264.65	\$ 4,659,512.80	\$ 4,031,256	\$ 110,010.65	\$ 57,307,774.50	\$ 17,192,332.35	\$ 39,493.72	\$ 15,048,555.92	\$ 2,183,270.15	\$ 17,231,826.07
City of Manassas	\$ 388,559.82	\$ 5,352,798.04	\$ 330,679.00	\$ 456,015	\$ 13,096.27	\$ 6,541,147.74	\$ 1,962,344.32	\$ 4,507.84	\$ 1,715,225.68	\$ 251,626.48	\$ 1,966,852.16
City of Manassas Park	\$ 96,991.71	\$ 1,208,128.43	\$ 128,586.50	\$ 110,182	\$ 2,948.66	\$ 1,546,837.06	\$ 464,051.12	\$ 1,066.00	\$ 408,174.01	\$ 56,943.11	\$ 465,117.12
Prince William County	\$ 2,702,756.01	\$ 37,165,003.15	\$ 4,049,495.50	\$ 3,137,413	\$ 98,822.53	\$ 47,153,490.19	\$ 14,146,047.06	\$ 32,495.88	\$ 12,566,464.27	\$ 1,612,078.67	\$ 14,178,542.94
Total Revenue	\$ 17,274,354.00	\$ 232,755,451.85	\$ 22,945,567.65	\$ 20,000,000.00	\$ 607,080.91	\$ 293,582,454.41	\$ 88,074,736.33	\$ 202,322.68	\$ 77,850,632.49	\$ 10,426,426.52	\$ 88,277,059.01
Interest 3/31/2024						\$ 293,582,454.41	\$ 88,074,736.33				\$ 88,277,059.01



YTD Sales Tax Receipt Comparison April FY2021 to FY2024



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2024

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2024.
2. **Background:** The Authority elected to fund the Operating Budget for FY2024 through transfers from the Regional Revenue Fund.
3. **Monthly Operating Budget Report:** Through March 31, 2024, the FY2024 Operating Budget has produced the following:
 - A. The Operating Budget was fully funded through transfers from the Regional Revenue Fund.
 - B. As of March 31, 2024, the attached Income Statement reflects the Authority utilized 58% of its FY2024 expenditure budget through 75% of the fiscal year. Expenditures for PIMMS and the Website Modernization will be incurred as the projects progress.
 - C. As of March 31, 2024, all expense categories remained within the budget.
 - D. The attached statement shows the total Operating Budget income and expenditure activity for March 31, 2024.

Attachment: FY2024 Monthly Operating Budget through March 31, 2024

04/23/24
12:07:25NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 3 / 24Page: 1 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	170,857.58	1,545,479.73	2,220,795.00	675,315.27	70
130	Health & Dental Benefits	17,538.88	179,965.77	383,809.00	203,843.23	47
131	Payroll Taxes	12,790.20	107,478.49	171,171.00	63,692.51	63
132	Retirement VRS	14,890.45	129,600.39	193,402.00	63,801.61	67
133	Life Insurance	2,427.69	21,002.80	30,656.00	9,653.20	69
134	Flex Spending/Dependent Care	36.08	362.14	1,165.00	802.86	31
135	Workers Comp		1,525.00	2,397.00	872.00	64
137	Disability Insurance	4,274.78	19,408.26	22,388.00	2,979.74	87
	Total Account	222,815.66	2,004,822.58	3,025,783.00	1,020,960.42	66
420000	Professional Services					
210	Audit & Accounting Services		29,000.00	58,750.00	29,750.00	49
220	Bank Service	25.00	25.00	750.00	725.00	3
230	Insurance		12,621.00	12,375.00	-246.00	102
240	Payroll Services	363.73	4,010.01	5,920.00	1,909.99	68
260	Public Outreach & Regional Event Support	1,853.53	23,213.58	49,640.00	26,426.42	47
261	Legal/Bond Counsel Services			75,000.00	75,000.00	
262	Financial Advisory Services		12,325.27	36,955.00	24,629.73	33
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services	10,805.20	72,631.58	85,000.00	12,368.42	85
265	Investment Custody Svc		10,020.00	25,000.00	14,980.00	40
	Total Account	13,047.46	166,533.94	352,090.00	185,556.06	47
430000	Technology/Communication					
310	Acctg & Financial Report Systems	16,094.87	68,112.97	113,035.00	44,922.03	60
330	IT Support Svc Incl Hosting	2,463.43	25,661.49	46,220.00	20,558.51	56
335	GIS/Project Mgt/Modeling	19,361.65	32,270.65	238,294.00	206,023.35	14
340	Phone Service & Web Ex Chgs	1,136.35	10,521.84	18,035.00	7,513.16	58
350	Web Develop & Hosting	191.25	2,167.05	263,090.00	260,922.95	1
940	Equip/Computer HW SW & Peripheral	1,360.33	12,084.53	1,000.00	-11,084.53	1208
	Total Account	40,607.88	150,818.53	679,674.00	528,855.47	22
440000	Administrative Expenses					
405	Building/Office Related Expenses	194.00	520.00	3,000.00	2,480.00	17
410	Advertisement		955.52	3,000.00	2,044.48	32
411	Dues & Subscriptions	64.99	14,321.26	20,725.00	6,403.74	69
412	Duplication & Printing	291.66	5,007.87	13,500.00	8,492.13	37
414	Hosted Meeting Expenses	916.90	3,303.36	5,500.00	2,196.64	60
415	Mileage/Transportation	368.05	4,657.15	11,000.00	6,342.85	42
416	Office Transition Costs	6,024.06	6,024.06		-6,024.06	
417	Office Lease		185,088.17	244,375.00	59,286.83	76
418	Office Supplies	-104.22	2,862.35	7,600.00	4,737.65	38
419	Postage & Delivery		11.49	700.00	688.51	2
420	Professional Develop & Training	1,474.64	19,510.23	23,000.00	3,489.77	85
	Total Account	9,230.08	242,261.46	332,400.00	90,138.54	73

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Total Expenses	285,701.08	2,564,436.51	4,389,947.00	1,825,510.49	58
	Net Income from Operations	-285,701.08	-2,564,436.51			
	Other Revenue					
370000	Investment Earnings	9,971.48	17,381.41		17,381.41	
383000	Transfer Operating Budget from Regional Revenue		4,283,343.00	4,283,343.00		100
	Total Other Revenue	9,971.48	4,300,724.41	4,283,343.00	17,381.41	100
	Other Expenses					
521000	Transfers					
820	Transfer to Operating Reserve			841,990.00	841,990.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			891,990.00	891,990.00	
	Total Other Expenses	0.00	0.00	891,990.00	891,990.00	
	Net Income	-275,729.60	1,736,287.90			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: June 6, 2024

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on May 6, 2024, at 5:00 p.m. The meeting was held in person at NVTA offices, 2600 Park Tower Drive, Vienna, VA. There were four members present. The meeting was livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of April 8, 2024, Meeting:** The meeting summary for the April 8, 2024, meeting was approved unanimously.
4. **Discussion Items:**
 - A. **FY2024-2029 Six Year Program (SYP) Update:** Dr. Nampoothiri provided an overview of the Six Year Program process at NVTA, outlining a framework comprising both quantitative and qualitative metrics to guide project funding recommendations, NVTA's Core Values of Equity, Safety, and Sustainability, guidelines for applications, the evaluation method, and the general schedule. He discussed in detail NVTA's Core Values evaluation, with specific examples, in response to the request by the Committee members at the April 8 meeting. Dr. Nampoothiri noted that the Core Value evaluation was conducted as a pilot, and the results of the evaluation will not be considered for this SYP funding recommendation. Dr. Nampoothiri suggested that when jurisdictions and agencies are developing projects that will be submitted for future funding programs, they should consider incorporating the Core Values. Dr. Nampoothiri noted that the evaluation results and project details are currently published for public comment, which will continue until May 19, 2024. He added that staff recommendations will be developed after the public comment period is over and all the public comments received have been evaluated. Further, Dr. Nampoothiri provided an overview of the Six Year Program schedule, what events have occurred in the past and what NVTA is working on for the future.
 - B. **Preliminary Deployment Plan for Regional Bus Rapid Transit (PDP-BRT) System:** Mr. Jasper, Principal, Transportation Planning and Programming, briefed the PPC on the opening of the online survey for the PDP-BRT. This will open the day after the Six Year Program Public comment period closes and will run for about six weeks. Mr. Jasper

explained that NVTA is currently in Phase 1 of the PDP-BRT and will be moving into Phase 2. Phase 2 will begin around July 2024 and will be a deeper analysis of data. Mr. Jasper explained that NVTA staff are planning to have a joint work session on the PDP-BRT with the Authority members in June and July. This will be a two-part session where a brief summary of the key takeaways from the Focus Groups, Peer Review, and outline of the Phase 2 approach will be shared. Staff are hoping to gain feedback from the Authority members regarding the Phase 2 approach. In the July portion of the work session, staff will provide the Authority with the preliminary results of the online survey and seek feedback from the Authority in terms of priorities. NVTA staff are currently awaiting the report from Northern Virginia Transportation Commission (NVTC) on their regional transit analysis and Washington Metropolitan Area Transit Authority (WMATA) on their Better Bus Network study. Mr. Jasper noted that there will be a further round of engagement in Spring 2025, when analysis from previous phases will be complete.

- C. **NVTA Update:** Ms. Backmon reminded members that NVTA's Public Hearing for the Six Year Program is on Thursday, May 9, 2024. The Authority meeting will be held following the Public Hearing. Staff will not be sharing the comments from the public engagement at the May Authority meeting, but these will be shared at the June Authority meeting following the closing of the public comment period.

- 5. **Next Steps:** The next scheduled meeting for the PPC is Tuesday, June 25, 2024, at 5:00 p.m. This meeting will be held in the first-floor conference room at the new NVTA Offices at 2600 Park Tower Drive, Vienna.

MEMORANDUM

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

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: June 6, 2024

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The TAC met on May 15, 2024, at 7 p.m. The meeting was held in-person at NVTA offices, 2600 Park Tower Drive, Vienna, and virtually over Zoom. Seven Committee members attended the meeting, four in-person and three over Zoom, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of March 20, 2024, Meeting:** The meeting summary for the March 20, 2024, meeting was not able to be approved due to the absence of a physical quorum in the room. This action item has been moved to the June 20, 2024, TAC meeting.
4. **Discussion Items:**
 - A. **FY2024-2029 Six Year Program Update:** Dr. Nampoothiri presented the status of the FY2024-2029 Six Year Program. This focused on the candidate projects' 'Alignment with Core Values' under the 'Qualitative Considerations' section of the evaluation process. Dr. Nampoothiri shared the evaluation summary chart for all projects, how NVTA Core Values of Equity, Safety, and Sustainability are built into the TransAction Rating's performance measures, definitions and examples of the NVTA Core Values, the evaluation methodology, and the results of project applications' alignment with Core Values. Dr. Nampoothiri noted that the Core Value evaluation was conducted as a pilot, and the results of the evaluation will not be considered for this SYP funding recommendation. Following Dr. Nampoothiri's presentation of candidate project alignment with Core Values results, the Committee discussed various aspects of the results including the difficulty of quantification across modes, consideration of relative ranking across the Core Values, the efficacy of Core Values in the final rankings, the difficulty of subjectivity and consistency across the three reviewers, if more reviewers should have been utilized, best practices across the Washington D.C. metro region, if numbers should have been shown for the Core Values ranking, how Core Values can be incorporated in future Six Year Programs, and Congestion Reduction Relative to Cost's prominence in the process.

- B. Preliminary Deployment Plan for Regional BRT System (PDP-BRT):** Mr. Jasper, Principal, Transportation Planning and Programming, gave a reminder that the PDP-BRT is something that has been introduced in October 2023 and this is a way to protect the approximately \$456.3 million NVTA has already made on five individual BRT lines. He mentioned starting on May 20 through June 14, as an online survey will be opened on transportation themes and items relevant to a regional BRT system, as well as a series of pop-up events throughout the region will occur. Mr. Jasper gave an overview of the subsequent phases to come as part of the PDP-BRT, and discussions on the standard of what constitutes BRT occurred.
 - C. NVTA Update:** Mr. Jasper informed the Committee that the next Authority meeting is on June 13, and gave an overview of what the Authority will hear at this meeting. NVTA is also participating in Bike to Work Day, and the next TAC meeting on June 20 will be a very significant meeting as NVTA staff will seek the endorsement of the Six-Year Program's recommendations.
- 5. Next steps:** The next scheduled meeting of the TAC is on June 20, 2024, at 7 p.m. to be held in-person at the new NVTA Offices at 2600 Park Tower Drive in the first-floor conference room.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: June 6, 2024

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on May 22, 2024, at 6:30 p.m. This meeting was held in-person at the NVTA offices, 2600 Park Tower Drive, Vienna, VA. There were five members present. The meeting was livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of March 27, 2024, Meeting:** The March 27, 2024, meeting summary was approved unanimously.
4. **Discussion Items:**
 - A. **FY2024-2029 Six Year Program Update:** Dr. Nampoothiri presented on the topic of the candidate projects' alignment with the NVTA Core Values of Equity, Safety, and Sustainability. These Core Values were adopted by the Authority as a part of its update of the long-range transportation plan, TransAction. The presentation covered Core Value definitions with examples and guidelines for funding evaluation methodology of the candidate projects. Dr. Nampoothiri noted that the Core Value evaluation was conducted as a pilot, and the results of the evaluation will not be considered for this SYP funding recommendation. During the presentation committee members shared their concerns, questions, and suggestions on effective and meaningful ways to incorporate Core Value concepts into future project evaluation processes.
 - B. **Preliminary Deployment Plan for Regional Bus Rapid Transit (PDP-BRT) System:** Mr. Jasper provided a refresher on the PDP-BRT with updates on recent and upcoming activities and tasks. This includes conducting an online survey and related pop-up events in locations around Northern Virginia targeting the Equity Emphasis Areas, a two-part work session with Authority members during scheduled Authority meetings in June and July, and starting work on Phase 2 which covers a draft analytical framework and evaluation process.
 - C. **NVTA Update:** Mr. Jasper mentioned a ribbon-cutting ceremony for a NVTA-funded project in the Route 7 corridor between Reston and Tysons. He also noted a few items on the June 13 Authority meeting agenda including the aforementioned PDP-BRT work

session, the FY2024-2029 Six Year Program public comment summary, procurement activity for NVTA website enhancement, and approval of the Six Year Program PayGo funding amount.

- 5. Next steps:** PCAC members will continue to be engaged in the FY2024-2029 Six Year Program and the BRT planning process as needed. The next scheduled meeting of the PCAC is on June 20, 2024, at 5:00 p.m. to be held in-person at NVTA Offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: June 6, 2024

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. First Announcement, Save the Date(s): Please save two dates in October:

- Wednesday October 9th – 9th Annual Northern Virginia Transportation Roundtable, jointly hosted by NVTA and the Intelligent Transportation Society of Virginia (ITSVA).
- Wednesday October 30th – the inaugural NVTA State of the Region's Transportation Annual Report.

Both events will be held at 2600 Park Tower Drive, Vienna, VA, in the new 6th floor conference suite from 8:30am to 11:00am. More details on the program, speakers and how to register will follow in the coming weeks.

B. Successful Grant Application for Town of Herndon: The U.S. Department of Transportation [recently announced](#) that the Town of Herndon has been awarded \$400,000 under the 2024 Safe Streets and Roads for All (SS4A) program. On March 14th, 2024, the Authority endorsed the town's application to apply for funding to create a comprehensive Safety Action Plan. This demonstrates NVTA's commitment to the Core Value of Safety and the importance of NVTA serving as an advocate for the transportation needs of Northern Virginia before the federal government.

C. Transportation Technology Strategic Plan (TTSP): NVTA's TTSP, which consists of Strategies and an Action Plan designed to proactively prepare for emerging transportation technologies to address travel demand and congestion, has been updated with minor reformatting (e.g. removal of nonexistent bulleted items) and consistency (e.g. global capitalization of "Core Values") corrections. This update, named "Version 2.01", was deemed by the CEO to not be significant enough to warrant Authority Approval. The TTSP Version 2.01 will be posted to NVTA's [Transportation Technology webpage](#), and a summary of the changes will be presented to the Transportation Technology Committee at their next meeting.

D. Military Installation Resilience Review (MIRR) 2.0: On Wednesday, May 22nd, NVTA staff attended an internal working group meeting for Northern Virginia Regional Commission's MIRR 2.0 project. The project aims to advance regional strategies that will improve resiliency of Northern Virginia's three military installations (Joint Base Myer-

Henderson Hall, Fort Belvoir, and Marine Corps Base Quantico), focusing on inland flooding, coastal flooding, heat, emergency management, regional connectivity and access, and land use and development compatibility. The working group meeting focused on the topic of flood impacts on travel demand and discussed a literature review of comparable regional agencies' analytical approach to quantify network impacts of roadway flooding. Additionally, NVTA Planning Analytics Manager, Harun Rashid, presented NVTA's regional travel model efforts at the meeting.

E. Presentation at the Association of Metropolitan Planning Organizations (AMPO)

Annual Conference: NVTA staff have been selected to present at the 2024 AMPO Annual Conference taking place in Salt Lake City, UT in September. Sree Nampoothiri, Senior Manager, Transportation Planning and Programming, and Ian Newman, Regional Transportation Planner, will present on NVTA's project evaluation methodology. A recap of the presentation will be provided in the October CEO report.

3. NVTA Outreach Events: See attached report for the NVTA outreach recap (Attachment A).

4. Upcoming Events & Report Updates:

A. NVTA Standing Committee Meetings

- I. Governance and Personnel Committee (GPC):** The June NVTA GPC meeting has been canceled. The next GPC meeting is scheduled for Thursday, July 11th, 2024, at 5:30 pm at 2600 Park Tower Drive, Vienna, VA.
- II. Finance Committee:** The June NVTA Finance Committee meeting has been canceled. The next Finance Committee meeting is scheduled for Thursday, July 11th, 2024, at 6:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
- III. Planning and Programming Committee (PPC):** The NVTA PPC is scheduled to meet Tuesday, June 25th, 2024, at 5:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.

B. NVTA Statutory Committee Meetings

- I. Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Thursday, June 20th, 2024, at 7:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
- II. Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled for Thursday, June 20th, 2024, at 5:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.

5. Regional Projects Status Report: The updated Regional Projects Status Report (Attachment B) provides a narrative update for projects and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report:

<https://thenovaauthority.org/funded-projects/>

Attachments:

- A.** NVTA Outreach Recap
- B.** Regional Funding Program Project Status Report



CEO Report Outreach Recap

Women Transportation Seminar (WTS) 2024 Annual Conference

May 7-10, 2024



Monica Backmon attended the WTS Annual Conference in New Orleans, Louisiana from May 7 to May 10th. Ms. Backmon spoke on two panels:

- Plenary Session | A CEO's Perspective: Top Transportation Opportunities
- EmpowHER: Navigating Advocacy, Self-Promotion, and Emotional Intelligence in the Workplace

Ms. Backmon provided insight based on her experience and career journey.

AMPO Planning Tools & Training Symposium- Panel Discussion

May 7, 2024



**Integrated Dynamic Modeling for Project
Prioritization and Scenario Planning**

Harun Rashid, Planning Analytics Manager, participated in a panel session titled *Integrated Dynamic Modeling for Project Prioritization and Scenario Planning* at the 2024 Association of Metropolitan Planning Organization (AMPO) Planning Tools & Training Symposium in Albuquerque, New Mexico. Mr. Rashid presented and discussed NVTAs regional modeling efforts.



ITSVA Annual Conference- Panel Discussion

May 10, 2024



Keith Jasper, Principal, Transportation Planning and Programming, participated in a panel discussion titled *The Future of Operations: Traffic Operations Strategic Plan* at the Intelligent Transportation Society of Virginia (ITSVA) Annual Conference in Richmond, Virginia. Mr. Jasper discussed NVTA's unique position of planning multimodal transportation options for a diverse region.

Bike to Work Day

May 17, 2024



NVTA staff participated in Bike to Work Day at Gateway Park in Rosslyn, Arlington. View the video recap at https://www.youtube.com/watch?v=NWC_R8niuSo



Route 7 Ribbon Cutting

May 22, 2024



On May 22nd, NVTa joined Fairfax County and the Virginia Department of Transportation to celebrate the completion of the Route 7 Corridor Improvements Project. NVTa was a proud partner, investing \$22 million to bring this congestion-reducing project to fruition. Route 7 is a major regional arterial used by travelers well beyond Fairfax County, averaging around 50,000 vehicles per day within project limits.

Additionally, travelers will benefit from multimodal features including the new bike and pedestrian paths, and an added underpass at Difficult Run that will ensure safer pedestrian crossings.

Boundary Channel Drive Ribbon Cutting

May 30, 2024



On May 30th, NVTA joined Arlington County, the Virginia Department of Transportation, along with other partners, to celebrate the completion of the Boundary Channel Drive Interchange Improvements Project. This project received \$4.3 million from NVTA as part of the inaugural FY2014 funding program. This project improves traffic flow and safety through the addition of roundabouts, promotes active transportation options through improved bike and pedestrian infrastructure and more.



Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT)

Pop-up Events

To spread awareness of NVRTA's work to plan for a regional Bus Rapid Transit (BRT) system, NVRTA staff and the consultant team have been participating in pop-up events.

Outreach efforts are underway to encourage participation in an online survey running until June 14th. This survey aims to further explore topics raised in the previous perception survey and focus groups, engaging a broader range of Northern Virginians.

Learn more at:

<https://thenovaauthority.org/move/>



Monica Backmon elected to serve on the 2024-2026 WTS International Board of Directors



On May 10th, Monica Backmon was inducted as Member-at-Large on the 2024-2026 Women Transportation Seminar (WTS) International Board of Directors. In these volunteer efforts as a Director, Ms. Backmon will serve in a leadership role for 69 WTS Chapters worldwide.

<https://www.wtsinternational.org/mission/leadership>

NVTA Funding Program Project Status
Summary Report

As of June 3, 2024.			
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): 1. <u>Prince William County: Summit School Rd Extension and Telegraph Rd Widening-</u> Groundbreaking is scheduled for June 21, 2024. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaaauthority.org/funded-projects/	
Total Revenue Allocated	\$3,121,078,666		
Total Amount Appropriated	\$2,030,549,169		
Total Amount Reimbursed	\$883,169,609		
Total Number of Individual Projects	122		
Number of Standard Project Agreements (SPAs)	162		Revenue Allocated
Closed out, project completed	45		\$365,457,635
Closed out, project ongoing	20	\$116,912,752	
Executed, funded phase underway	54	\$1,432,710,112	
Executed, funded phase not started	5	\$71,374,000	
Appropriated, no SPA yet	6	\$44,094,670	
Approved, no appropriation yet	32	\$1,090,529,497	
Substantive Status Updates (during April 2024 - May 2024)**			
Project Title (program year)	Updated Status	% Reimbursed	
Arlington County			
Pentagon City Multimodal Connections and Transitway Extension (FY2018-2023)	Segment 2A: 100% Design Plans complete; developing Instruction-To-Bid package for construction solicitation.	4.8%	
Crystal City Streets (FY2017)	15th Street segment: 100% Design Plans have been approved and signed. Project will begin moving towards preliminary Construction phase	59.1%	
Boundary Channel Drive Interchange (FY2014)	Construction has been completed. A ribbon cutting ceremony is scheduled on May 30, 2024.	100.0%	
Fairfax County			
Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY2015-16/FY2017/FY2018-23/ FY2020-25 /FY2022-27)	South Fairfax County Parkway segment (Nome Court to Route 123) - design build contract was awarded in April 2024. North Fairfax County Parkway segment (Lee Hwy to Nomes Court) - construction contract awarded in April 2024.	FY2015-16: 100.0% FY2017: 32.6% FY2018-23: 0.0% FY2020-25: No SPA Executed FY2022-27: No SPA Executed	
Loudoun County			
Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive (FY2022-27)	Public comment period has ended. The 60% design plan submission is anticipated at the end of 2024.	NVTA SPA not Executed	
Town of Leesburg			
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	The IAR has been approved by VDOT and the executed version is posted to the project webpage. Work continues on completing geotechnical work and further design work is underway.	60.6%	
Ongoing Projects Only - No Updates for This Current Cycle			
Project Title (program year)	Last Update Received	% Reimbursed	
Arlington County			
Rosslyn Multimodal Network Improvements (FY2020-25)	Oct-23	0.0%	
City of Fairfax			
Jermantown Road Corridor Improvements Project (FY2018-23)	Feb-24	2.7%	
WMATA			
Blue Line Traction Power Upgrades (FY2017)	Feb-24	87.8%	

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