



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, November 14, 2024, 7:00pm EST
2600 Park Tower Drive, **Sixth Floor Board 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

Closed Session

3. **CEO's Annual Review** Chair Randall

Action Items

4. **Approval of October 17, 2024, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of October 17, 2024, Meeting Summary Minutes
5. **Acceptance of the FY2024 Audited Financial Statements and Compliance Audit Reports** Mayor Rishell, Finance Committee Chair
Recommended Action: Acceptance of the FY2024 Audit
6. **Approval of Revised Allocations for Additional FY2025-2030 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Revised CMAQ/RSTP Allocations
7. **Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds for the City of Alexandria**
Dr. Sree Nampoothiri, Senior Manager, Transportation Planning & Programming
Recommended Action: Approval of Transfer Recommendation

Discussion/Information Items

8. **Transform 66 Outside the Beltway Concession Fee Projects Update**
Michelle Shropshire, VDOT Mega Projects Manager
9. **Projects with Cost Underestimates/Overruns – Policy Development Update**
Mr. Longhi, Chief Financial Officer

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

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|--|--|
| 10. Draft Legislative Priorities Discussion | Chair Randall Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC |
| 11. Website Modernization and Brand Refresh | Ms. Hillerich, Communications and Public Affairs Manager |
| 12. 2024 Annual Report to the Joint Commission on Transportation Accountability | Ms. Backmon, Chief Executive Officer |
| 13. Annual HB1915 Report | Ms. Backmon, Chief Executive Officer |
| 14. 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 |
| 15. Technical Advisory Committee Report | Mr. Ciccarelli, TAC Substitute Chair |
| 16. Planning Coordination Advisory Committee Report | Council Member Miles, PCAC Vice Chair |
| 17. Draft Meeting Schedule for Calendar Year 2025 | Ms. Backmon, Chief Executive Officer |
| 18. CEO Report | Ms. Backmon, Chief Executive Officer |
| 19. Chair's Comments | Chair Randall |
| 20. Adjournment | Chair Randall |

Correspondence

(Presented as needed)

Next Meeting: December 12, 2024, 7:00pm
2600 Park Tower Drive, Sixth Floor Authority Board Room



SUMMARY MINUTES

Thursday, October 17, 2024

7PM, EST.

2600 Park Tower Drive, Sixth Floor Authority Board Room

Vienna, VA 22180

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

1. **Call to Order** Chair Randall
 - ✓ Chair Randall called the meeting to order at 7:06 p.m.

2. **Roll Call** Ms. Henderson, Board Secretary
 - ✓ **Membership: Attendees** Chair Phyllis Randall, Vice Chair David Snyder, Supervisor James Walkinshaw (designee for Chairman McKay), Supervisor Kenny Boddye (designee for Chair Jefferson) arrived at 7:28 p.m., Board Member Matthew de Ferranti, Council Member Ralph Smith (designee for Mayor Davis-Younger), Mayor Jeanette Rishell, Senator Jennifer Boysko, Delegate Karrie Delaney, Mr. DJ Gribbin, Mr. William Cuttler and Mr. Todd Horsley. **Non-Attendees:** Mayor Justin Wilson, Mayor Read, and Mayor Olem.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon; Chief Financial Officer Michael Longhi; Principal, Transportation Planning and Programming Keith Jasper; Deputy Chief Financial Officer Peggy Teal; Communications and Public Affairs Manager Abigail Hillerich, Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Alyssa Beyers, and Kristen Sarik; Project Delivery/Grants Manager Amanda Sink; Executive Assistant to the CEO Quinn Haley; Debt and Investment Manager Dev Priya Sen; Strategic Communications Specialist Sharara Faisal; Accounting Associate Margaret Duker and Board Secretary Lee Ann Henderson.
 - ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, Ms. Christina Zechman Brown-City of Alexandria, and Ms. MinhChau Corr-Arlington County.
 - ✓ **Other Attendees:** Tracy Baynard-McGuire Woods, LLC (Remote – Personal).

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

ACTION ITEMS

3. **Approval of September 12, 2024, Summary Meeting Minutes** Chair Randall
 - ✓ On a motion by Senator Boysko, seconded by Vice Chair Snyder, the Summary Minutes of the September 12, 2024, Meeting, were approved with Board Member de Ferranti and Chair Randall abstaining.

4. **Approval of SPA #2020-311-1 CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector) (Arlington County)**

Ms. Backmon, Chief Executive Officer

- ✓ Board Member de Ferranti made a motion to approve SPA #2020-311-1. The motion was seconded by Chair Randall and approved unanimously.

5. Approval of SPA #2020-304-1 Construct Crosstrail Boulevard (Loudoun County)

Ms. Backmon, Chief Executive Officer

- ✓ Chair Randall made a motion to approve SPA #2020-304-1. The motion was seconded by Mr. Gribbin and approved unanimously.

6. Approval of SPA #2022-322-1 University Boulevard Extension: Devlin Road to Wellington Road (Prince William County)

Ms. Backmon, Chief Executive Officer

- ✓ Council Member Smith made a motion to approve SPA #2022-322-1. The motion was seconded by Chair Randall and approved unanimously.

7. Approval of the FY2031 CMAQ/RSTP Call for Projects

Ms. Backmon, Chief Executive Officer

- ✓ Chair Randall made a motion to approve the FY2031 CMAQ/RSTP Call for Projects. The motion was seconded by Supervisor Walkinshaw and approved unanimously.

8. Out of Cycle/Forward Appropriations

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi stated that this was technically recommended by the Finance Committee; however, there were not three jurisdiction members present at the time.
- ✓ Mr. Longhi reviewed the background information on the two projects requesting out of cycle/forward appropriations.
- ✓ Chair Randall confirmed that there was sufficient fund balance capacity to accommodate these appropriations.
- ✓ Board Member de Ferranti made a motion to approve the out of cycle/forward appropriations for the City of Fairfax and Arlington County. The motion was seconded by Supervisor Walkinshaw and approved unanimously.

DISCUSSION/INFORMATION ITEMS

9. Resubmitted Projects with Cost Overruns

Mr. Longhi, Chief Financial Officer

- ✓ Ms. Backmon reviewed the history of the Authority directive to develop a policy for handling resubmitted projects with cost overruns.
- ✓ Mr. Longhi stated that in FY2015 the Authority established a contingency reserve. However, after reviewing the option of using it to cover cost overruns, decided against funding cost overruns and eliminate the contingency reserve.

- ✓ He outlined several reasons for eliminating the funding of cost overruns, including the potential to shift risk from the project sponsor to NVTA; the possibility of impacting the project evaluation and selection process by appropriating additional NVTA funds beyond the original agreement; and could cause project sponsors to reduce their project contingency, relying on NVTA to provide additional funds needed to complete the project.
- ✓ Mr. Longhi outlined additional policy considerations that have emerged since the initial review of cost overruns in FY2015/2016.
- ✓ Mr. Longhi noted that the Technical Advisory Committee was presented with this information on October 16, and the PCAC will receive the same presentation on October 23.
- ✓ Mayor Rishell expressed concern that funding cost overruns would shift the project sponsor's risk to NVTA.
- ✓ Supervisor Walkinshaw questioned whether NVTA could break down the reasons for cost overruns. Ms. Backmon noted that the regular monthly project updates should provide that information, but often the sponsor fails to update the project. Chair Randall agreed that project updates should be a requirement.
- ✓ Senator Boysko expressed her strong concerns about moving forward with funding cost overruns.
- ✓ Mr. Gribbin questioned what staff would need to conduct an analysis of each instance where a project sponsor requires additional funds for cost overruns.
- ✓ Mayor Rishell requested a list of potential risks associated with funding cost overruns.
- ✓ Board Member de Ferranti questioned whether timing could be narrowed down to a specific time frame.
- ✓ Vice Chair Snyder expressed opposition to funding cost overruns but emphasized that any policy should outline potential exceptions, if any, and how to address them.
- ✓ Chair Randall requested that this be added to the November agenda for further discussion and possible recommendation.

10. 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

- ✓ Mayor Rishell reviewed the Finance Committee activities from the September 12, 2024, meeting.

11. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that the project status update is included as Attachment B in the CEO Report, noting that projects without updates are not included.
- ✓ Ms. Backmon reminded the Authority that the NVTA's inaugural State of the Region's Transportation Network Event will be held on Wednesday, October 30th and asked members to inform her if they wish to attend.
- ✓ Ms. Backmon notified the Authority that the Authority photo is now scheduled for the November meeting.

12. Chair's Comments

- ✓ Chair Randall congratulated staff on the move to the new offices.
- ✓ Chair Randall noted that VDOT representative Bill Cuttler was chosen as one of the 50 most influential people in Northern Virginia.

13. Closed Session

- ✓ Vice Chair Snyder made the following motion:
I move NVTA convene in a closed meeting, as authorized by Virginia Code 2.2-3711.A(1) for the purpose of discussing a personnel matter involving the CEOs annual performance review.
- ✓ The motion was seconded by Chair Randall and approved unanimously. The Board went into Closed meeting at 8:29 p.m.
- ✓ The Board re-entered an open meeting at 9:26 p.m.
- ✓ Vice Chair Snyder made the following motion:
I certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed, or considered.
- ✓ The motion was seconded by Board Member de Ferranti and approved unanimously.

Adjournment

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 9:26 PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2024

SUBJECT: FY2024 Audited Financial Statements and Compliance Reports

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTVA) acceptance of the FY2024 Financial Statement and Compliance Audit reports as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit reports, and the Results of the Audit for the fiscal year ended June 30, 2024.*
3. **Current Situation:**
 - A. As a political subdivision of the Commonwealth of Virginia, the Authority is required to complete an annual audit of its financial activities for each fiscal year following standards contained in Government Auditing Standards issued by the Comptroller General of the United States, and the Specifications for Audits of Authorities, Boards and Commissions issued by the Auditor of Public Accounts of the Commonwealth of Virginia.
 - B. The Authority contracted with an independent, external, licensed certified public accounting firm PBMares, LLP to complete the required FY2024 audit.
 - C. Mr. Tyler Farnsworth, CPA, Manager with PBMares, LLP, presented the Draft Financial and Compliance Reports for the fiscal year ended June 30, 2024, to the Finance Committee on October 17, 2024. The Finance Committee is designated as the Authority's Audit Committee.
 - D. The Authority's FY2024 Financial and Compliance Reports have been issued an unmodified (clean) audit opinion. This signifies that the Authority's financial statements are fairly and accurately represented in all material aspects, reflecting the Authority's sound financial position for FY2024.
 - E. Mr. Michael Garber, CPA, MBA, a Partner with PBMares, LLP is presenting the Financial and Compliance Reports, the FY2024 Results of the Audit that includes the FY2024 Management Letter. Mr. Longhi is presenting a PowerPoint presentation summarizing the key highlights from the Financial Statements.

Attachments: *(linked due to size)*

- A. [Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2024](#)
- B. [Northern Virginia Transportation Authority, Results of the Audit, Year Ended June 30, 2024](#)
- C. [NVTVA FY2024 Financial Statements and MDA Highlights Presentation](#)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: Approval of Revised Allocations for Additional FY2025-2030 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTVA) approval of revised allocations for additional FY2025-2030 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding recommendations to the Commonwealth Transportation Board (CTB).
- 2. Suggested Motion:** *I move Authority approval of revised allocations for additional FY2025-2030 CMAQ and RSTP funding recommendations to the Commonwealth Transportation Board, as presented in the attachment.*
- 3. Background:** At its April 11, 2024, meeting, the Authority approved the recommendation to the CTB of the additional FY2025-2030 CMAQ/RSTP programming allocations.

In 2023, the Federal Highway Administration (FHWA) launched the Carbon Reduction Program (CRP) to provide \$6.4B in formula funding nationally for FY2022 through FY2026. The CRP provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from on-road transportation. Virginia Department of Transportation (VDOT) allocated some of these funds to the Commuter Operations program administered by Metropolitan Washington Council of Governments (MWCOCG) and plan to allocate additional funds for the Regional Multimodal Mobility Program (RM3P). Due to short obligation deadlines for the CRP, some of the funding for the first few fiscal years was allocated to the Richmond Highway Bus Rapid Transit project in Fairfax County. An equal amount of CMAQ and RSTP funds were released from that project for the region to allocate to other projects. In addition, further adjustments from the federal government resulted in changes in CMAQ and RSTP funds available in different fiscal years.

NVTVA staff worked with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to identify projects where these additional funds should be allocated. The RJACC approved the changes at its March 28, 2024, meeting. However, due to some errors in the state system and subsequent calculations, the funds were not allocated correctly to all

projects. These errors have now been corrected and the revised allocations were reviewed and approved by the RJACC.

The net change was an **addition of:**

| | |
|---------------------------|----------------------------|
| CMAQ funds | \$16,392,479 |
| <u>RSTP funds</u> | <u>\$33,333,712</u> |
| <u>Total funds</u> | <u>\$49,726,191</u> |

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

Per Authority recommendation, the corrected allocations of the additional FY2025-2030 CMAQ and RSTP allocations will be sent to the Commonwealth Transportation Board (CTB) and Virginia Department of Transportation (VDOT) for inclusion in the Six Year Improvement Program (SYIP).

Attachment(s): NVTA’s proposed recommendation for revised allocations of the additional FY2025-2030 CMAQ and RSTP funds

| Revised Additional CMAQ Allocations | | | Original | Corrected | | Original | Corrected | | | Original | Corrected | | Original | Corrected | | Original | Corrected | | |
|-------------------------------------|---|----------------------|-------------|-------------|-------|-------------|-------------|-------------|------|-----------|-----------|------------|-----------|-----------|-------|-----------|-----------|-------|-------------|
| UPC | Description | Jurisdiction /Agency | FY25 | FY25 | Delta | FY26 | FY26 | Delta | FY27 | FY28 | FY28 | Delta | FY29 | FY29 | Delta | FY30 | FY30 | Delta | 6Yr Delta |
| 100420 | Bicycle Sharing Initiative | Alexandria | | | \$0 | \$103,864 | \$108,129 | \$4,265 | | | | \$0 | | | \$0 | | | \$0 | \$4,265 |
| 106562 | ITS Integration - Phase IV | Alexandria | \$1,763,616 | \$1,763,616 | \$0 | | | \$0 | | | | \$0 | | | \$0 | | | \$0 | \$0 |
| T25324 | Duke Street BRT Transiway Operations | Alexandria | | | \$0 | | | \$0 | | \$396,411 | \$409,650 | \$13,239 | \$783,988 | \$783,988 | \$0 | | | \$0 | \$13,239 |
| | Mount Vernon Avenue North | Alexandria | | | \$0 | | | \$0 | | | | \$0 | | | \$0 | \$47,177 | \$47,177 | \$0 | \$0 |
| T24287 | COMMUTER SERVICES PROGRAM FY25-FY27 | Arlington | \$2,114,852 | \$2,114,852 | \$0 | \$1,137,512 | \$1,198,159 | \$60,647 | | | | \$0 | | | \$0 | | | \$0 | \$60,647 |
| T26828 | COMMUTER SERVICES PROGRAM FY28 | Arlington | | | \$0 | | | \$0 | | \$522,972 | \$540,438 | \$17,466 | | | \$0 | | | \$0 | \$17,466 |
| T28056 | Traffic Signal Optimization - Ph8 | Arlington | | | \$0 | | | \$0 | | | | \$0 | \$197,644 | \$197,644 | \$0 | | | \$0 | \$0 |
| | South George Mason Drive Multimodal Improvements | Arlington | | | \$0 | | | \$0 | | | | \$0 | | | \$0 | \$81,228 | \$81,228 | \$0 | \$0 |
| T21448 | Fairfax Countywide Transit Stores FY19-FY24 | Fairfax County | \$269,869 | \$269,869 | \$0 | | | \$0 | | | | \$0 | | | \$0 | | | \$0 | \$0 |
| T24210 | Fairfax Countywide Transit Stores FY25-FY27 | Fairfax County | | | \$0 | \$150,001 | \$156,160 | \$6,159 | | | | \$0 | | | \$0 | | | \$0 | \$6,159 |
| T24210 | Fairfax Countywide Transit Stores FY26-FY28 | Fairfax County | | | \$0 | | | \$0 | | \$79,031 | \$81,670 | \$2,639 | | | \$0 | | | \$0 | \$2,639 |
| 115550 | #SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT | Fairfax County | | | \$0 | | | \$0 | | | | \$0 | \$131,763 | \$131,763 | \$0 | | | \$0 | \$0 |
| | Purchase of Electric Buses for Fairfax Connector | Fairfax County | | | \$0 | | | \$0 | | | | \$0 | | | \$0 | \$134,926 | \$134,926 | \$0 | \$0 |
| 106986 | Herndon Parkway Improvements At Worldgate Drive Extension | Herndon | \$1,335 | \$1,335 | \$0 | | | \$0 | | \$61,460 | \$706 | (\$60,754) | | | \$0 | | | \$0 | (\$60,754) |
| 106986 | Herndon Metrorail Intermodal Access Improvements PH II | Herndon | | | \$0 | \$185,399 | \$2,168 | (\$183,231) | | | | \$0 | | | \$0 | | | \$0 | (\$183,231) |
| T28071 | Town-Wide ADA Sidewalk and Trail Improvements | Herndon | | | \$0 | | | \$0 | | | | \$0 | \$18,823 | \$18,823 | \$0 | \$9,435 | \$9,435 | \$0 | \$0 |
| T25366 | Lease Commuter Parking Spaces at Lowes Island FY27-FY29 | Loudoun | | | \$0 | | | \$0 | | | | \$0 | \$5,647 | \$5,647 | \$0 | | | \$0 | \$0 |
| 112296 | LOUDOUN COUNTY METRO STATION -B ICYCLE & PEDESTRIAN ACCESS | Loudoun | \$101,490 | \$101,490 | \$0 | | | \$0 | | | | \$0 | | | \$0 | | | \$0 | \$0 |
| T23869 | Route 15 Roundabout and Braddock Road | Loudoun | | | \$0 | \$897,733 | \$934,592 | \$36,859 | | | | \$0 | | | \$0 | \$47,885 | \$47,885 | \$0 | \$36,859 |
| T26689 | High Priority Sidewalk and Pedestrian improvements (HPSPI) | Loudoun | | | \$0 | | | \$0 | | \$66,000 | \$68,204 | \$2,204 | | | \$0 | | | \$0 | \$2,204 |
| T22715 | Manassas Traffic Signal Optimization & S/Ware Equip Upgrade | Manassas | \$192,914 | \$192,914 | \$0 | | | \$0 | | | | \$0 | | | \$0 | \$11,794 | \$11,794 | \$0 | \$0 |
| T22573 | STONEWALL PARK TRAIL EXTENSION (PH1) | Manassas | | | \$0 | \$58,888 | \$61,306 | \$2,418 | | | | \$0 | | | \$0 | | | \$0 | \$2,418 |
| T26862 | Bus Stop Enhancements - Citywide Manassas | Manassas | | | \$0 | | | \$0 | | \$22,580 | \$23,335 | \$755 | \$37,646 | \$37,647 | \$1 | | | \$0 | \$756 |
| T26774 | Manassas Park Signalization | Manassas Park | | | \$0 | | | \$0 | | \$56,451 | \$58,336 | \$1,885 | | | \$0 | | | \$0 | \$1,885 |
| T28076 | Manassas Park Trails Construction | Manassas Park | | | \$0 | | | \$0 | | | | \$0 | \$49,059 | \$49,059 | \$0 | \$6,016 | \$6,016 | \$0 | \$0 |
| T21033 | WMATA Replacement Buses FY24-FY26 | WMATA | \$1,365,638 | \$1,365,638 | \$0 | \$926,447 | \$975,322 | \$48,875 | | | | \$0 | | | \$0 | | | \$0 | \$48,875 |
| T25368 | WMATA Replacement Buses FY27-FY29 | WMATA | | | \$0 | | | \$0 | | \$358,244 | \$350,018 | (\$8,226) | \$564,698 | \$564,698 | \$0 | \$70,765 | \$70,765 | \$0 | (\$8,226) |
| T21459 | Bus Replacement (Omniride Express and Commuter Buses) | PRTC | \$1,610,404 | \$1,610,404 | \$0 | \$584,757 | \$608,765 | \$24,008 | | \$317,416 | \$348,208 | \$30,792 | \$775,577 | \$775,577 | \$0 | \$73,124 | \$73,124 | \$0 | \$54,800 |

Recommended Additional RSTP Allocations

| UPC | Description | Jurisdiction/Agency | Original | | | New | | | Original | | | New | | | Original | | | New | | | Original | | | New | | |
|------------|---|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------|-------------|-------------|----------|--------------|--------------|-------|-------------|-------------|-------|-----------|--|-------------|-----|--|--|
| | | | FY25 | FY25 | Delta | FY26 | FY26 | Delta | FY27 | FY27 | Delta | FY28 | FY28 | Delta | FY29 | FY29 | Delta | FY30 | FY30 | Delta | 6Yr Delta | | | | | |
| T24287 | COMMUTER SERVICES PROGRAM FY25-FY27 | Arlington | \$133,240 | \$116,683 | (\$16,557) | \$27,230 | \$30,425 | \$3,195 | \$188,246 | \$187,993 | (253) | | | 0 | | | 0 | | | 0 | | | \$2,942 | | | |
| T26828 | Commuter Services Program - Arlington FY28 | Arlington | | | | | | \$0 | | | 0 | \$117,257 | \$110,741 | (6,516) | \$1,376,854 | \$1,376,847 | (7) | \$321,222 | \$321,085 | (137) | | | (\$6,660) | | | |
| T23633 | SMART MOBILITY IMPLEMENTATION - New Project | Alexandria | | | | \$152,767 | \$169,636 | \$16,869 | \$91,724 | \$91,601 | (123) | | | 0 | | | 0 | | | 0 | | | \$16,746 | | | |
| 106964/TBD | City of Alexandria Transportation Master Plan | Alexandria | | | | | | \$0 | | | 0 | | | 0 | \$166,630 | \$166,629 | (1) | | | 0 | | | (\$1) | | | |
| T29301 | DASH Technologies | Alexandria | | | | | | \$0 | | | 0 | | | 0 | | | 0 | \$246,777 | \$246,673 | (104) | | | (\$104) | | | |
| 112479 | Soapstone Drive Extension | Fairfax County | \$3,387,456 | \$3,567,107 | \$179,651 | | | \$0 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$0 | | | |
| 120800 | RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS - PH2 | Fairfax County | | | | \$1,433,985 | \$1,328,809 | (\$105,176) | | | 0 | | | 0 | | | 0 | | | 0 | | | (\$105,176) | | | |
| 107187 | RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS | Fairfax County | | | | | | \$0 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$0 | | | |
| 115550 | #SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT | Fairfax County | | | | | | \$0 | \$2,502,722 | \$2,499,359 | (3,363) | | | 0 | | | 0 | | | 0 | | | (\$3,363) | | | |
| 106742 | Frontier Drive Extension | Fairfax County | | | | | | \$0 | | | 0 | \$1,408,488 | \$1,330,217 | (78,271) | \$4,516,216 | \$4,516,192 | (24) | \$2,438,775 | \$2,440,045 | 1,270 | | | (\$77,025) | | | |
| | Frontier Drive Extension (Franconia-Springfield Metrorail Station to Loisdale Road) | Fairfax County | | | | | | \$0 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$0 | | | |
| T23924 | Multimodal Transportation Improvements | City of Fairfax | | | | \$1,370 | \$33,705 | \$32,335 | \$75,253 | \$75,152 | (101) | \$34,027 | \$32,137 | (1,890) | | | 0 | | | 0 | | | \$30,344 | | | |
| T28038 | BRIDGE (ROADWAY) REHABILITATION PROGRAM - FAIRFAX CITY | City of Fairfax | | | | | | \$0 | | | 0 | | | 0 | \$182,404 | \$182,471 | 67 | \$71,375 | \$71,344 | (31) | | | \$36 | | | |
| 100411 | Pedestrian, Bicycle, Bridge and Traffic Calming Improvements | Falls Church | \$68,059 | \$59,602 | (\$8,457) | \$17,562 | \$19,501 | \$1,939 | \$42,067 | \$42,010 | (57) | \$22,171 | \$20,939 | (1,232) | \$105,766 | \$105,765 | (1) | \$39,279 | \$39,262 | (17) | | | \$632 | | | |
| 50100 | #SMART18 - WIDEN E ELDEN ST FROM MONROE ST TO FXCO PKWY | Herndon | \$84,204 | \$73,741 | (\$10,463) | \$144 | \$160 | \$16 | | | 0 | | | 0 | \$199,956 | \$199,955 | (1) | | | 0 | | | \$15 | | | |
| T25325 | Sterling Road Multi-Modal Improvements | Herndon | | | | | | \$0 | | | 0 | \$20,884 | \$19,723 | (1,161) | | | 0 | \$37,017 | \$37,001 | (16) | | | (\$1,177) | | | |
| 119480 | Route 15 Bypass Interchange at Edwards Ferry Road Interchange | Leesburg | \$237,584 | \$208,060 | (\$29,524) | \$118,447 | \$76,253 | (\$42,194) | \$172,941 | \$172,708 | (233) | \$72,803 | \$68,757 | (4,046) | \$379,326 | \$379,324 | (2) | \$142,499 | \$142,438 | (61) | | | (\$46,536) | | | |
| 112296 | LOUDOUN COUNTY METRO STATION - BICYCLE & PEDESTRIAN ACCESS | Loudoun | \$839,207 | \$734,921 | (\$104,286) | | | \$0 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$0 | | | |
| 124397 | ROUTE 7 IMPROVEMENTS (ROUTE 9 TO THE DULLES GREENWAY) | Loudoun | | | | \$241,540 | \$268,211 | \$26,671 | \$1,025,106 | \$1,023,728 | (1,378) | | | 0 | | | 0 | \$904,850 | \$904,466 | (384) | | | \$24,909 | | | |
| T26689 | High Priority Sidewalk and Pedestrian improvements (HPSPI) | Loudoun | | | | | | \$0 | | | 0 | \$325,724 | \$451,465 | 125,741 | \$2,745,446 | \$2,745,432 | (14) | | | 0 | | | \$125,727 | | | |
| T22573 | STONEWALL PARK TRAIL EXTENSION (PH1) | Manassas | \$83,398 | \$73,034 | (\$10,364) | | | \$0 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$0 | | | |
| T24168 | Dean Drive Widening | Manassas | | | | \$39,420 | \$43,773 | \$4,353 | \$72,008 | \$71,911 | (97) | \$41,766 | \$39,445 | (2,321) | \$220,228 | \$220,226 | (2) | | | 0 | | | \$1,933 | | | |
| T28789 | TRANSPORTATION PLAN UPDATE - CITY OF MANASSAS | Manassas | | | | | | \$0 | | | 0 | | | 0 | \$50,000 | \$50,000 | 0 | | | 0 | | | \$0 | | | |
| T29262 | Sudley Road Bike Facilities | Manassas | | | | | | \$0 | | | 0 | | | 0 | | | 0 | \$76,912 | \$76,880 | (32) | | | (\$32) | | | |
| T26863 | Route 28 - Centreville Road Corridor Improvement Project | Manassas Park | | | | | | \$0 | | | 0 | \$13,720 | \$12,958 | (762) | | | 0 | | | 0 | | | (\$762) | | | |
| T28088 | MATHIS AVENUE EXTENSION STUDY | Manassas Park | | | | | | \$0 | | | 0 | | | 0 | \$66,653 | \$66,652 | (1) | | | 0 | | | (\$1) | | | |
| T29381 | Euclid Avenue Northern Extension | Manassas Park | | | | | | \$0 | | | 0 | | | 0 | | | 0 | \$24,678 | \$24,667 | (11) | | | (\$11) | | | |
| 118313 | UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD) | Prince William | | | | \$456,845 | \$518,837 | \$61,992 | | | 0 | | | 0 | | | 0 | | | 0 | | | \$61,992 | | | |
| 119364 | RTE 123 AND OLD BRIDGE ROAD INTERSECTION IMPROVEMENTS | Prince William | | | | | | \$0 | \$1,092,097 | \$1,097,702 | 5,605 | \$533,039 | \$503,498 | (29,541) | | | 0 | | | 0 | | | (\$23,936) | | | |
| 121761 | Devlin Road Widening | Prince William | | | | | | \$0 | | | 0 | | | 0 | \$2,720,633 | \$2,720,619 | (14) | | | 0 | | | (\$14) | | | |
| T29186 | Route 15 Improvements with Railroad Overpass | Prince William | | | | | | \$0 | | | 0 | | | 0 | | | 0 | \$1,125,715 | \$1,125,238 | (477) | | | (\$477) | | | |
| | Total | | \$4,833,148 | \$4,833,148 | \$0 | \$2,489,310 | \$2,489,310 | \$0 | \$5,262,164 | \$5,262,164 | \$0 | \$2,589,879 | \$2,589,880 | \$1 | \$12,730,112 | \$12,730,112 | \$0 | \$5,429,099 | \$5,429,099 | \$0 | | | (\$228,219) | | | |

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for City of Alexandria

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to recommend the reallocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the City of Alexandria.
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of \$1,030,442 from UPC T19651 (FY24 WET Operations), \$17,558 from UPC T19651 (FY25 WET Operations), and \$500,600 from UPC T21536 (FY24 Transportation Demand Management) – a total of \$1,694,975 – to UPC 114864 (Mt. Vernon Avenue) for City of Alexandria.*
3. **Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, Authority approval of the transfer request is required for new projects before any funds can be reallocated.
4. **Discussion:** On October 24, 2024, the City of Alexandria requested the following reallocation:
 - Transfer of \$1,030,442 from UPC T19651 (FY24 WET Operations), \$17,558 from UPC T19651 (FY25 WET Operations), and \$500,600 from UPC T21536 (FY24 Transportation Demand Management) – a total of \$1,694,975 CMAQ funds – to UPC 114864 (Mt. Vernon Avenue).

The Mt. Vernon Avenue Project is ready to advance to detailed design and subsequent construction. The planning and conceptual design phase of the project delivered cost estimates showing the project needed additional funding. The proposed transfers accomplish two goals:

- Increases total project funding to align with cost estimates by transferring remaining balances from completed projects to Mount Vernon Avenue North.
- Advances funding from future years so design can begin.

The WET project's funding was replenished in a concurrent funds reallocation to align funding into a more fitting timeline since construction is anticipated to start in FY27-28. At its meeting on October 24, 2024, the RJACC recommended approval of the request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

October 22, 2024

Richard Roisman and Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr., Suite 601
Vienna, Virginia 22180

RE: Request to Reallocate Congestion Mitigation & Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria (City)

Dear Mr. Roisman and Ms. Landis:

Over the past several months, the City conducted a comprehensive review of our project funding timelines to align them with the project schedules and ensure full funding is available in the appropriate years. The following projects are included:

Mount Vernon Avenue North (UPC 114864)

This project is ready to advance to detailed design and subsequent construction. The planning and conceptual design phase of this project delivered cost estimates showing the project needed additional funding. The proposed transfers accomplish two goals:

- Increases total project funding to align with cost estimates by transferring remaining balances from completed projects to Mount Vernon Avenue North.
- Advances funding from future years so design can begin.

DASH Technologies (UPC T21999/T29301)

The City is prepared to initiate this project; however, a major portion of funding needed is in future years. The proposed transfers accomplish two goals:

- Increase total project funding to align with cost estimates.
- Advances funding from future years so technology procurement can begin.

West End Transitway (WET) Operations (UPC T19651)

The WET project is currently at 60% design. The project will not be constructed until FY 2027 or 2028; however, funding for the operations of the transitway are available as early as FY 2025. The proposed transfers accomplish two goals:

- Move FY 2025 funds to another project that needs the funds immediately.
- Replenish WET Operations with future year funds from other projects.

The table below provides a more comprehensive illustration of all funding transfers proposed at the October 24, 2024, meeting.

| SWAP PROJECT FUNDS FROM: | TYPE | UPC | Fiscal Year | AMOUNT | TO PROJECT | UPC | Fiscal Year | AMOUNT |
|----------------------------------|------|--------|-------------|-------------|-----------------------|--------|-------------|-------------|
| Transportation Demand Management | CMAQ | T21536 | 2024 | \$500,600 | Mt. Vernon Ave. North | 114864 | 2024 | \$500,600 |
| WET Operations | CMAQ | T19651 | 2024 | \$1,047,178 | Mt. Vernon Ave. North | 114864 | 2024 | \$1,047,178 |
| WET Operations | CMAQ | T19651 | 2025 | \$1,515,124 | DASH Technologies | T21999 | 2025 | \$1,515,124 |
| Mt. Vernon Ave. North | CMAQ | 114864 | 2030 | \$1,047,178 | WET Operations | T19651 | 2030 | \$1,047,178 |
| DASH Technologies | RSTP | T29301 | 2030 | \$1,246,570 | WET Operations | T19651 | 2030 | \$1,246,570 |

Thank you for your assistance in this matter. Please feel free to contact me at adriana.castaneda@alexandriava.gov or 703.746.4025 should you have further questions.

Sincerely,



Adriana Castañeda
 Director
 Transportation & Environmental Services

CC: Hillary Orr, Deputy Director, Transportation Planning & Mobility
 Rami Chehade, Acting Director, Department of Project Implementation
 Alicia Wright, Acting Assistant Director, Administrative Services
 Christopher Ziemann, Division Chief of Transportation Planning
 Silas Sullivan, Long Range Transportation Planner

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: July 9, 2024

Name of Jurisdiction/Agency Requesting: City of Alexandria

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

UPC T19651- \$1,047,178, UPC-T21536 \$500,600

From (Donor): UPC T19651 & T21536

To (Recipient): UPC 114864

| UPC | Project Description | Type of Funds | Transfer from Previous Fiscal Years | FY24 | Transfer Amount | UPC | Project Description | Previously Approved by NVTAs | If Yes, Year Approved | JACC Approval (NVTAs) | Authority Approval (NVTAs) | Funds Verified (VDOT) | Completed (VDOT) |
|--------|----------------------------------|---------------|-------------------------------------|------|-----------------|--------|---------------------|------------------------------|-----------------------|-----------------------|----------------------------|-----------------------|------------------|
| T19651 | WET Operations | CMAQ | Y | FY24 | \$1,030,442.00 | 114864 | Mt. Vernon Avenue | N | | | | | |
| T19651 | WET Operations | CMAQ | Y | FY25 | \$17,558.00 | 114864 | Mt. Vernon Avenue | N | | | | | |
| T21536 | Transportaiton Demand Management | CMAQ | Y | FY24 | \$500,600.00 | 114864 | Mt. Vernon Avenue | N | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

TOTAL OF TRANSFER \$1,694,975.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 14, 2024

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for City of Alexandria

Dear Mr. Cuttler,

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

The City of Alexandria requested the following reallocation:

- Transfer of \$1,030,442 from UPC T19651 (FY24 WET Operations), \$17,558 from UPC T19651 (FY25 WET Operations), and \$500,600 from UPC T21536 (FY24 Transportation Demand Management) – a total of \$1,694,975 CMAQ funds – to UPC 114864 (Mt. Vernon Avenue).

The Mt. Vernon Avenue Project is ready to advance to detailed design and subsequent construction. The planning and conceptual design phase of the project delivered cost estimates showing the project needed additional funding. The proposed transfers accomplish two goals:

- Increases total project funding to align with cost estimates by transferring remaining balances from completed projects to Mount Vernon Avenue North.
- Advances funding from future years so design can begin.

The WET project's funding was replenished in a concurrent funds reallocation to align funding into a more fitting timeline since construction is anticipated to start in FY27-28.

On November 14, 2024, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program.

Mr. William Cuttler
November 14, 2024
Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Adriana Castaneda, Director, Transportation and Environmental Services
Hillary Orr, Deputy Director, Transportation Planning & Mobility
Rami Chehade, Acting Director, Department of Project Implementation
Alicia Wright, Acting Assistant Director, Administrative Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner

I-66 Outside the Beltway Concession Fee Projects Annual Update

Northern Virginia Transportation Authority

Michelle Shropshire, P.E., DBIA
Northern Virginia District, Megaprojects Director
Virginia Department of Transportation

November 14, 2024

Transform 66 Outside the Beltway Partnership

Concessionaire:

I-66 Express Mobility Partners (I-66 EMP) - a consortium of leading global infrastructure companies Cintra, Meridiam Infrastructure, and APG

Design-Build Contractor:

Joint Venture of Ferrovial Construction and Allan Myers (FAM Construction)

Public-Private Partnership through 2066 (50-year contract)

- Approx. \$3.7 billion transportation improvements
- Project design-build cost: \$2.3 billion

Other benefits to the Commonwealth:

- \$500M upfront “concession-fee” payment for additional improvements to the I-66 Corridor
- \$800M in transit subsidy
- \$350M in future I-66 Corridor improvements (over term of agreement)
- \$600M in anticipated public subsidy returned for other projects

I-66 Concession Fee Project Requirements

Upfront \$500M concession-fee payment from I-66 EMP to Commonwealth to fund additional multi-modal transportation improvements benefitting the I-66 Corridor.

Project Requirements:

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

I-66 Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
 - Widen Poplar Tree Road Bridge to 4 lanes: **Complete and awaiting financial closure**
 - Expand I-66 Median Replace I-66 Bridge over US 29: **Complete and awaiting financial closure**
 - Widen Jermantown Road Bridge to 4 lanes: **Complete and awaiting financial closure**
 - Widen Monument Drive Bridge to add pedestrian facility: **Complete and awaiting financial closure**
- **Transit Improvement Projects:**
 - Monument Drive Commuter Parking Garage and Transit Center: **Complete and awaiting financial closure**
 - East Falls Church Metrorail Station Bus Bay Expansion: **In Progress** (*design complete; construction scheduled to begin in fall 2024; estimated completion in spring 2026*)
 - PRTC Western Bus Maintenance and Storage Facility: **Complete and awaiting financial closure**
 - VRE Manassas Line Capacity Expansion and real-time traveler information project: **In Progress**
 - Expansion Rail Cars: **In Progress** (*estimated delivery 2028*)
 - Real-time Multimodal Information: **In Progress** (*system design underway; estimated completion 2025*)
 - Broad Run Expansion (BRX) and Manassas Third Track: **In Progress** (*final design; estimated construction start 2025 and completion 2027*)
 - Manassas Station Expansion: **In Progress** (*estimated completion 2026*)
 - VRE Manassas Parking Garage: **In Progress** (*estimated completion late 2025*)

I-66 Concession Fee Project Categories and Status (continued)

- **Pedestrian Improvement Projects:**
 - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: **In Progress**
 - George Snyder Trail from Route 123 to Route 50 at Draper Drive: **In Progress** (*design plans 98% complete; construction phase delayed*)
 - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: **Complete and awaiting financial closure**

- **Roadway Projects:**
 - Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: **Complete and awaiting financial closure**
 - Devlin Road Widening, Balls Ford to University Blvd.: **In Progress** (*public hearing and design approval on 7/31/24; est. completion in early 2025*)
 - Balls Ford Road widening from Groveton Road to Route 234 Business: **In Progress** (*project completion at 98%; delayed due to utility conflicts and punch list items*)
 - US 50 and Waples Mill Road intersection improvements: **Complete and awaiting financial closure**
 - Route 29 Widening 1.5 miles: **In Progress** (*construction started in early 2023; three early milestones completed to date; scheduled completion spring 2026*)

I-66 Concession Fee Projects

| Project Description | Responsible Organization | Concession Fee Amounts Approved Through June 2024 | Potential Shortfall/Surplus |
|--|--------------------------|---|-----------------------------|
| Poplar Tree Road Bridge Widening to Four Lanes | VDOT/66 OTB | \$ 2,620,000 | \$ 12,582 |
| I-66 Median Widening at Route 29 | VDOT/66 OTB | \$ 48,050,736 | \$ (10) |
| Jermantown Road Bridge Widening | VDOT/66 OTB | \$ 9,500,000 | \$ 46 |
| Monument Drive Pedestrian Improvements | VDOT/66 OTB | \$ 3,800,000 | \$ 13,923 |
| Route 234 At Balls Ford Road Interchange | Prince William | \$ 107,929,911 | \$ 9,472,063 |
| Balls Ford Road and Devlin Road | Prince William | \$ 34,223,288 | |
| Balls Ford Road Widening from Groveton Road to Route 234 | Prince William | \$ 43,346,000 | |
| *Route 621 Balls Ford Road Widening – Duct Bank Construction | Prince William | \$ 1,616,033 | |
| Monument Drive Commuter Parking Garage and Transit Center | Fairfax County | \$ 40,850,000 | \$ 5,564,108 |
| *George T. Snyder Trail | City of Fairfax | \$ 20,265,000 | |
| Nutley Street SW Shared Use Path | Town of Vienna | \$ 495,000 | |

* Updates since end of fiscal year 2024

I-66 Concession Fee Projects

| Project Description | Responsible Organization | Concession Fee Amounts Approved through June 2024 | Potential Shortfall/Surplus |
|---|--------------------------|---|-----------------------------|
| Route 50/Waples Mill Road Intersection | VDOT | \$ 2,857,449 | \$ 260,373 |
| Lee Highway Pedestrian Improvements – Nutley Street to Vaden Drive | VDOT | \$ 3,777,652 | \$ 527,442 |
| Route 29 Widening – Phase I (Pickwick Road to Union Mill) | VDOT | \$ 1,210,904 | |
| #Smart 18 Route 29 Widening Phase I and II - Union Mill Road to Buckleys Gate Drive | VDOT | \$ 21,700,597 | |
| Route 29 Widening – Legato to Shirley Gate | Fairfax County | \$ 4,762,000 | |
| East Falls Church Metro Bus Bay Expansion | DRPT/Arlington | \$ 7,041,000 | |
| Western Bus Maintenance & Storage Facility | DRPT/PRTC | \$ 11,070,000 | |
| *VRE Manassas Line Upgrade | DRPT/VRE/VRPA | \$ 105,013,000 | |
| *VRE Manassas Park Parking Garage and Bridge | DRPT/VRE | \$ 23,483,000 | |
| TOTAL | | \$ 493,611,570 | \$ 5,850,527 |
| Funds Available | | \$ 6,388,430* | |

* Updates since end of fiscal year 2024

Monument Drive Commuter Garage and Transit Center

Monument Drive Commuter Parking Garage and Transit Center opened June 22, 2024

- 800+ parking spaces
- 8 bus bays
- Pick up/drop off area
- Secure bike room
- New Fairfax Connector bus routes
- Direct access to/from 66 Express Lanes



VRE Manassas Park Parking Garage and Bridge

New parking garage planned to open in 2025

- 540-space garage plus 200 spaces in surface lot
- Pedestrian bridge connection to station platform
- Coordinated with larger mixed-use redevelopment project in area
- Project team held a garage “topping off” ceremony in August 2024



Route 29 Widening in Fairfax County

New configuration planned to open Spring 2026

- Widening 1.5 miles of Route 29 from four to six lanes between Union Mill Road and Buckleys Gate Drive
- Improving safety by correcting vertical alignment to give better sight distance
- Extended left-turn lanes on Stringfellow Road and Clifton Road to accommodate additional vehicles
- Add shared-use paths on both sides of Route 29
- Connect to trails at Fairfax County Parkway



Balls Ford Road Widening in Prince William County

Balls Ford Road Widening Completed April 2024

- Widened Balls Ford Road to four lanes between Groveton Road and Route 234 Business in Prince William County to help reduce congestion
- Improves access to 66 Express Lanes and Balls Ford Park-and-Ride Lot
- New 10-foot shared-use path



I-66 Express Lanes Opened in Late 2022



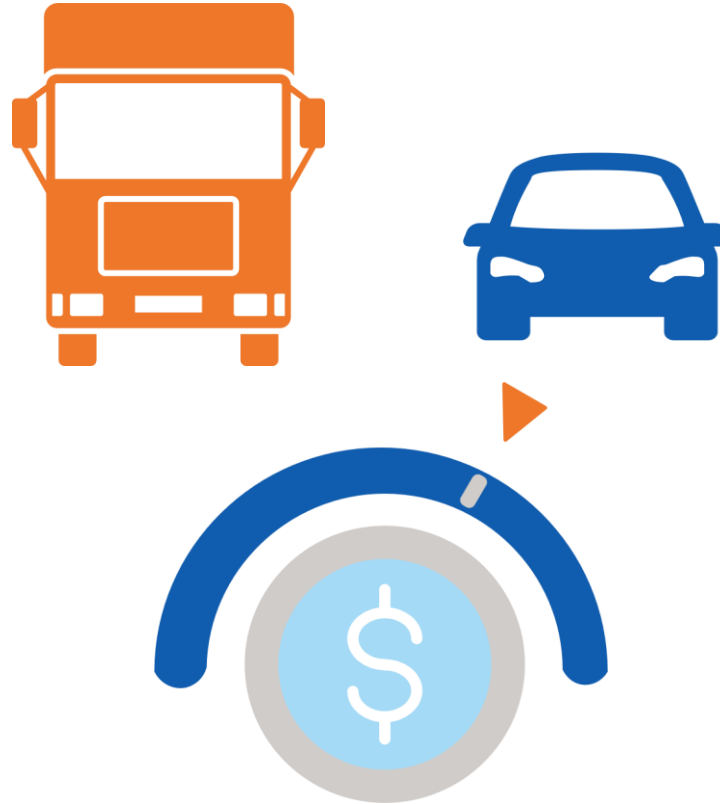
66 Express Lanes Performance and Usage

Mobility for Millions

- 1.34M express lanes trips/month

Reasonable Pricing and Affordable Options for All

- 70% of drivers pay under \$45 bill/month
- On average, vehicle-passenger customers pay \$37/month



Moving More People

- Increased person throughput by 20%

Improved Travel Times

- Express lanes drivers experienced 54% reduction in travel time for 22.5-mile corridor
- Travel times also improved in general-purpose lanes

Updated: April 2024

66 Express Lanes Performance - Transit and Carpooling



HOV3+ and Motorcycles Travel Toll Free

- Average 8,600 HOV trips/day and 700 motorcycle trips/day



Buses Travel Toll Free

- An average of 1,400 bus transit trips benefit from free trips every workday
- Average 27,000 bus transit trips each month



Annual Funding for Enhanced Transit in I-66 Corridor

- \$800 million over the concession term, paid out annually to support additional transit in corridor



Schools Benefit From Safe Travel Option

- 23 Fairfax County Public School bus routes using 66 Express OTB, safely transporting 400 students twice a day

Updated: September 2024



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2024

SUBJECT: Projects with Cost Underestimates/Overruns – Policy Development Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of efforts to develop a policy by the end of the calendar year, to address resubmitted projects that have experienced a cost overrun.
- 2. Background:**
 - a. At the July 11, 2024, Authority meeting, a directive was made for Authority staff to return with a proposal to develop a policy to deal with resubmitted projects that have experienced a cost increase, by the end of the calendar year.
 - b. The fundamental aspects of this directive (funding cost overruns) were reviewed by the Authority's Finance Committee in 2015 and 2016. Additionally, a regional Advisory Panel was established by the Chief Executive Officer, to collect key insights from regional jurisdiction staff regarding the composition of a policy to fund project cost overruns through the establishment of a Contingency Reserve.
 - c. At the October 5, 2016, meeting the Authority acted, based on the Finance Committee and Advisory Panel recommendations, to eliminate the funding of project cost overruns and no longer pursue the development of a related policy. The associated 2016 staff report for this Authority action is attached.
 - d. The attached material was presented to the Authority on October 17, 2024. And, presented to the Technical Advisory Committee (TAC) on October 16th, the Planning Coordination Advisory Committee (PCAC) on October 23rd. Additionally, this material was shared with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) on September 26th with an opportunity for further discussion on October 24. RJACC will receive an update on November 21st with a further opportunity for regional discussion.
 - e. The TAC and PCAC did not have meeting quorums and were therefore unable to take official action.
 - f. A presentation and discussion opportunity for the Planning and Programming Committee (PPC) is scheduled for November 18th.
- 3. Discussion Items:** The policy development process, informed by prior Authority action, must be guided by whether the Authority is willing to fund cost underestimates/overruns or not.

a. Funding Cost Underestimates/Overruns.

- I. A policy based on this direction will need to address the issues noted in the earlier 2015/2016 work of the Advisory Panel and Finance Committee as well incorporate lessons learned over the last eleven years.
- II. Prior efforts to form a policy identified 47 issues which will need to be addressed within the policy. The 47 issues cannot address all possible circumstances which will grow exponentially as experiences broaden.
- III. Addressing the issues involved in the implementation of such a policy will necessitate the expansion of Authority staff and the use of independent external consultants.
- IV. Implementation of such a policy must occur within the two-year update to the Six Year Program (SYP) call for projects, evaluation and ranking processes to maintain compliance with the Authority's legal requirements.

b. Not Funding Cost Underestimates/Overruns.

- I. A policy to not fund cost underestimates/overruns will be relatively easy to draft.
- II. If the Authority chooses to direct the development of a policy to not fund cost underestimates/overruns, it can choose to leave an avenue open for project sponsors to submit a petition for additional funding under extraordinary circumstances which could not have been anticipated.
- III. Such a petition process would need to include, but not be limited to:
 1. Provisions to ensure the petitions are only reviewed in the context of an update to the SYP.
 2. Petitions should be submitted to the Chief Financial Officer (CFO) and Principal, Transportation Planning and Programming (P,TPP) to provide for an orderly examination and comprehensive NVTA staff review facilitating comprehensive professional recommendations for NVTA's Chief Executive Officer (CEO) to assess.
 3. The progress of petition reviews will be dependent on the promptness, completeness and clarity of project sponsor responses to NVTA inquiries. Such inquiries must be expected to be in-depth and thorough.
 4. NVTA must have provisions to use the services of independent outside consultants on an on-call basis, to fully examine the petition and form recommendations. (Cost to be paid by project sponsors.)
 5. The on-call services will limit the need to preemptively hire full-time NVTA staff.
 6. The CEO will make recommendations to the Authority's Finance Committee, PCAC and PPC.

7. The PPC will make recommendations to the Authority as part of a SYP update suite of projects for new funding.
8. Any recommendations will be made within the context of a two-year update to the SYP.

IV. Authority Staff Recommendation.

1. NFTA staff recommends the development of a policy to not fund cost underestimates/overruns. A draft of this policy can be ready for the December 2024, Authority meeting.
2. If the Authority accepts the recommendation to not fund cost underestimates/overruns, but desires to include a petition process, staff requests a policy delivery extension to the February 2025 Authority meeting.
3. If the Authority desires a policy to fund cost underestimates/overruns staff request an extension of 10 months to September 2025 and a moratorium on such funding until the policy is in place.

Attachment: Recommendation to Eliminate Contingency Reserve – October 5, 2016

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chairman, Finance Committee

DATE: October 5, 2016

SUBJECT: Recommendation to Eliminate Contingency Reserve

1. **Purpose:** Present Advisory Panel Contingency Reserve Recommendations.
2. **Suggested Motion:** *I move the Authority approval of the elimination of the Contingency Reserve in the Regional Revenue Fund as recommended by the NVTA Advisory Panel and reviewed by the NVTA Finance Committee.*
3. **Background:** The Finance Committee requested staff research and report on the establishment of two reserve funds. One reserve for project contingency (Contingency Reserve) and the other to set aside funds for future large scale projects (Transportation Project Reserve). The Executive Director established an Advisory Panel to examine and make recommendations on both reserves. Participation on the Advisory Panel was open to representatives of all member jurisdictions. Participation of jurisdiction transportation and finance representatives was especially welcomed.

After several meetings the Advisory Panel prepared this recommendation for the Contingency Reserve. The Advisory Panel also formulated a recommendation on the Transportation Project Reserve which is presented in a separate report.

4. **Comments:** The Finance Committee expressed an interest in establishing a Contingency Reserve within the Regional Revenue Fund to provide funding to achieve completion of approved Authority projects encountering cost overruns.

Initial funding of the reserve occurred with the FY2016 budget adoption with the provision that the reserve could not be utilized until a policy covering its use was adopted by the Authority. In FY2017, the reserve level was funded at \$8,573,894 in keeping with an objective of maintaining the reserve at 3.8% of Regional Revenue Fund annual revenues. The Advisory Panel, through policy development meetings made the following observations related to the reserve:

- a. A contingency reserve has the potential to shift project risk in some measure from the project sponsor to the NVTA. The Advisory Panel believes the NVTA should not absorb this risk.

- b.** Past project performance would need to be made a formal part of the contingency request and possibly future project evaluation processes.
- c.** The Contingency Reserve had been referred to as a 'last resort' option. The Advisory Panel questioned how the NVTA, at current staffing levels would be able to ensure other options are exhausted.
- d.** If a Contingency Reserve were to be offered, the Advisory Panel recommended localities be required to commit their 30% funds as part of the 'other options' noted above prior to making a contingency request. However this raised additional questions:
 - 1. What if the locality 30% funds are already committed by contract or other governing body action?
 - 2. Are there equity issues with Agencies since they do not receive 30% funds?
 - 3. Should and how will project sponsors be required to affirm they have no other financial options other than to request contingency use? (Given the complexity and scope of the various fund structures and budgeting as well as accounting methods, this could be extraordinarily complex, intrusive and staff time consuming.)
- e.** Having a contingency reserve and thus a portion of project risk being transferred to the NVTA would necessitate the requirement for project contingency assumptions to be disclosed as part of the project descriptions. This disclosure would then become part of the project assessment process.
- f.** The Advisory Panel questioned if contingency costs could be meaningfully disclosed without the additional disclosure of all cost components. Such disclosure would be expensive, time consuming, while potentially adding little value to the actual project.
- g.** The Advisory Panel cautioned that in an environment of broad economic changes such as inflationary labor, raw and finished material cost increases, a significant number of projects could face escalating costs at the same time for the same reasons. This potential raised questions as to:
 - 1. The sufficiency of the funding level of the Contingency Reserve.
 - 2. How will NVTA staff recommendations be formulated?
 - 3. Is there an equity issue when some project sponsors may have committed additional local funds to the project contingency while others are depending on the NVTA contingency reserve?
- h.** The Advisory Panel recognized NVTA project evaluation and selection processes could be impacted through the application of Contingency Reserve funds:
 - 1. Cost is a consideration in the NVTA project selection decision, additional costs would impact the score and may have changed the initial funding decisions.
 - 2. The existence of a NVTA contingency reserve may induce project submitters to reduce their project contingency or other cost factors in their project estimates. Therefore, the existence of a contingency reserve with a stated purpose of reducing the risk of not achieving completion of a project, may unintentionally cause a broader risk shift.

3. Multi-phase projects have an opportunity to absorb cost increases through future requests for sequential phase funding. Those costs would then be part of the next project description, evaluation and rating.
 - i. The Advisory Panel recognized that few if any project grants from other sources came with the expectation that a contingency fund would be available to a project sponsor.
 - j. The Advisory panel noted that under the terms of the NVTA Standard Project Agreement (SPA) the project sponsor agrees to provide a complete project as described in the SPA and therefore has already agreed to and conceivably planned for contingencies.
 - k. While no formal requests for use of the Contingency Reserve has been received by the NVTA, project status discussions have indicated there is approximately \$24 million in potential project cost overruns, which is almost 3 times the current targeted contingency level.
 - l. Increasing the contingency level to \$24 million would have reduced FY2017 PayGo by almost 10% and increased the need for debt financing.
 - m. Replenishing a contingency reserve on an annual basis will make a significant reduction in PayGo resources, thereby delaying future NVTA project awards or forcing a greater reliance on debt financing.
5. **Advisory Panel Recommendation:** After careful consideration of the benefits and drawbacks related to a NVTA Contingency Reserve and in light of the above considerations, the Advisory Panel recommended to the NVTA Finance Committee that a Contingency Reserve not be established.
6. **Next Steps:** If the Authority eliminates the Contingency Reserve, the reserve funding designation of \$8,573,893.78 will become fund balance in the Regional Revenue Fund. These funds will then be available for future FY2018 Project Program decisions by the Authority.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: November 7, 2024

SUBJECT: Review of 2025 Draft Legislative Priorities

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of the 2025 Draft Legislative Priorities.

2. Discussion: For review is a draft of the five recommended priorities (four ongoing, one new) for 2025 (attached). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority's ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions.

The four ongoing priorities are consistent with priorities from the adopted 2024 Legislative Priorities. For reference, the adopted 2024 Legislative Priorities is located on [NVTA's website](#). The four ongoing priorities remain:

- Protect Dedicated Revenue Sources and Powers of the Northern Virginia Transportation Authority,
- Restore Long-Term Funding to the Authority to Pre-2018 Level,
- Protect Virginia's Dedicated Transportation Funding, and
- Support the Use of Effective Transportation Technology.

The new additional priority is Secure Short and Long Term, Financial and Operational Stability for the Washington Metropolitan Area Transit Authority. As Metro faces a financial crisis, it is essential that stakeholders-- local, regional, state and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure.

3. Next Steps: December 14, 2024, is anticipated Authority adoption of the 2025 Legislative Priorities.

Attachment: DRAFT 2025 NVTA Legislative Priorities

2025 NVTA Legislative Priorities

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

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

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

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

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

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

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

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

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

market driven mixed use transit-oriented development. As such, Metro is an investment that now requires critical resetting to insure it can evolve to meet the Commonwealth’s short, mid and long-term transportation needs.

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

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

PROTECT VIRGINIA’S DEDICATED TRANSPORTATION FUNDING

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

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

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

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy**

passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and advance decarbonization of the transportation system TTSP activity will be grounded in the Authority’s vision and core values including Equity, Safety, and Sustainability. The Authority’s TTSP provides a foundation for the organization and its members to participate in implementing federal and state plans and funding to advance use of low or zero emission vehicles for personal and commercial use in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

DRAFT

BACKGROUND ON DEDICATED REGIONAL TRANSPORTATION FUNDING SOURCES

NVTA Vision Statement:

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia’s transportation dollars by bringing regional jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority’s three revenue sources. The two percent Transient Occupancy Tax and the fifteen cents per \$100 Grantor’s Tax are now assigned to the WMATA Capital Fund.

The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$275 million from initial projections, resulting in partial funding for multiple projects with high scores of reducing congestion.

In 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$1 billion to member localities for transportation needs within their jurisdiction.

| Primary - Secondary Mode(s) | Number of Projects | NVTA Regional Funds |
|---|--------------------|------------------------|
| Roadway Projects | 45 | \$1,838,884,346 |
| Roadway Only | 7 | \$107,794,000 |
| Roadway - Pedestrian-Bicycle | 16 | \$601,915,670 |
| Roadway - Pedestrian-Bicycle; Intersection-Interchange | 16 | \$766,128,037 |
| Roadway - Pedestrian-Bicycle; Bus-BRT | 6 | \$363,046,639 |
| Bus-BRT Projects | 21 | \$570,680,661 |
| Bus-BRT Only | 15 | \$117,880,661 |
| Bus-BRT - Pedestrian-Bicycle; Transportation technology | 6 | \$452,800,000 |
| Intersection-Interchange Projects | 21 | \$271,028,000 |
| Intersection-Interchange Only | 3 | \$30,000,000 |
| Intersection-Interchange - Pedestrian-Bicycle | 18 | \$241,028,000 |
| Metrorail-Virginia Railway Express (VRE) Projects | 13 | \$323,421,209 |
| Metrorail-VRE Only | 11 | \$298,221,209 |
| Metrorail-VRE - Pedestrian-Bicycle; Bus/BRT | 2 | \$25,200,000 |
| Parking/Park-and-Ride Projects | 3 | \$5,800,000 |
| Transportation Technology Projects | 7 | \$19,695,491 |
| Transportation Technology Only | 4 | \$8,350,000 |
| Transportation Technology - Bus-BRT | 3 | \$11,345,491 |
| Pedestrian Project | 2 | \$1,000,000 |
| Pedestrian-Bicycle Project | 10 | \$90,568,959 |
| Pedestrian-Bicycle Facility Only | 5 | \$38,850,000 |
| Pedestrian-Bicycle - Intersection-interchange, Bus-BRT | 5 | \$51,718,959 |
| Total | 122 | \$3,121,078,666 |

Projected 11-4-24

2025 General Assembly Calendar and Special Dates

| | |
|--------------------------------|--|
| July 15, 2024 | 2025 bill prefilng period starts |
| November 18, 2024 Midnight | Last day to take action on carried over legislation |
| November 25, 2024 5:00 pm | Deadline to request drafting of prefile legislation |
| December 18, 2024 | Governor Youngkin presents budget (projected) |
| December 31, 2024 Midnight | All drafts of prefile legislation available for review |
| January 7, 2025 By 12:00 pm | Staff will have all drafts for prefile bills ready for review |
| January 8, 2025 10:00 am | Deadline to prefile legislation |
| January 8, 2025 12:00 pm | Virginia General Assembly convenes |
| January 10, 2025 By 5:00 pm | Member budget amendments due |
| January 17, 2025 | Last day to file bills (projected) |
| February 4, 2025 | Crossover (House and Senate complete work on their bills) (projected) |
| February XX, 2025 | Money Committees finish work on their budgets |
| February XX, 2025 | Amendments to budget available by noon |
| February 22, 2025 | Virginia General Assembly Sine Die (scheduled) |
| March 22, 2025 Midnight | Governor's Amendments/Vetoos Due (scheduled) |
| April 2, 2025 | Reconvened (Veto) Session (projected) 6 th Wednesday after adjournment |

15 bill limit for House of Delegates
21 bill limit for State Senate

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Abigail Hillerich, Communications & Public Affairs Manager

DATE: November 7, 2024

SUBJECT: Website Modernization and Brand Refresh

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the ongoing initiatives related to the modernization of the NVTA website and the refresh of NVTA's brand identity.
2. **Background:** On December 15, 2023, NVTA issued a Request for Proposals (RFP) seeking expert services to modernize its online presence and refresh its brand identity. Following a competitive selection process, the Authority approved the Website Modernization Contract award to HDR Engineering, Inc. on June 13, 2024. Since the contract award, NVTA staff have collaborated closely with HDR to streamline existing website content and develop a new, user-friendly and accessible website. In conjunction with this effort, NVTA is updating its logo to enhance readability and recognition across digital and print platforms.
3. **Discussion Items:** NVTA staff have engaged extensively with HDR consultants to create a refreshed logo. The objective of this update is to enhance our visual identity while maintaining our legacy. The new logo was designed to meet the following key criteria:
 - a. Easily Recognizable: Clear and straightforward design for immediate identification.
 - b. Retains Diamond Shape: Incorporates a diamond motif/mark to honor the old logo.
 - c. Symbolizes Forward Movement: Utilizes design elements such as light gradient and dynamic arrows to evoke progress and momentum.
 - d. Visually Modern: A contemporary and minimalist aesthetic that reflects NVTA's commitment to innovation.
 - e. Color Palette Alignment: Consistent with NVTA's navy blue palette for brand cohesion.
4. **Next Steps:** With Authority feedback, the updated NVTA logo will be implemented across various platforms and materials, including but not limited to:
 - a. NVTA Website
 - b. Social Media Platforms (LinkedIn, X, Facebook)
 - c. Newsletters (Authority Recap, NVTA Update, Driven by InNoVAtion)
 - d. Printed Materials (Annual Report, Economic Impact Analysis, letters, fact sheets)
 - e. Office Branding (glass front doors, wall signage)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: 2024 Annual Report to the Joint Commission on Transportation Accountability

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the 2024 Annual Report to the Joint Commission on Transportation Accountability (JCTA).
- 2. Background:** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of Title 33.2-2500, of the *Code of Virginia*, as amended. To meet this requirement, the NVTA staff has prepared a report to inform the JCTA of the following:
 - the FY2024 revenues, allocations, an update on the FY2024-2029 Six Year Program that uses the 70% Regional Revenue Funds for FY2028-2029,
 - all funding programs approved by the Authority so far,
 - the 70% Regional Revenue Funds appropriated in FY2024, and,
 - the details of the usage of 30% Local Distribution Revenue Funds for FY2014 to FY2024, which the NVTA jurisdictions used for various transportation projects and programs.

The report also provides updated revenue estimates for the period FY2025-2029. The report will be submitted to the JCTA before the November 15th deadline.

Attachment: 2024 Annual Report to the Joint Commission on Transportation Accountability



ANNUAL REPORT TO THE JOINT COMMISSION ON TRANSPORTATION ACCOUNTABILITY

FISCAL YEAR 2024

November 7, 2024



Northern Virginia Transportation Authority

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

www.thenovaauthority.org

NVTA Jurisdictions and Major Transportation Facilities in Northern Virginia

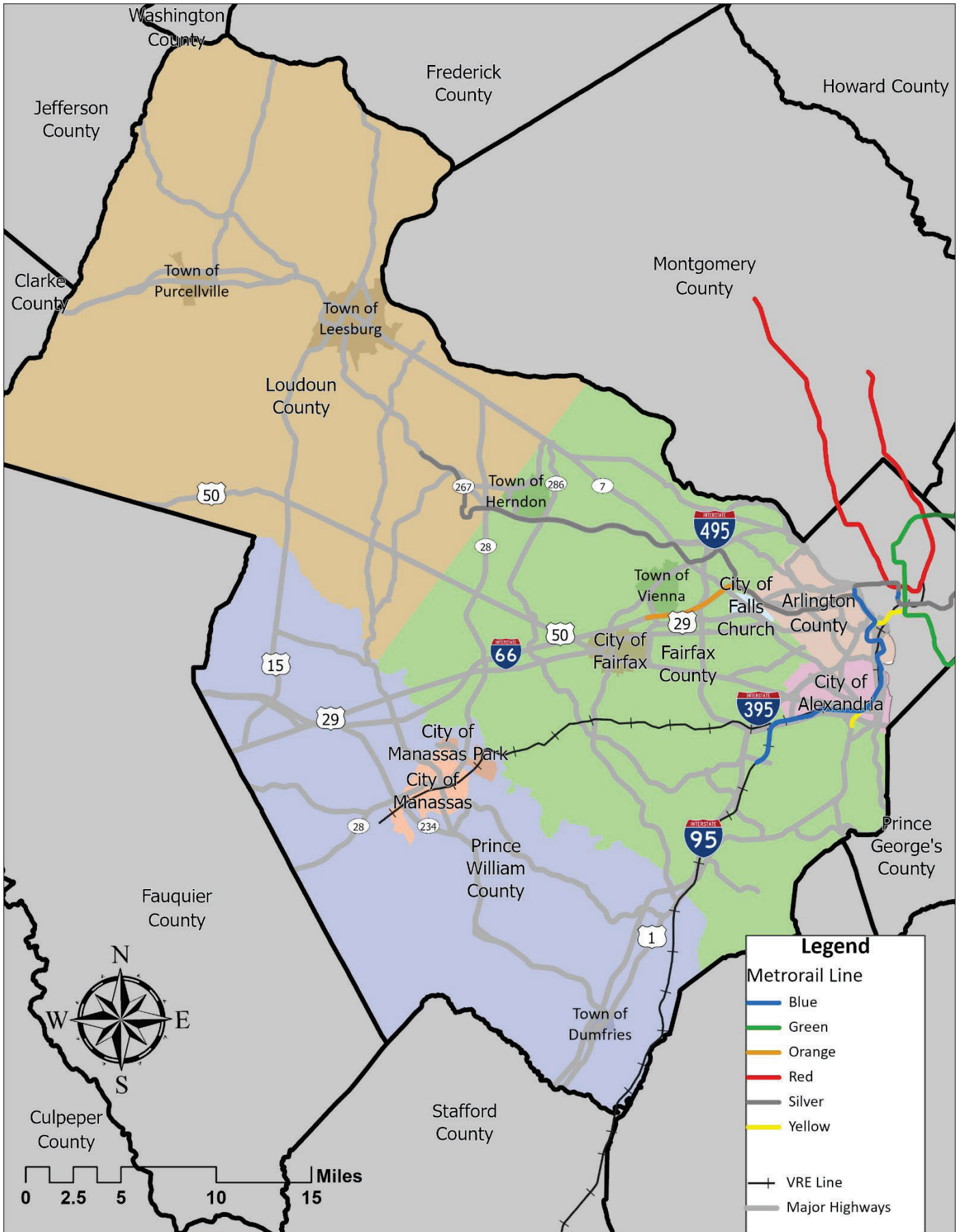


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1. BACKGROUND

The Northern Virginia Transportation Authority (NVTA) is a political subdivision of the Commonwealth of Virginia, created in 2002 by the General Assembly through the Northern Virginia Transportation Authority Act, Chapter 25, Title 33.2, of the *Code of Virginia*. The NVTA's primary functions are to develop and update the region's long range transportation plan (TransAction), conduct regional transportation project planning, and with the funds available to NVTA, fund critical multimodal transportation projects benefiting Northern Virginia by giving priority to congestion reduction relative to cost.

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313, 2013). This legislation established a funding stream for transportation in Northern Virginia and allowed NVTA to begin fulfilling its mission to address regional transportation challenges. Title 33.2-2500, of the *Code of Virginia* requires the separation of these funds into "70% Regional Revenue", which is allocated by NVTA for regional transportation projects; and "30% Local Distribution Revenue", which is distributed to jurisdictions for their transportation projects and purposes. Revenues began to flow to NVTA on July 1, 2013. Subsequently, on July 24, 2013, NVTA approved its first project list using the 70% Regional Revenues, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. Following the adoption of the first three funding programs, NVTA currently conducts biannual updates to its Six Year Program (SYP). The most recent update was adopted on July 11, 2024, with 24 projects totaling approximately \$700 million in funding. See more details in Table 1. This brings the total number of projects adopted by NVTA to 139 multimodal projects and the 70% Regional Revenue funds to \$3.8 billion. In addition to NVTA 70% Regional Revenue funded projects, through the provisions of HB 2313, NVTA has distributed \$1,099,383,185 in 30% Local Distribution Revenue funding directly to member jurisdictions for public transportation priorities within their jurisdictions.

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

Per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313. To meet this requirement, NVTA has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2024.

2. WHAT IS NEW?

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

In Northern Virginia, the Omnibus Transportation Bill established a new regional congestion fee imposed at a rate of \$0.10 per \$100 for the recordation of conveyance of a deed to reinstate a portion of the HB2313 (2013) funds diverted to Washington Metropolitan Area Transit Authority (WMATA), July 1, 2018 (HB 1539/SB 856, 2018).

Additional efforts by the General Assembly to restore funds diverted to WMATA, the Omnibus Transportation Bill provided a \$20 million transfer from the Northern Virginia Transportation District Fund (the NVTDF Fund Transfer) to NVTFA. Also, the Interstate 81 Improvement Fund (SB1716/HB2718, 2019) revenue (which did not meet initial revenue projections) was changed. The General Assembly moved this revenue from the I-81 Improvement Fund to an annual allocation of 8.4% of funds available in the Interstate Operations and Enhancement Program through SB890/HB1414. These actions have resulted in the return of \$63.5 million (based on Commonwealth estimates) of the \$102 million annually diverted to the WMATA in 2018, SB856/HB1539. As of FY2024, this leaves a remaining restoration amount of \$38.5 million.

In September 2021, furthering the principles of transparency and accountability, NVTFA unveiled its project dashboard, [NoVA Gateway](#). The dashboard provides details of projects funded with 70% Regional Revenues in the form of maps, tables, charts, and descriptions. Details are provided in Section 7.

An update to TransAction, the long-range multimodal transportation plan for Northern Virginia, was adopted by NVTFA in December 2022, after a two-year long update process that included extensive modal-based and off-model analyses and public engagement.

The FY2024-2029 Six Year Program was adopted in July 2024, approving approximately \$700 million for an additional 24 multimodal transportation projects across the region. This brings the total number of unique projects funded through 70% Regional Revenue Funds to 139. More details are provided in Section 4.

NVTFA began development for a Preliminary Deployment Plan for a regional Bus Rapid Transit (BRT) system in Northern Virginia (PDP-BRT) in October 2023. The PDP-BRT builds upon the work outlined in TransAction and will serve to protect the over \$500 million investments NVTFA has already made in all five BRT lines in Northern Virginia. The PDP-BRT will include a detailed analysis of ridership, congestion reduction impacts, operations, capital/operating costs, funding opportunities, and governance considerations in order to develop a connected BRT system for the region.

3. FISCAL YEAR 2024 – OVERALL REVENUE AND ALLOCATION

HB 2313 generated approximately \$424.8 million in FY2024. These funds were then distributed, as per Title 33.2-2500, of the *Code of Virginia*, with 30% to the member jurisdictions and 70% to the selected regional transportation projects. See Figures 1 and 2 below.

Figure 1: NVTA FY2024 Revenue Breakdown

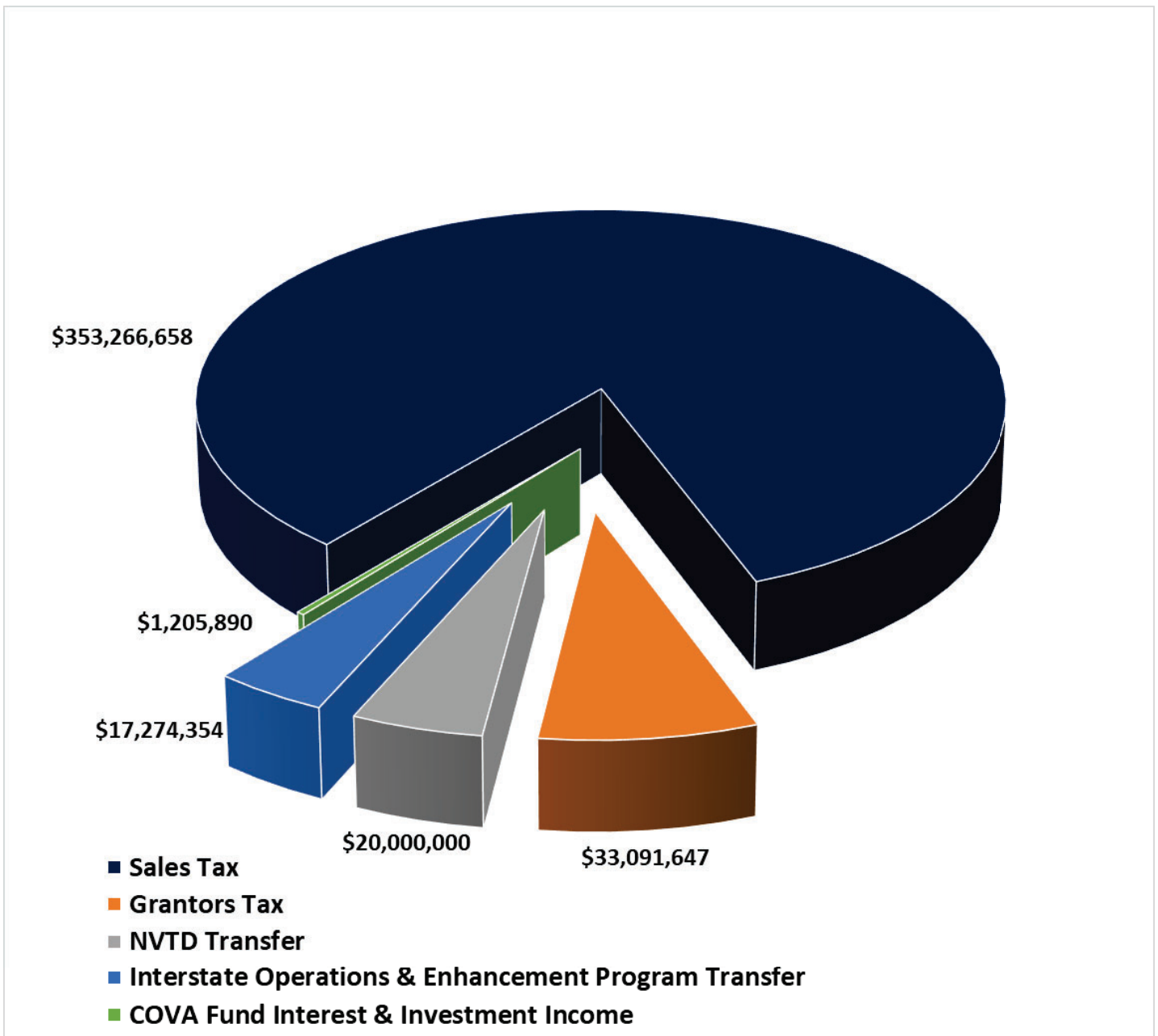
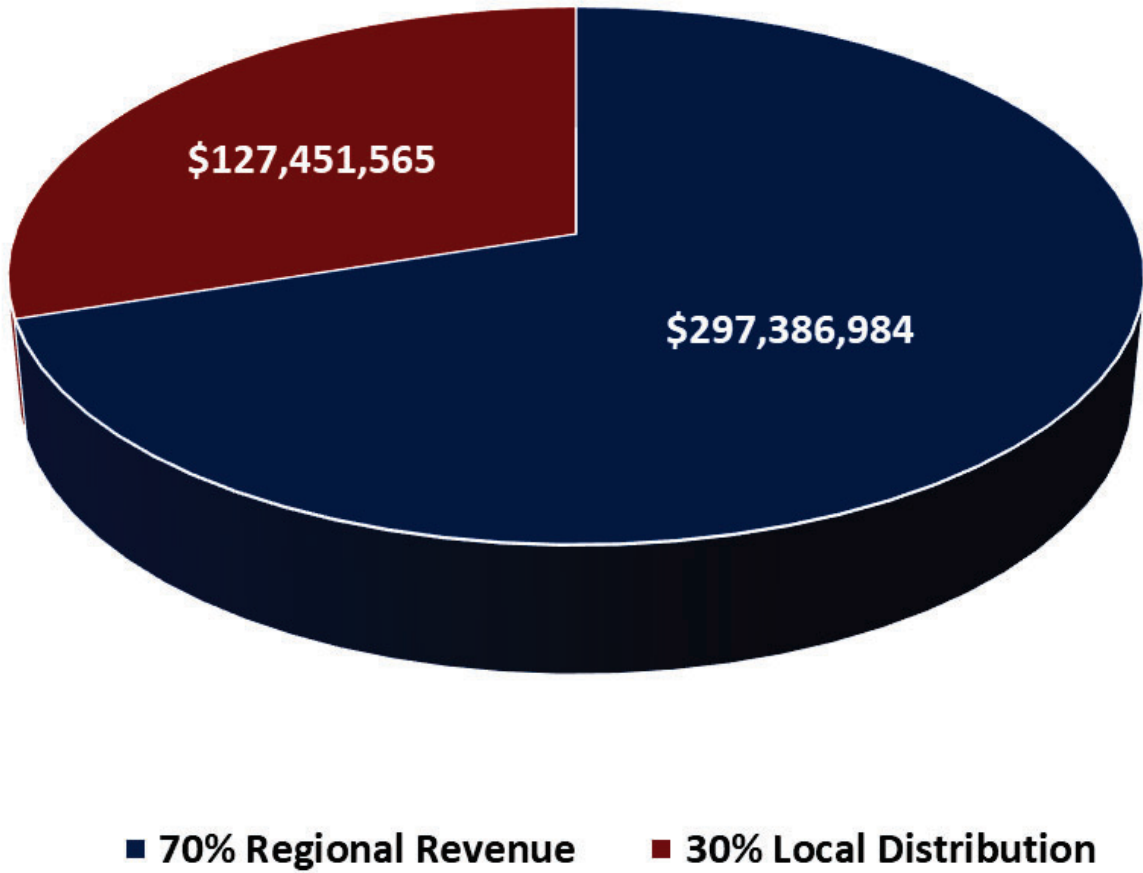


Figure 2: FY2024 70% Regional Revenue and 30% Local Distribution



Source: NVTA FY2024 Financial Reports

4. 70 PERCENT REGIONAL REVENUE FUNDS

In July 2024, NVTa adopted its Six Year Program (SYP) update for FY2024-2029 approving more than \$700 million for 24 multimodal transportation projects across the region. This includes a transfer of \$21,100,000 from previously-approved Ballston-MU West Entrance project (FY2022-2027 SYP) to CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector) in Arlington County. See Table 1 below. Together, this brings the total number of project applications approved by NVTa to 185 and the funding to \$3.8 billion. There are a number of projects that received funding for different phases across various funding cycles. Therefore, while 185 total project applications have been approved, these represent 139 unique projects through the seven funding cycles. See details of each program in Table 2 below.

Table 1: Projects Adopted in the FY2024-2029 SYP

| Jurisdiction | Project Title | Funding Amount | Phases Funded |
|------------------------------|---|----------------|-------------------|
| Arlington County | Shirlington Bus Station Expansion | \$11,600,000 | PE, ROW, CN |
| Fairfax County | Frontier Drive Extension and Intersection Improvements | \$111,957,472 | CN |
| Fairfax County | Route 7 Multimodal Improvements (I-495 to I-66) | \$101,351,506 | PE, ROW |
| Fairfax County | Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive) | \$27,299,000 | PE, ROW |
| Fairfax County | Seven Corners Ring Road Improvements | \$122,229,417 | PE, ROW, CN |
| Loudoun County | Old Ox Road Widening - Shaw Road to Oakgrove Road | \$30,000,000 | CN |
| Loudoun County | Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard | \$15,000,000 | ROW, CN |
| Loudoun County | Route 15 at Braddock Road Roundabout | \$10,000,000 | ROW, CN |
| Prince William County | Route 234 and Sudley Manor Drive Interchange | \$115,000,000 | PE, ROW, CN |
| Prince William County | Route 234 Bicycle and Pedestrian Facility Over I-95 | \$12,000,000 | PE, ROW, CN |
| Prince William County | Route 234 Operational Improvements | \$10,000,000 | PE, CN, Asset Acq |
| Prince William County | The Landing at Prince William Transit Center | \$25,000,000 | PE, ROW, CN |
| Prince William County | Triangle Mobility Hub and First/Last Mile Connection Improvements | \$10,000,000 | PE, ROW, CN |
| City of Alexandria | Safety Improvements at High-Crash Intersections | \$3,000,000 | PE |
| City of Alexandria | South Van Dorn Street Bridge Enhancements | \$10,000,000 | CN |
| City of Alexandria | Alexandria Metroway Enhancements | \$7,000,000 | ROW, CN |
| City of Alexandria | Smart & Connected Vehicle Infrastructure | \$5,000,000 | PE, CN |
| City of Fairfax | Northfax Network Improvements - Northfax East-West Road | \$12,932,754 | PE, ROW |
| City of Fairfax | Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements | \$5,400,000 | CN |

| | | | |
|------------------------------|--|-----------------------|-----------|
| Town of Falls Church | City of Falls Church Signal Prioritization Project | \$1,400,000 | PE, CN |
| City of Manassas | Roundabout at Route 28 and Sudley Rd | \$4,020,000 | CN |
| City of Manassas Park | Route 28-Centreville Road Corridor Improvements | \$40,000,000 | PE,ROW,CN |
| VRE | VRE Backlick Road Station Improvements | \$6,145,103 | CN |
| TOTAL | | \$ 696,335,252 | |
| Arlington County | CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector) | \$21,100,000 | CN |
| TOTAL | | \$717,435,252 | |

Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction; Asset Acq. – Asset Acquisition

Table 2: NVTA’s Funding Programs

| Program | Adoption Date | Number of projects approved** | Total funds approved |
|------------------|---------------|-------------------------------|-------------------------|
| FY2014* | 7/24/2013 | 30 | \$ 178,784,455 |
| FY2015-2016* | 4/23/2015 | 36 | \$ 326,983,482 |
| FY2017* | 7/14/2016 | 11 | \$ 166,043,951 |
| FY2018-2023 SYP | 6/14/2018 | 44 | \$ 1,285,273,281 |
| FY2020-2025 SYP* | 7/9/2020 | 20 | \$ 538,460,783 |
| FY2022-2027 SYP* | 7/14/2022 | 20 | \$ 603,782,714 |
| FY 2024-2029 SYP | 7/11/2024 | 24 | \$ 717,435,252 |
| Total | | 185 | \$ 3,816,763,918 |

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

** Projects that received funding through applications in different cycles are counted in each cycle. When counted as single projects, the total number of unique projects approved is 139.

Additionally, NVTA appropriated \$23,414,000 for 3 projects in FY2024. Details of these projects are provided in Table 3 below.

Table 3: Projects that Received 70% Regional Revenue Fund Appropriations in FY2024

| Jurisdiction / Agency | Project Title | NVTA Funding Amount | Phases Funded |
|------------------------------|---|---------------------|---------------|
| Arlington County | Rosslyn Multimodal Network Improvements | \$11,874,000 | PE, ROW, CN |
| Prince William County | Van Buren Road North Extension: Route 234 to Cardinal Drive | \$8,000,000 | PE |
| City of Fairfax | Government Center Parkway Extension | \$3,540,000 | ROW, CN |
| Total | | \$23,414,000 | |

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

5. 30 PERCENT LOCAL DISTRIBUTION REVENUE FUNDS

Title 33.2-2500, of the *Code of Virginia* provides that 30% of the revenues received by NVTA shall be distributed to the member jurisdictions, on a pro rata basis, after NVTA completes the annual certification for each jurisdiction, ensuring that the funds were only used under legislated requirements.¹ Counties are required by law to work cooperatively with towns (with a population of 3,500 or more) to ensure the towns receive their respective share of the 30% Local Distribution Revenue Funds.

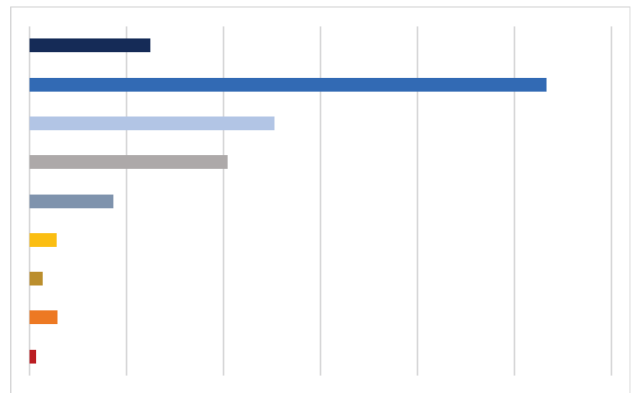
Each city or county's 30% share is based on the total taxes that are generated in or attributable to that locality. Towns with populations of 3,500 or more receive through the county they are in, an allotment of 30% funds based on the total school age children within the town. Use of 30% revenues is solely the decision of the jurisdiction, provided they are used for one of the four public transportation purposes delineated in the Code of Virginia:

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

Each jurisdiction annually certifies to NVTA that the funds were used as required by statute. The distribution of FY2024 30% Local Distribution Funds is noted in Table 4 below.

Table 4: 30% Local Distribution Revenue Funds for FY2024 (as of June 30, 2023)

| Jurisdiction | 30% Local Distribution Funds |
|----------------------------|------------------------------|
| Arlington County | \$12,461,428 |
| Fairfax County | \$53,262,006 |
| Loudoun County | \$25,212,596 |
| Prince William County | \$20,422,536 |
| City of Alexandria | \$8,658,204 |
| City of Fairfax | \$2,811,086 |
| City of Falls Church | \$1,332,911 |
| City of Manassas | \$2,843,971 |
| City of Manassas Park | \$665,650 |
| Total Disbursements | \$127,670,388 |



Source : NVTA FY2024 Financial Reports

Note: Distribution includes interest accrued on the Local Distribution Fund

All member jurisdictions received their proportional share of the 30% Local Distribution Funds in FY2024. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 5 and Figure 3 show the number of projects by mode which the jurisdictions are advancing with 30% Local Distribution Funds through FY2024. Table 6 and Figure 4 show the dollar amount

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

allocated to these projects. The appendix at the end of the report provides a list of projects and other details by jurisdiction. It is important to note that 30% Local Distribution Funds can be accumulated over multiple years to advance projects.

Table 5: Summary of All Projects Programmed by Jurisdictions with 30% Local Distribution Funds from FY2014 through FY2024 – Number of Projects by Mode and Jurisdiction

| Jurisdictions | Transit (Bus/BRT + Rail) | Bike/Ped | Intersection / Interchange | Roadway | Transportation Technology | Other | Totals |
|-----------------------|--------------------------|-----------|----------------------------|-----------|---------------------------|-----------|------------|
| Arlington County | 10 | 2 | 0 | 6 | 4 | 4 | 26 |
| Fairfax County | 4 | 5 | 5 | 7 | 0 | 4 | 25 |
| Loudoun County | 5 | 14 | 14 | 20 | 0 | 3 | 56 |
| Prince William County | 2 | 4 | 7 | 11 | 0 | 2 | 26 |
| City of Alexandria | 13 | 1 | 6 | 0 | 0 | 0 | 20 |
| City of Fairfax | 1 | 9 | 4 | 7 | 3 | 3 | 27 |
| City of Falls Church | 3 | 10 | 4 | 2 | 3 | 3 | 25 |
| City of Manassas | 0 | 10 | 2 | 7 | 1 | 0 | 20 |
| City of Manassas Park | 0 | 2 | 0 | 8 | 1 | 0 | 11 |
| Town of Dumfries | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Town of Herndon | 0 | 3 | 6 | 4 | 1 | 1 | 15 |
| Town of Leesburg | 0 | 7 | 0 | 6 | 1 | 0 | 14 |
| Town of Purcellville | 0 | 4 | 2 | 3 | 0 | 0 | 9 |
| Town of Vienna | 0 | 8 | 0 | 2 | 0 | 0 | 10 |
| Totals | 38 | 79 | 50 | 84 | 14 | 20 | 285 |

Figure 3: NVTA 30% Number of Projects by Mode

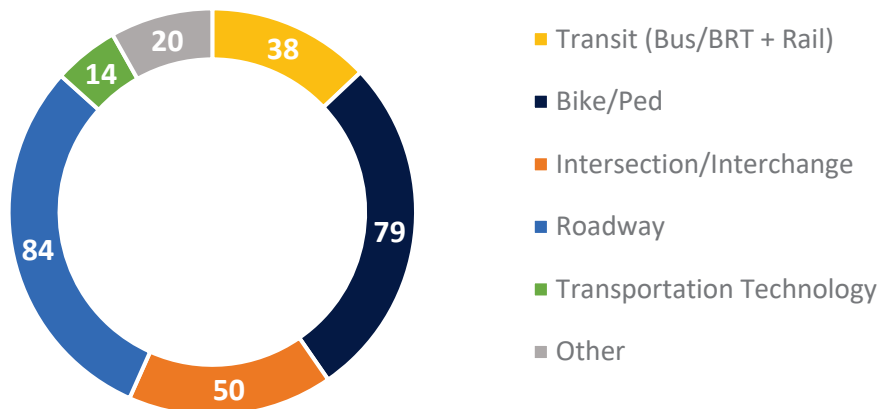
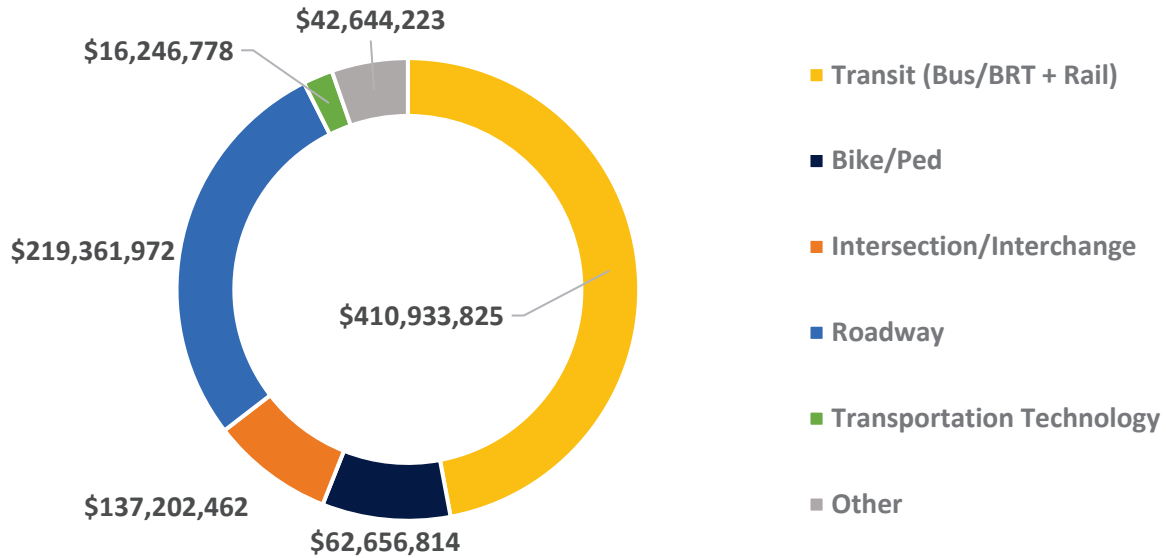


Table 6: Summary of All Projects Programmed by Jurisdictions with 30% Local Distribution Funds from FY2014 through FY2024 – 30% Funds Allocated to Projects by Mode and Jurisdiction

| Jurisdictions | Transit (Bus/BRT + Rail) | Bike/Ped | Intersection / Interchange | Roadway | Transportation Technology | Other | Totals |
|-----------------------|--------------------------------|---------------------|----------------------------------|----------------------|------------------------------|---------------------|----------------------|
| Arlington County | \$25,846,460 | \$16,483,245 | \$0 | \$11,746,100 | \$12,955,186 | \$3,823,097 | \$70,854,088 |
| Fairfax County | \$222,314,638 | \$628,172 | \$16,614,375 | \$42,626,539 | \$0 | \$33,545,372 | \$315,729,096 |
| Loudoun County | \$26,196,219 | \$13,667,091 | \$16,715,659 | \$76,249,999 | \$0 | \$310,614 | \$133,139,582 |
| Prince William County | \$50,810,073 | \$6,396,552 | \$90,119,228 | \$53,599,931 | \$0 | \$3,659,222 | \$204,585,006 |
| City of Alexandria | \$61,493,893 | \$241,331 | \$2,625,000 | \$0 | \$60,000 | \$0 | \$64,420,224 |
| City of Fairfax | \$20,633,585 | \$301,320 | \$1,089,745 | \$935,640 | \$533,341 | \$785,345 | \$24,278,976 |
| City of Falls Church | \$3,638,957 | \$1,169,399 | \$2,425,244 | \$575,000 | \$1,196,751 | \$366,573 | \$9,371,924 |
| City of Manassas | \$0 | \$6,912,026 | \$1,853,687 | \$9,035,000 | \$1,000,000 | \$0 | \$18,800,713 |
| City of Manassas Park | \$0 | \$611,169 | \$0 | \$4,267,731 | \$11,500 | \$0 | \$4,890,400 |
| Town of Dumfries | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,500,000 |
| Town of Herndon | \$0 | \$1,640,000 | \$5,077,000 | \$3,100,000 | \$350,000 | \$154,000 | \$10,321,000 |
| Town of Leesburg | \$0 | \$9,447,387 | \$0 | \$12,014,214 | \$140,000 | \$0 | \$21,601,601 |
| Town of Purcellville | \$0 | \$604,150 | \$682,524 | \$1,711,818 | \$0 | \$0 | \$2,998,492 |
| Town of Vienna | \$0 | \$4,554,972 | \$0 | \$2,000,000 | \$0 | \$0 | \$6,554,972 |
| Totals | \$410,933,825 | \$62,656,814 | \$137,202,462 | \$219,361,972 | \$16,246,778 | \$42,644,223 | \$889,046,074 |

Figure 4: NVTA 30% Allocated Funds by Mode



Notes:

- This 30% summary project list, and accompanying graphs, were generated on October 28, 2024, based on responses received from jurisdictions to an NVTA staff request. Jurisdictions may use these funds for staff resources but they are not reported here.

6. FISCAL YEAR 2025-2029 REVENUE ESTIMATES

NVTA’s revenue estimates are made using a regional multi-jurisdictional approach. Jurisdictional input is heavily relied upon in making the revenue estimates. Current revenue projections for FY2025 through FY2029 are shown in Table 7, Table 8 and Figure 5. NVTA determines estimates for Sales Tax and the Regional Congestion Fee (Grantor’s). The Commonwealth provides estimates for the transfer from the Interstate Operations and Enhancement Program. The Northern Virginia Transportation District (NVTD) transfer is set by legislation at \$20 million annually. These estimates were adopted by NVTA in June 2024.

Table 7: NVTA Revenue and Distribution Estimates for FY2025–2029

| NVTA Revenue | FY2025 Projection | FY2026 Projection | FY2027 Projection | FY 2028 Projection | FY 2029 Projection | Total |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| Sales Tax | \$377,377,926 | \$392,473,043 | \$404,247,234 | \$391,800,000 | \$405,500,000 | \$1,971,398,203 |
| Interstate Operations & Enhancement Program | \$20,200,000 | \$23,800,000 | \$24,200,000 | \$23,705,472 | \$25,509,274 | \$117,414,746 |
| Grantors Tax | \$31,182,265 | \$31,805,911 | \$32,442,029 | \$33,090,869 | \$33,752,687 | \$162,273,761 |
| NVTD Transfer | \$20,000,000 | \$20,000,000 | \$20,000,000 | \$20,000,000 | \$20,000,000 | \$100,000,000 |
| Total Revenue | \$448,760,191 | \$468,078,954 | \$480,889,263 | \$468,596,341 | \$484,761,961 | \$2,351,086,710 |

Source : NVTA Adopted Revenue Projections

Note : The totals may not add up due to rounding.

Figure 5: NVTA FY2025-2029 Estimated Revenue Breakdown

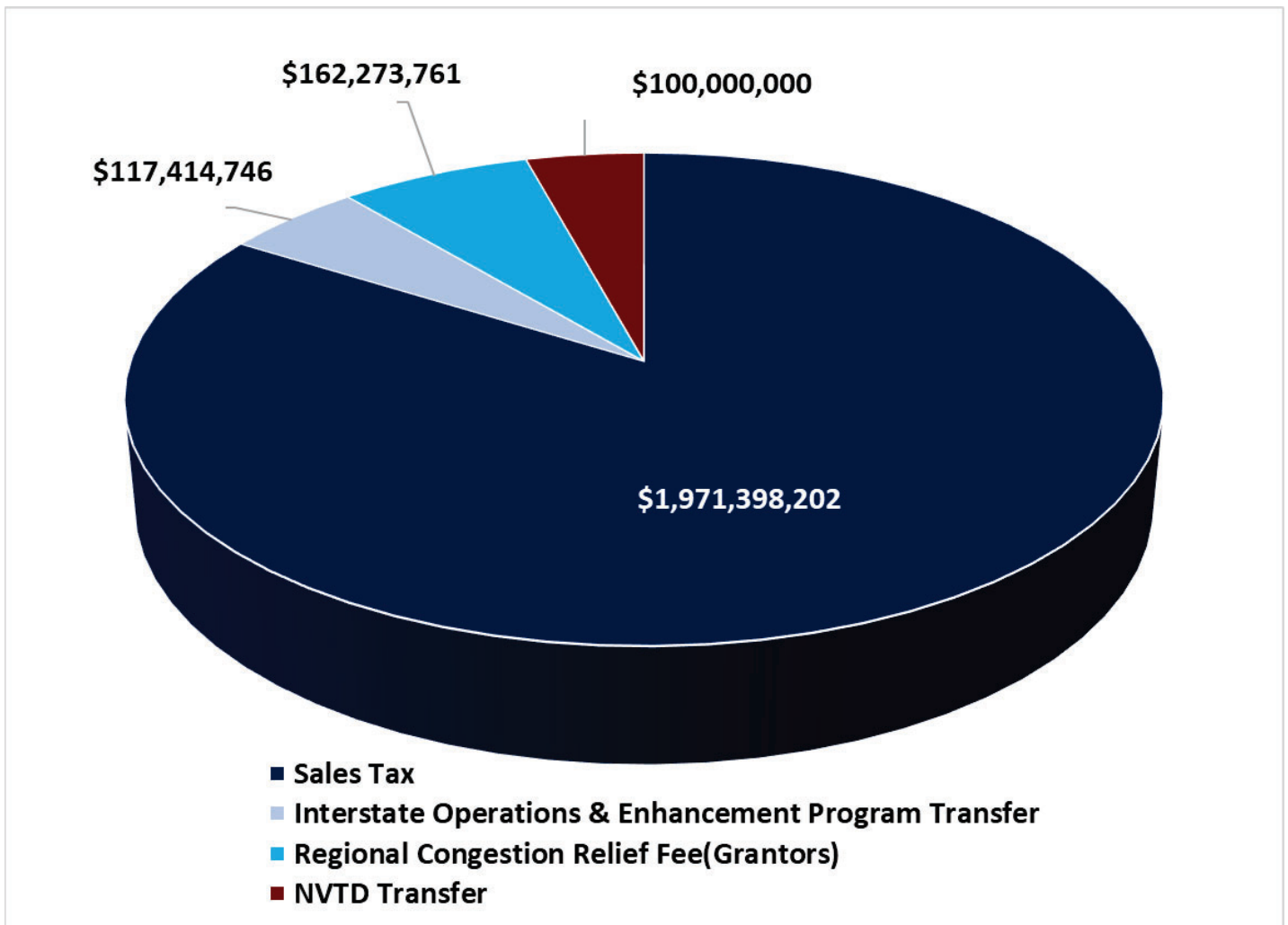


Table 8: NVTA FY2025-2029 Estimated Revenue Allocation

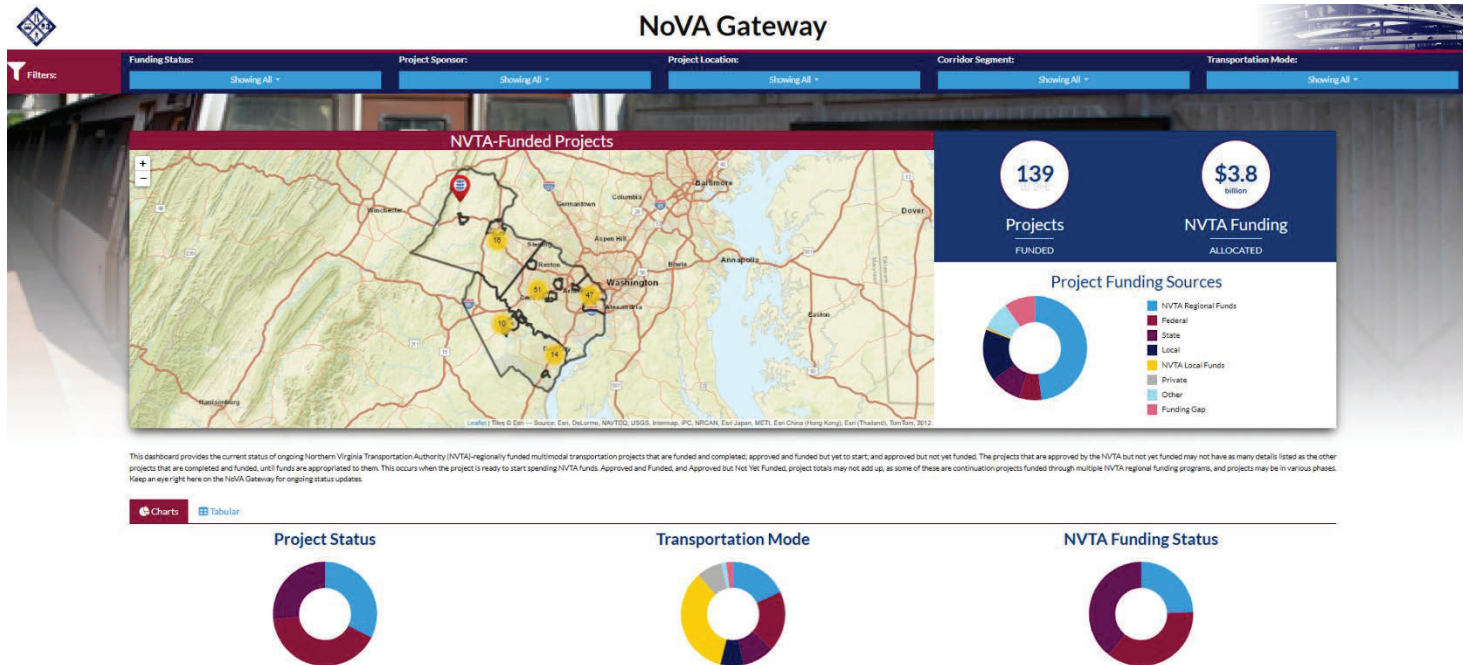
| | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 |
|------------------------|---------------|---------------|---------------|---------------|---------------|
| 70% Regional Revenue | \$314,132,134 | \$327,655,267 | \$336,622,484 | \$328,017,439 | \$339,333,373 |
| 30% Local Distribution | \$134,628,057 | \$140,423,686 | \$144,266,779 | \$140,578,902 | \$145,428,588 |

Source : NVTA Adopted Revenue Projections

7. NoVA Gateway

In September 2020, NVTA unveiled its project dashboard, NoVA Gateway. Further, in December 2021, several enhancements were made to the Gateway. Various updates and upgrades were implemented to the NoVA Gateway to show more details. NoVA Gateway is a public-facing transparent dashboard that provides details of projects funded with 70% Regional Revenues. Visitors to the NoVA Gateway can see all projects or sort them by funding status, project sponsor, project location, corridors, and/or transportation mode. Details are displayed as maps, tables, charts, and descriptions. Project details are updated regularly to give the latest information.

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



APPENDIX: PROJECTS PROGRAMMED WITH 30 PERCENT LOCAL DISTRIBUTION FUNDS FROM FY2014 THROUGH FY2024 BY JURISDICTIONS

This section contains each individual jurisdiction's list of projects using NVTAs 30% Local Distribution Funds. It includes the name of the project, 30% funds allocated, primary mode, phases of the project that funds are being applied towards, the status of the project and the completion date of the project. Two accompanying charts are also included for each jurisdiction. The first highlights the 30% funding allocated to each primary mode of project for that jurisdiction. The second shows the total amount of funding allocated to projects alongside the remaining amount of funds received by the jurisdiction though not yet allocated to projects. Only the cumulative FY 2014-2024 30% allocated funds are shown in these subsequent tables. The data presented in these charts are for contextual purposes only and are based on unverified survey responses from project coordinators at the jurisdiction, and not NVTAs controlled fiscal records.

ARLINGTON COUNTY

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|------------------------------------|---------------------------|-------------------------|---|------------------------|
| Capital Bikeshare (multiple locations) | \$13,953,938 | Bike/Ped | Operations, Expansion | Funded and ongoing | |
| Improvements Outside Major Corridors (multiple locations) | \$9,206,549 | Roadway | Design, CN | Funded and ongoing | |
| Transit Operations (incremental cost for new routes) | \$8,512,373 | Bus/BRT | Operations | Funded and ongoing | |
| ART Bus Procurement | \$6,874,706 | Bus/BRT | Acquisition | Funded and ongoing | |
| ART Operations and Maintenance Facility | \$6,122,852 | Bus/BRT | Design, CN | Under Construction | Fall 2024 |
| Intelligent Transportation Systems (includes TMC and CCTV upgrades) | \$5,390,113 | Transportation Technology | Design, Acquisition, CN | Funded and ongoing | |
| Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (multiple locations) | \$4,353,572 | Transportation Technology | Design, CN | Funded and ongoing | |
| Transit ITS and Planning (Includes TSP) | \$3,161,254 | Transportation Technology | Other | Funded and ongoing | |
| Bicycle and Pedestrian Facilities | \$2,529,307 | Bike/Ped | Design, CN | Funded and ongoing | |
| Project Development (formerly Program Administration) | \$2,457,261 | Other | Other | Funded and ongoing | |
| Bus Stops and Shelters, including accessibility improvements (multiple locations) | \$2,234,433 | Bus/BRT | Design, CN | Funded and ongoing | |
| Traffic Counts (multiple locations) | \$1,359,287 | Roadway | Other | Funded and ongoing | |
| Transportation Demand Management | \$653,368 | Other | Other | Funded and ongoing | |
| Ballston Multimodal Improvements | \$650,270 | Bus/BRT | CN | Completed | Completed |
| Transit Strategic Plan & ART Asset Management Plan | \$629,911 | Bus/BRT | Plan | Transit Strategic Plan Update Funded and Ongoing | |
| Carlin Springs Road Bridge over George Mason Drive (Replacement) | \$526,800 | Roadway | CN | Completed | |
| Strategic Network Analysis and Planning | \$525,423 | Other | Plan | Ongoing | |

| | | | | | |
|---|---------------------|---------------------------|------------|---|-------------|
| Arlington Blvd Intersections (multiple locations) | \$387,783 | Roadway | Design | Completed | Completed |
| Bus Bay Expansion - East Falls Church Metro Station | \$384,063 | Bus/BRT | Design, CN | Final Design | |
| Crystal City Metro East Entrance | \$360,000 | Rail | Design | Under construction (Phase 1) | Summer 2027 |
| STAR Call Center Office Space | \$187,045 | Other | Other | Completed | Completed |
| Safety Improvements | \$165,387 | Roadway | Design | Ongoing | |
| Arlington Blvd/Washington Blvd Interchange | \$100,294 | Roadway | Design | Ongoing -- VDOT Project Pipeline Study + IAR / OSAR | |
| Court House Metrorail Station Second Elevator | \$60,894 | Rail | Design | Ongoing | |
| Traffic Signal Optimization | \$50,247 | Transportation Technology | Other | Ongoing | |
| Ballston-MU Metrorail Station West Entrance | \$16,958 | Rail | Design | Design | Summer 2029 |
| Total Number of Projects: 26 | \$70,854,088 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

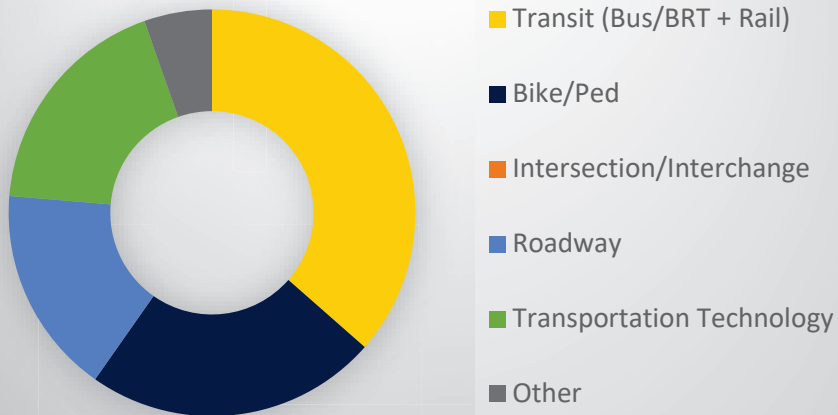
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

Arlington County

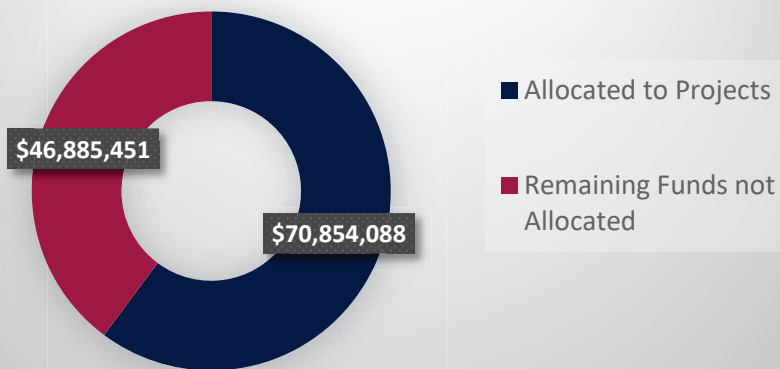
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 10 | \$25.8M |
| Bike/Ped | 2 | \$16.5M |
| Intersection/Interchange | 0 | \$0.0M |
| Roadway | 6 | \$11.7M |
| Transportation Technology | 4 | \$13.0M |
| Other | 4 | \$3.8M |
| Totals | 26 | \$70.8M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



FAIRFAX COUNTY

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|-----------------------------|--------------------------|--------------------------------|---|-----------------|
| Fairfax Connector Service | \$99,577,541 | Bus/BRT | Operations | Service in effect | |
| WMATA Capital Funding | \$81,121,640 | Rail | Transfer to WMATA Capital Fund | County transfer to the WMATA Capital Fund, per VA Code. | |
| Silverline Metrorail Ph II NVTA 30% | \$40,250,000 | Rail | Design, CN | Silver Line Phase 2 Activity | Nov-22 |
| Various Project Implementation Works | \$20,350,688 | Other | Other | Ongoing | |
| Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive | \$12,409,921 | Roadway | PE, Design, CN | In construction/Ongoing | Jul-24 |
| Town Center Parkway DTR Underpass Rail Support | \$8,659,067 | Roadway | PE, CN | Completed | Aug-19 |
| Route 28 Widening: Prince William County Line to Route 29 | \$8,580,443 | Roadway | PE, Design, CN | Project is completed. Punchlist corrections are anticipated to be completed in fall 2024. | 9-Oct-23 |
| Soapstone Drive DTR Overpass | \$8,458,339 | Roadway | PE, Design | Project is ongoing. FHWA issued a Finding of No Significant Impact (FONSI) in January 2024. | Spring 2036 |
| Spot Roadway Program (6 individual projects) | \$8,019,013 | Other | All | Various stages | |
| Braddock Road Improvement Ph 2 | \$5,400,000 | Intersection/Interchange | PE, Design | Ongoing | |
| Traffic Studies/Planning (18 individual projects) | \$5,166,450 | Other | Other | Various stages | |
| Balls Hill Road & Old Dominion Drive | \$5,065,084 | Intersection/Interchange | PE, Design | In design; ongoing | Fall 2028 |
| Fairfax County Parkway/Popes Head Road Interchange | \$4,330,000 | Intersection/Interchange | PE, Design, CN | Ongoing | Dec-26 |
| Frontier Drive Extension | \$3,000,000 | Roadway | PE, Design | Design/PE ongoing | |
| Braddock Road Multimodal Study | \$1,622,687 | Intersection/Interchange | Study | Completed. Design/Construction by VDOT | |

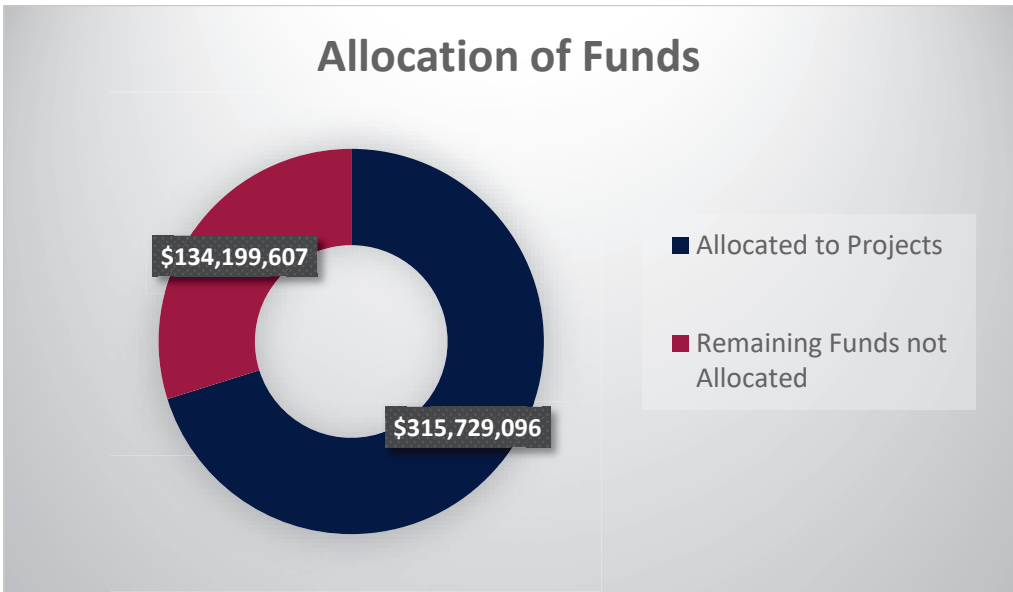
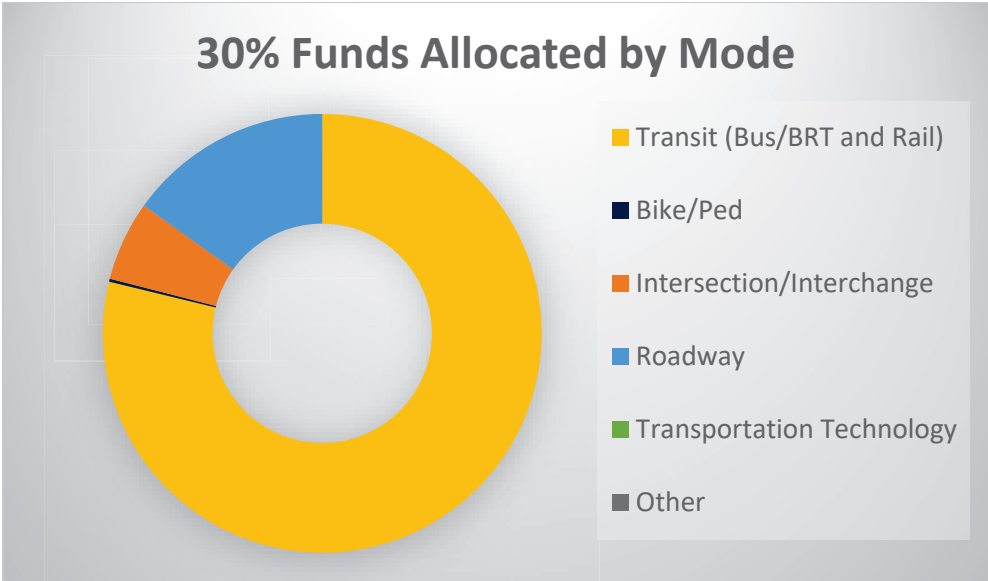
| | | | | | |
|--|----------------------|---------------------------|----------------|--|-----------|
| Shirley Gate Road from Braddock to Fairfax County Pkwy | \$1,431,449 | Roadway | PE, Design | In Design/Ongoing | 2026 |
| Richmond Highway Bus Rapid Transit – Phase I & II | \$714,033 | Bus/BRT | PE, Design | Environmental study/Design ongoing | Dec-31 |
| Route 1 Study (Pohick to Occoquan) | \$651,424 | Bus/BRT | Study | Completed | |
| Vienna Metro Bike/Ped Interim Imprv | \$300,000 | Bike/Ped | PE, CN | 99% Complete | Late 2024 |
| I-66/ Random Hills Road | \$273,127 | Bike/Ped | PE | In Design/Ongoing | Mar-26 |
| Seven Corners Interchange Improvements | \$196,604 | Intersection/ Interchange | PE, Design | Ongoing | Jun-30 |
| Tysons Projects (Boone Blvd/Gosnell Feasibility Study) | \$87,319 | Roadway | Study | Completed | |
| Active Transportation Wayfind signage | \$51,056 | Bike/Ped | Study | Ongoing | |
| Fairfax Corner Parking Facility | \$9,220 | Other | Other | Completed | Sep-23 |
| Telegraph Road Walkway | \$3,989 | Bike/Ped | PE, Design, CN | Construction substantially complete on 9/13/2021 | |
| Total Number of Projects: 25 | \$315,729,094 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| Fairfax County | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 4 | \$222.3M |
| Bike/Ped | 5 | \$0.628M |
| Intersection/Interchange | 5 | \$16.6M |
| Roadway | 7 | \$42.6M |
| Transportation Technology | 0 | \$0.0M |
| Other | 4 | \$33.0M |
| Totals | 25 | \$315.7 |

Note: The total may not add up due to rounding.



LOUDOUN COUNTY

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|--------------------------|---|--|
| Metro Capital Contribution | \$22,135,187 | Rail | Other | Funded | |
| Northstar Blvd (Route 50 to Shreveport) | \$15,997,922 | Roadway | CN | Design/ROW/ Construction all on-going; Construction completion expected in spring 2025. | Spring 2025 |
| Sterling Blvd Extended (Pacific Blvd to Moran Rd) | \$12,315,652 | Roadway | Design, ROW, Utility, CN | Funded and ongoing (Design) | |
| Belmont Ridge Road Improvements (Gloucester to Hay) | \$10,805,386 | Roadway | Design, CN | Complete | Completed September 30, 2016 |
| Northstar Blvd 79 (Route 50 to Tall Cedar) | \$7,350,000 | Roadway | Design, ROW, CN | CN on-going; Start Date 10/31/2021 & Contractual Substantial Completion Date 10/13/2023 | Contractual Substantial Completion Date October 13, 2023 |
| Prentice Lockridge Loudoun County Parkway | \$7,319,000 | Roadway | Design | Funded and ongoing (Design) | |
| Sidewalk and Trail Program | \$6,065,000 | Bike/Ped | PE | Funded design | |
| Riverside Pkwy (Lexington Dr to Loudoun County Pkwy) | \$6,000,000 | Roadway | ROW, Utility, CN | Completed; Start Date 11/14/2019 & Completion Date 07/29/2022 | Completed July 29, 2022 |
| Route 7 & Route 690 Interchange | \$3,845,000 | Intersection/ Interchange | CN | Funded and ongoing (Design) | |
| Route 7 Improvements (Route 9 to Dulles Greenway) | \$3,607,000 | Roadway | Design, CN | Funded ROW and construction | |
| Farmwell Rd (Smith Switch to Ashburn Rd) | \$3,500,000 | Intersection/ Interchange | Design, CN | Funded and ongoing (Design) | |
| Hillsboro Route 9 Improvements | \$3,361,000 | Intersection/ Interchange | CN | Complete | Completed April 30, 2021 |
| Westwind Drive State St to Ladbrook Drive | \$3,064,125 | Roadway | CN | Westwind drive is in design; it is still a few years from construction | |
| Moorefield Parkway to Moorefield Station | \$2,624,078 | Roadway | CN | Design, Construction | |
| Braddock Summerall Supreme | \$2,421,000 | Intersection/ Interchange | CN | Project being constructed by a Developer. Construction updates | |

| | | | | | |
|---|-------------|---------------------------|-----------------|---|---|
| | | | | can be obtained from Susan Glass. | |
| Belmont Ridge Road South | \$2,400,000 | Roadway | Design, ROW, CN | Funded and ongoing (PE) | |
| Harmony School Sidewalk | \$2,183,000 | Bike/Ped | PE | Design | |
| Leesburg Tuscarora Creek Trail | \$1,800,000 | Bike/Ped | CN | Complete | Completed |
| Crosstrail Phase A2 Claudia Dr & Sycolin Road | \$1,594,493 | Roadway | Design, ROW, CN | Complete; Start Date 06/09/2015 & Substantial Completion 6/1/2019 | Substantial Completion June 1, 2019 |
| Crosstrail Phase B | \$1,490,000 | Roadway | CN | Complete; Start Date 06/17/2020 and Substantial Completion Date 08/19/2022 | Substantial Completion Date August 19, 2022 |
| Farebox Replacement | \$1,472,132 | Bus/BRT | FF&E | Funded | |
| Bus Shelters and Benches | \$1,350,700 | Bus/BRT | PE | Design | |
| Contingency - Sidewalks (Countywide) | \$1,279,759 | Bike/Ped | Design | Funded and ongoing | Completed January 21, 2021 |
| Route 9 & Route 287 Roundabout | \$1,213,000 | Intersection/ Interchange | Design, CN | Is in the ROW acquisition phase and utility relocation phase | |
| Bus Stops for new Routes | \$1,000,000 | Bus/BRT | ROW | Funded | |
| W&OD Crossing Improvements | \$934,500 | Bike/Ped | Design | Funded and ongoing (Design) | |
| LC Parkway Dulles Landing to Route 50 | \$673,687 | Roadway | CN | Project has completed design and the Board chose to not pursue construction of the turn lane. | |
| Route 7 Shared Use Path | \$668,275 | Bike/Ped | PE | Design | |
| Northstar / Belmont Ridge Rd Traffic Signal | \$620,000 | Intersection/ Interchange | CN | Completed; Start Date 08/10/2017 & Completion Date 1/21/2021 | |
| Evergreen Mills Road – Reservoir Road and Watson Road | \$617,000 | Intersection/ Interchange | ROW | Funded and ongoing (ROW) | |
| Route 50/Loudoun County Pkwy | \$500,000 | Intersection/ Interchange | PE | Design | |
| Loudoun County Parkway and Beaumeade Circle Signal | \$457,912 | Intersection/ Interchange | Design, ROW, CN | Completed 2018/2019 | Completed 2018/2019 |
| Mooreview Pkwy (Croson to Old Ryan Rd) | \$324,608 | Roadway | CN | Complete; Start Date 03/17/2017 & | Completed October 6, 2020 |

| | | | | | |
|--|-----------|------------------------------|--------------------|--|---|
| | | | | Completion Date 10/6/2020 | |
| Shaw Road Improvements | \$322,339 | Roadway | CN | Completed; Start Date 11/1/2022 & Substantial Completion Date 4/30/2023 | Substantial Completion Date April 30, 2023 |
| Enterprise Steet Crosswalk | \$294,000 | Bike/Ped | PE | Design | |
| Montresor Road Sidewalk | \$255,200 | Bike/Ped | PE, Design | Funded and ongoing (Design) | |
| Project Management Consulting Services | \$238,750 | Other | Design | Funded and ongoing | |
| Leesburg Bus Shelters | \$238,200 | Bus/BRT | Design, CN | Funded | |
| Ryan Road - Evergreen Mills Road to Beaverdam Drive | \$138,000 | Roadway | PE | Design Phase, ROW | |
| Edgewater Street Sidewalk | \$135,822 | Bike/Ped | PE, Design | Completed | Completed |
| Woodgrove & Fields Farm Road | \$77,488 | Other | Design, ROW, CN | Funded and ongoing (ROW) | |
| Route 15 Improvements, Phase 2: Montresor to Point of Rocks, Segment 2 | \$61,000 | Roadway | PE | Funded and ongoing (Design) | |
| Oak Grove Road Route 824 | \$60,000 | Roadway | PE, Design | Completed | |
| Traffic Calming Signs | \$54,256 | Roadway | CN | Funded and ongoing (Construction) | |
| Contingency - Traffic Calming (Countywide) | \$48,453 | Roadway | Design, CN | Complete | Completed |
| Braddock Riding Center Drive Signal | \$45,367 | Intersection/ Interchange | Design, ROW, CN | Complete; Start Date 09/08/2016 & Completion Date 04/19/2018 | |
| West Poplar Road Traffic Study | \$38,420 | Other | PE | Complete | Completed |
| Route 7 – Blue Ridge Mountain / Raven Rocks Intersection | \$35,000 | Intersection/ Interchange | PE | Funded and ongoing (Design) | |
| Marblehead Drive & Gloucester Traffic Study | \$33,445 | Other | Design, ROW, CN | Completed | Completed |
| River Creek Sidewalks | \$23,305 | Bike/Ped | Design | Funded and ongoing (Design), ROW | |
| Contingency - Traffic Signal (Countywide) | \$18,991 | Intersection/ Interchange | Design | Funded and ongoing | |
| Belmont Ridge Road & Freedom Trail Sidewalk | \$12,271 | Bike/Ped | CN | Complete; Start Date 07/03/2019 and Completion Date 01/22/2021 | Completed January 22, 2021 |
| Sterling Sidewalks | \$9,956 | Bike/Ped | Design | Complete | Completed |

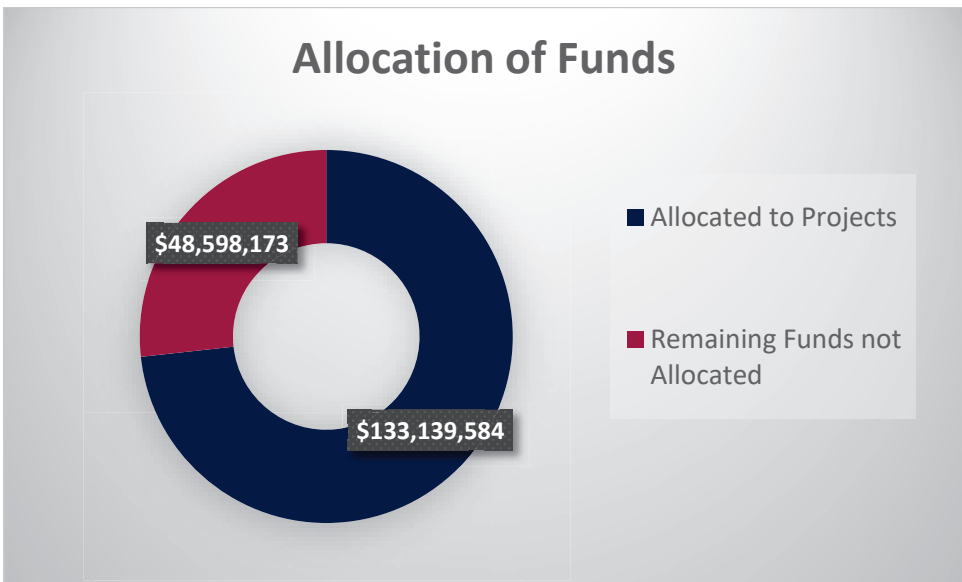
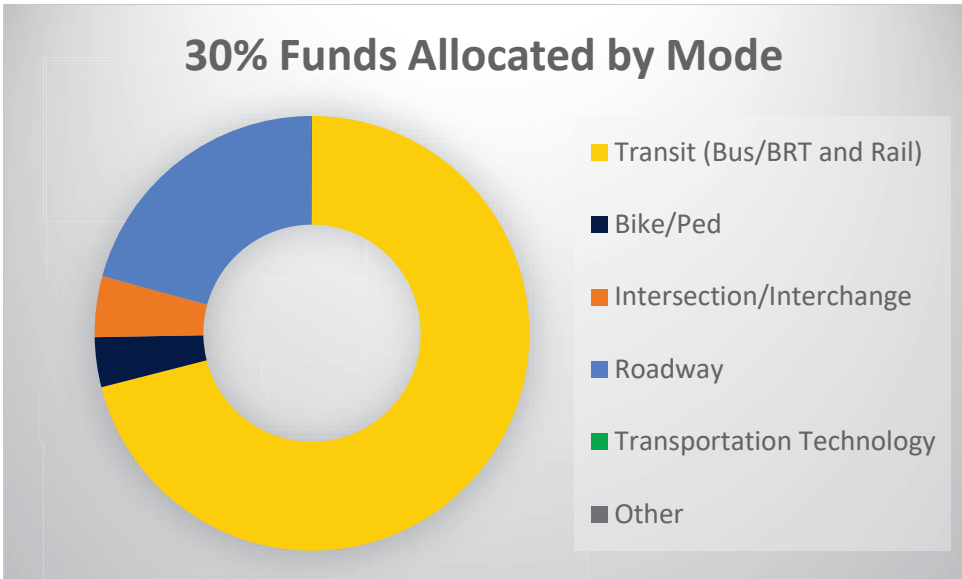
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|--|----------------------|---------------------------|-----|--|--|
| Ashbrook Pl & Atwater Drive Intersection | \$3,902 | Intersection/ Interchange | PE | Completed; Start Date 09/29/2022 & Completion Date 06/17/2023 | Completed June 17, 2023 |
| Broadlands Blvd Sidewalk | \$3,278 | Bike/Ped | CN | Completed | Completed |
| Route 7 Pedestrian Improvements | \$2,725 | Bike/Ped | ROW | 2 of three intersections completed Start Date was 07/05/2022 & Completion Date 12/14/2022; Third intersection pending VDOT permit with completion expected before the end of calendar year 2023. | 2 Intersections Completed on December 14, 2022 and 3rd Intersection Anticipated Completion Before End of CY 2023 |
| Total Number of Projects: 56 | \$133,139,584 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| Loudoun County | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 5 | 26.2M |
| Bike/Ped | 14 | \$13.6M |
| Intersection/Interchange | 14 | \$16.7M |
| Roadway | 20 | \$76.2M |
| Transportation Technology | 0 | \$0.0M |
| Other | 3 | \$0.03M |
| Totals | 56 | \$133.1M |

Note: The total may not add up due to rounding.



PRINCE WILLIAM COUNTY

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|-----------------------------|--------------------------|-----------------|--|-----------------------|
| Minnieville Road/Prince William Parkway Interchange | \$80,000,000 | Intersection/Interchange | PE | All offers have been made. Design work ongoing by developers. Utility duct bank project scheduled for advertisement pending completion of total takes being completed. | TBD |
| Virginia Railway Express (VRE) Subsidy | \$50,642,486 | Rail | Transit Subsidy | FY24 Adopted Budget provided \$4,924,666. Amount updated in the interim between last year's JCTA publication to the current day. FY25 Adopted Budget provided \$5,468,148 | N/A |
| Minnieville Road (Spriggs Rd to Route 234) | \$19,450,000 | Roadway | PE, ROW, CN | Completed | Complete |
| University Blvd Extension (Sudley Manor Dr to Edmonston Dr) | \$9,701,810 | Roadway | PE, ROW, CN | Construction completed with a ribbon cutting ceremony held on sept 9th, 2024. | Completed |
| Neabsco Mills Road Widening (Route 1 to Smoke Court) | \$8,996,659 | Roadway | ROW, CN | Project is completed and is just awaiting final financial closeout. | Spring 2024 |
| Prince William Parkway - University Blvd Interchange | \$5,513,000 | Intersection/Interchange | PE, ROW, CN | Project is pending final inspection/approvals. Ribbon cutting event scheduled for September 2024. | Winter 2023 |
| Potomac and Neabsco Parking Garage | \$5,280,000 | Bike/Ped | ROW | 65% of external road work paving has been completed. Dominion Energy installed permanent electric utilities in the parking structure in July 2024, coordinating with other PWC offices for smooth turn over after construction is complete. Anticipated ribbon cutting late Fall 2024. | Summer 2024 (FY 2025) |
| University Blvd Extension (Devlin to Wellington) | \$4,927,118 | Roadway | PE, ROW, CN | Kickoff meeting held June 2024. County executed a construction | FY 2027 |

| | | | | | |
|---|-------------|------------------------------|--|---|-----------------------|
| | | | | agreement with NVTA July 2024 and is pending full execution. | |
| Devlin Road Widening (Linton Hall Rd to Wellington Rd) | \$4,000,000 | Roadway | PE | Phase 1 of the project (Wellington - University Blvd) is partially completed. The Wellington - Jennell Dr segment was completed by the Balls Ford Road Interchange Project due to surplus of funding and economies of scale. The Jennell Dr to University Blvd segment recently received design approval by VDOT on July 31, 2024. Utility relocations undergoing with a construction bid anticipated to be issued in Winter 2024/2025 and a construction award in Spring 2025. | Summer 2025 (FY 2026) |
| Summit School Road & Telegraph Road Project | \$3,000,000 | Roadway | CN | Construction awarded April 2024 with construction activities beginning June 2024. | |
| Transportation & Roadway Improvement Program (New) | \$2,106,272 | Other | Discretionary/ Various Improvements | Ongoing | N/A |
| Fuller Road Improvements | \$2,000,000 | Intersection/ Interchange | PE, ROW, CN | Project is construction complete and is awaiting final financial closeout. | Spring 2024 |
| Old Bridge Road at Gordon Boulevard (Route 123) Intersection Improvements | \$1,736,228 | Intersection/ Interchange | PE | Advancing preliminary design phase in preparation for federal funding applications. | TBD |
| Van Buren Road Extension (Route 234 to Cardinal Drive) NEPA Study | \$1,552,950 | Other | PE | Draft environmental assessment approved. Design RFP issued/closed with evaluations submitted to PWC Procurement August 2024. FONSI will be completed by November 2024. | TBD |
| Route 28, Phase 2 (Relocated Vint Hill Road to Fitzwater Drive) | \$1,500,000 | Roadway | CN | Completed | Complete |
| Prince William Parkway (Old Bridge Rd to Minnieville Rd) | \$1,467,368 | Roadway | ROW, CN, Project Management | Completed | Complete |
| North Woodbridge Pedestrian Bridge | \$1,000,000 | Bike/Ped | PE, ROW, CN | Design work ongoing and being completed by the developer. | FY 2027 |

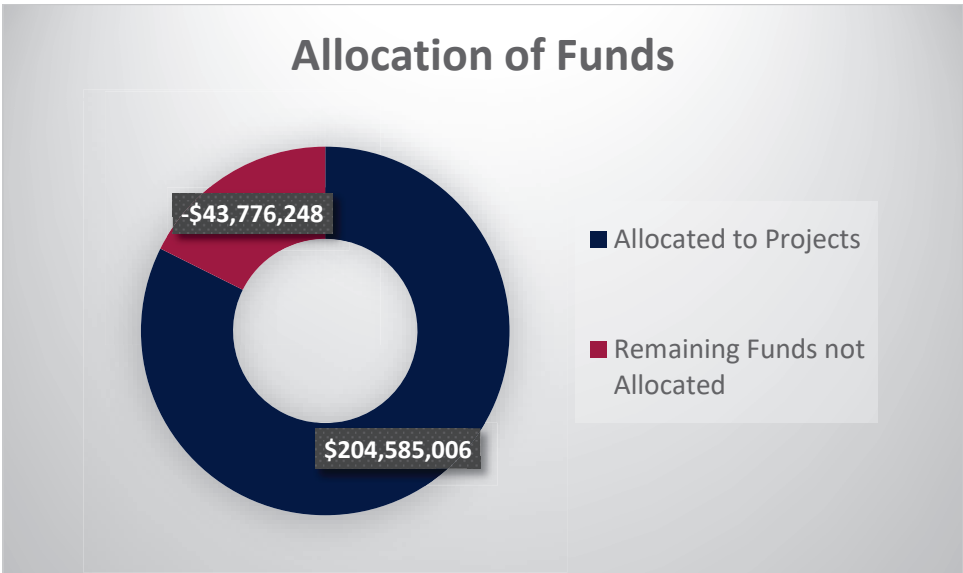
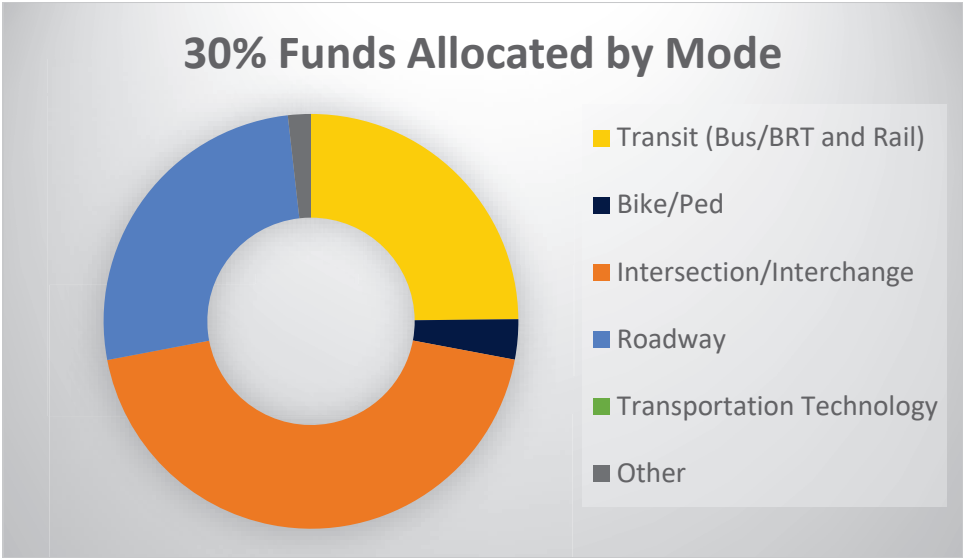
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|--|----------------------|---------------------------|-----------------|--|-------------|
| Telegraph Road (Horner) Traffic Signal Project | \$650,000 | Intersection/ Interchange | PE, ROW, CN | Completed - Signal operational | Complete |
| Route 1: Neabsco to Featherstone | \$361,976 | Roadway | PE, ROW, CN | Complete | Complete |
| Potomac and Rappahannock Transportation Commission (PRTC) Subsidy | \$167,587 | Bus/BRT | Transit Subsidy | One-time payment in June of 2017 (FY 17) of \$1,298,017 (\$167,587 30%) to PRTC to make up the shortfall between our subsidy obligations to PRTC and fuel tax revenue. | N/A |
| Rollins Ford Rd Roundabout | \$145,000 | Roadway | PE, ROW, CN | Design activities ongoing, Project kickoff meeting held with VDOT May 2024. | FY 2027 |
| Talon Median Extension | \$130,000 | Intersection/ Interchange | PE, CN | Complete and awaiting final invoicing. | |
| Dumfries Road Shared Use Path/Trail (Country Club Drive to Exeter Drive) | \$91,552 | Bike/Ped | CN | Completed | Complete |
| Old Bridge Road- Occoquan Road Interchange | \$90,000 | Intersection/ Interchange | Contingency | Design approval anticipated Fall 2024, ROW activities completed, utility relocations anticipated to be completed October 2024, construction bid anticipated Fall 2024 (FY25) | |
| North Woodbridge Mobility Improvements (Marina Way) | \$50,000 | Roadway | Contingency | Alternative Intersection Analysis submitted to VDOT. Public hearing is being scheduled. Right turn lane waivers being reviewed. | Summer 2027 |
| Kerill Road Raised Crosswalk | \$25,000 | Bike and Pedestrian | PE, CN | Complete and awaiting final invoicing. | |
| Total Number of Projects: 26 | \$204,585,006 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| Prince William County | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 2 | \$50.8M |
| Bike/Ped | 4 | \$6.4M |
| Intersection/Interchange | 7 | \$90.1M |
| Roadway | 11 | \$53.6M |
| Transportation Technology | 0 | \$0.0M |
| Other | 2 | \$3.6M |
| Totals | 26 | \$204.6 |

Note: The total may not add up due to rounding.



The county may have allocated more funds to projects than it received.

CITY OF ALEXANDRIA

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|--------------------------|---------------------------|--------------------|-----------------|
| DASH Bus Fleet Replacement | \$20,998,000 | Bus/BRT | Bus Procurement | Funded and ongoing | 12/31/2037 |
| WMATA Capital Contribution | \$19,801,911 | Rail | Design, CN | Funded and ongoing | Ongoing program |
| WMATA Operating Subsidy | \$14,185,417 | Rail | Support for WMATA subsidy | Ongoing | ongoing program |
| Additional WMATA Subsidy (Base Ops) | \$4,256,000 | Rail | Support for WMATA subsidy | Completed | Completed |
| I-395 Ramp at Duke Street/Landmark Mall | \$1,250,000 | Intersection/Interchange | Design | Ongoing | 12/31/2028 |
| DASH Service Operations & Expansion | \$615,000 | Bus/BRT | Operations | Ongoing | 12/31/2028 |
| Bus Shelters and Benches | \$519,227 | Bus/BRT | Design, CN | Ongoing | Completed |
| Duke Street at Route 1 Safety Improvements | \$500,000 | Intersection/Interchange | CN | Ongoing | 12/31/2028 |
| Route 1 at E Reed Intersection Improvements | \$350,000 | Intersection/Interchange | CN | Completed | Completed |
| Seminary Rd at Beauregard St Ellipse | \$325,000 | Intersection/Interchange | Design | Funded and ongoing | 12/31/2027 |
| Transit Staffing Contingency | \$300,000 | Bus/BRT | Operations | Ongoing | Ongoing Program |
| Landmark Transit Center | \$256,000 | Bus/BRT | Design, CN | Ongoing | 1/31/2027 |
| Cameron & Prince Pedestrian and Bicycle Facilities | \$241,331 | Bike/Ped | CN | Completed | Completed |
| West End High Crash Intersection Improvements | \$200,000 | Intersection/Interchange | CN | Ongoing | 6/30/2029 |
| Transit Access & Amenities | \$160,000 | Bus/BRT | Design, CN | Ongoing | 6/30/2027 |
| DASH Technologies | \$150,000 | Bus/BRT | Operations | Ongoing | 12/31/2030 |
| Transit Strategic Plan | \$133,669 | Bus/BRT | Study | Ongoing | 12/31/2030 |
| Access to Transit - City Sidewalk Connections | \$60,000 | Bus/BRT | CN | Completed | completed |

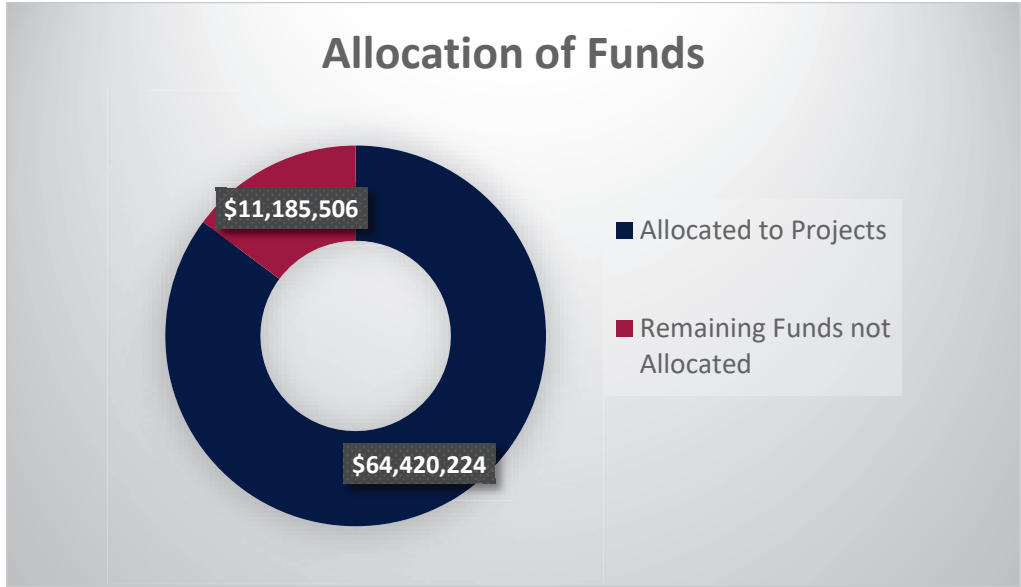
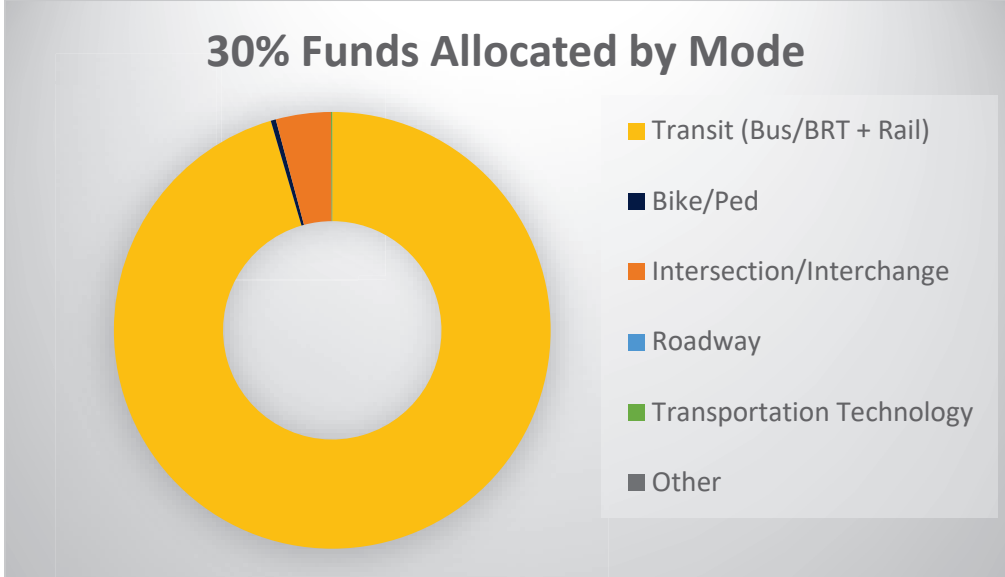
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| Transit Signal Priority | \$60,000 | Transportation Technology | CN | Ongoing | Ongoing program |
| NVTC Envision Route 7 | \$58,669 | Bus/BRT | Operations | Ongoing | 12/31/2029 |
| Total Number of Projects: 20 | \$64,420,224 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| City of Alexandria | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 13 | \$61.5M |
| Bike/Ped | 1 | \$0.2M |
| Intersection/Interchange | 6 | \$2.6M |
| Roadway | 0 | \$0.0M |
| Transportation Technology | 0 | \$0.06M |
| Other | 0 | \$0.0M |
| Totals | 20 | \$64.4M |

Note: The total may not add up due to rounding.



CITY OF FAIRFAX

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|-----------------------------|---------------------------|---------------|----------------|-----------------|
| CUE Operations | \$20,633,585 | Bus/BRT | Operations | Ongoing | |
| Jermantown Road | \$869,302 | Intersection/Interchange | CN | Complete | 30-Jun-16 |
| Transportation Project Evaluation for Smart Scale Applications | \$770,334 | Other | Other | Ongoing | |
| Roadbed Reconstruction (Route 50 Kamp Washington to Fairchester Dr) | \$430,306 | Roadway | CN | Complete | |
| University Drive Traffic Calming | \$407,327 | Roadway | CN | Complete | |
| Traffic Signal Preemption | \$405,060 | Transportation Technology | CN | Complete | |
| Eaton/CBR Intersection | \$130,175 | Intersection/Interchange | PE | Ongoing | 30-Dec-26 |
| George Snyder Trail | \$93,329 | Bike/Ped | CN | Complete | |
| Emergency Power Battery Backup | \$93,067 | Transportation Technology | CN | Complete | |
| Warwick/Fairfax Blvd | \$78,751 | Intersection/Interchange | PE | Complete | |
| Old Town Sidewalk Spot Widening | \$55,391 | Bike/Ped | Study, PE | Complete | |
| University Drive Road Diet | \$48,262 | Roadway | PE | Complete | |
| Pickett Trail Connector | \$37,559 | Bike/Ped | PE | Complete | |
| Traffic Signal Upgrades | \$35,214 | Transportation Technology | CN | Complete | |
| Burke Station Road Sidewalk | \$33,329 | Bike/Ped | PE, ROW, CN | Complete | |
| Chain Bridge Road Sidewalk | \$32,823 | Bike/Ped | PE, CN | Complete | |
| Northfax West Planning | \$21,712 | Roadway | PE | Complete | 30-Sep-24 |
| Railroad Avenue Sidewalk | \$19,515 | Bike/Ped | PE | Complete | |
| Old Town Traffic Study | \$14,841 | Other | Study | Complete | |
| Orchard Drive Sidewalk Design | \$14,775 | Bike/Ped | PE | Complete | |
| Mason to Metro Bike Route | \$13,884 | Bike/Ped | PE | Complete | |
| Government Center Parkway Extension | \$12,715 | Roadway | PE | Complete | 30-Jun-25 |
| Orchard Street/CBR Intersection Evaluation | \$11,517 | Intersection/Interchange | PE | Complete | |
| Cobbdale Traffic Calming | \$9,107 | Roadway | PE | Complete | |

| | | | | | |
|---|---------------------|----------|-------|----------|--|
| University Drive Extension | \$6,211 | Roadway | PE | Complete | |
| Fairfax Boulevard Sidewalk Improvements | \$715 | Bike/Ped | PE | Complete | |
| Downtown Electronic Parking Signage | \$170 | Other | Other | Complete | |
| Total Number of Projects: 27 | \$24,278,976 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

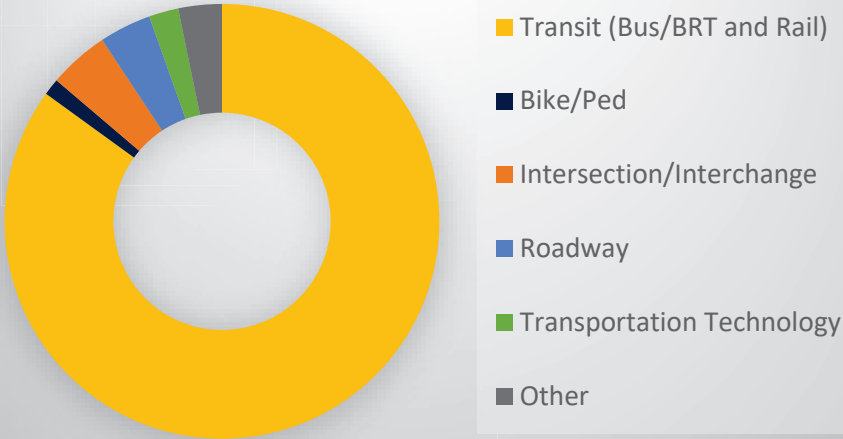
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

City of Fairfax

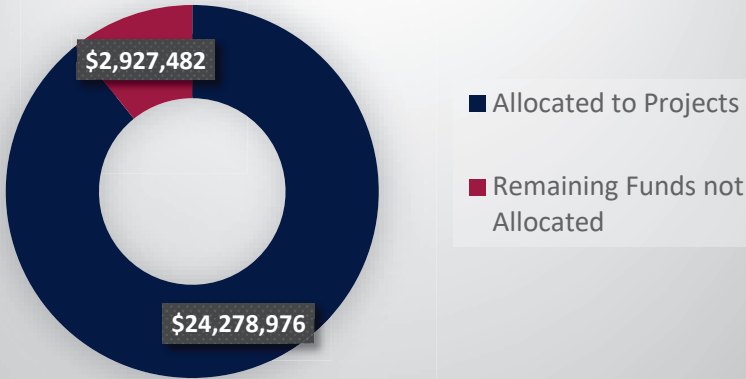
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 1 | \$20.6M |
| Bike/Ped | 9 | \$0.3M |
| Intersection/Interchange | 4 | \$1.1M |
| Roadway | 7 | \$0.9M |
| Transportation Technology | 3 | \$0.5M |
| Other | 3 | \$0.7M |
| Totals | 27 | \$24.3M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



CITY OF FALLS CHURCH

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|----------------------|--|-------------------|
| WMATA Subsidy (Citywide) | \$3,315,385 | Rail | Operations & Capital | Annual spending; used mostly for capital subsidy but also for operating subsidy | |
| South Washington POA Multimodal Improvements | \$1,145,000 | Intersection/Interchange | PE, RW, CN | Completed FY23 | Completed FY 2023 |
| Infrastructure Programs - Signals- S Maple Ave and W Annandale Rd Signal | \$930,625 | Transportation Technology | PE, RW, CN | Funded and ongoing. | FY 2026 |
| South Washington POA - Maple Ave & S Wash Intersection | \$523,228 | Intersection/Interchange | PE, RW, CN | Completed FY23. Remaining funds transferred to Wash & Columbia | Completed FY 2023 |
| South Washington POA - S Wash & Annandale Intersection | \$412,500 | Intersection/Interchange | PE, RW, CN | Funded and ongoing. Ad date: 1/20/25 | FY 2028 |
| Downtown Multimodal/Park Ave Great Street (Downtown POA) | \$410,000 | Bike/Ped | PE, RW, CN | Funded and ongoing. \$170K added in FY23. | FY 2029 |
| N Wash & Columbia Signal & Intersection Improvements | \$344,516 | Intersection/Interchange | PE, RW, CN | Funded and ongoing. Ad date: 8/26/2022. \$56K transferred from Maple & Wash surplus. | FY 2024-25 |
| Neighborhood Traffic Calming | \$300,000 | Roadway | PE, RW, CN | Funded and ongoing (\$100K added in FY21) | Ongoing program |
| Transportation Project Development | \$300,000 | Other | Other | NEW. Funding for grant application and project development of transportation projects. | Ongoing program |
| Van Buren Bridge Improvements | \$275,000 | Roadway | PE, CN | Completed | Completed FY 2018 |
| Streetlight LED Conversion | \$263,000 | Transportation Technology | PE | Funded and ongoing, PE only | Ongoing program |
| Funds Match DRPT Bus Shelter (Route 7, various locations) | \$220,772 | Bus/BRT | PE, RW, CN | Completed | Completed |

| | | | | | |
|--|--------------------|---------------------------|-------------------|--|-------------------|
| W&OD Trail Crossings | \$200,175 | Bike/Ped | PE, RW, CN | Funded and ongoing. \$35K added in FY23. | FY 2025 |
| Broad Street Ped Crossing | \$190,603 | Bike/Ped | PE, RW, CN | Amount updated. Funded and ongoing. | FY 2024 |
| Envision Route 7 | \$102,800 | Bus/BRT | PE only | Route 7 Planning Project with NVTC in phases. Funded and ongoing | Ongoing program |
| N West Pedestrian Improvements | \$101,397 | Bike/Ped | PE, CN | Amount updated. Completed. | Completed FY 2019 |
| Downtown Area Pre-scoping | \$60,000 | Bike/Ped | PE Only | Funded and ongoing | FY 2029 |
| Veterans Commons Park | \$60,000 | Bike/Ped | PE, RW, CN | Funded and expected to start in July 2023 | |
| Bikeshare Connections to Metro (Citywide) | \$51,709 | Bike/Ped | PE only | Completed. \$8,291 transferred to Berman Park in FY20 | Completed FY 2018 |
| NVTA Expense (Annual) | \$50,573 | Other | Operating expense | Annual spending | |
| BikeShare Founders Row | \$47,224 | Bike/Ped | PE only | Completed. Remaining funds transferred to W&OD Trail Crossings project. | Completed FY 2023 |
| Walter Mess Plaza | \$40,000 | Bike/Ped | PE, RW, CN | Funded and expected to start in July 2023. Name changed in interim from last year's JCTA publication to the current day. | |
| Transportation Program Management (DRPT match) | \$16,000 | Other | Other | Completed FY2021 | Completed FY 2021 |
| Berman Park | \$8,291 | Bike/Ped | PE, RW, CN | Funded, design/PE to start in FY21 | FY 2025 |
| N West & Great Falls Signal | \$3,126 | Transportation Technology | PE, RW, CN | Completed 2022. | Completed FY 2022 |
| Total Number of Projects: 25 | \$9,371,924 | | | | |

Note: Projects with an asterisk (*) next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.

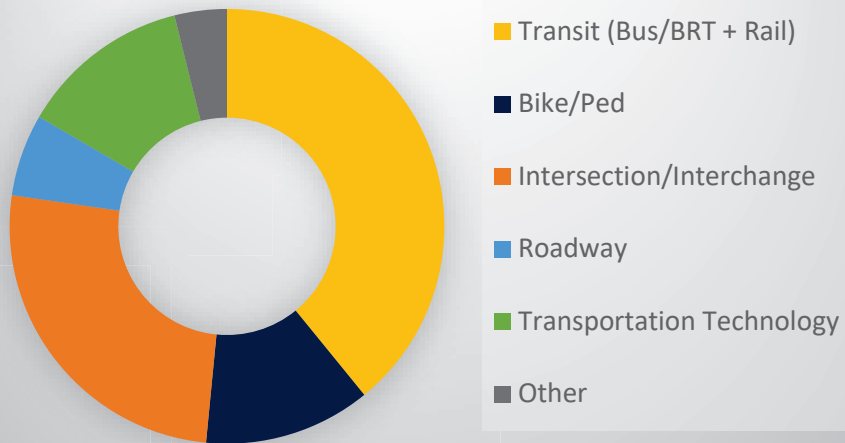
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

City of Falls Church

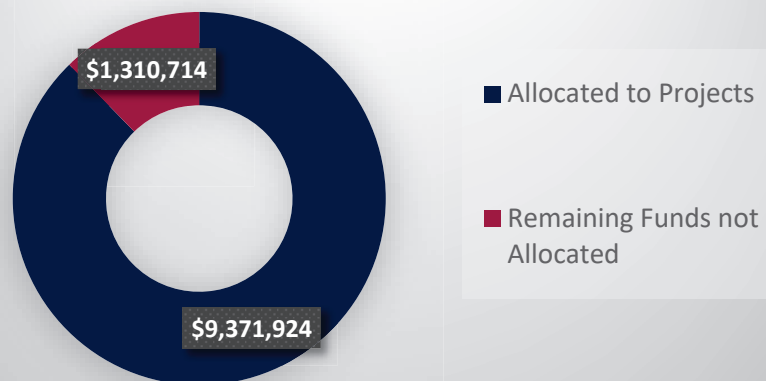
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 3 | 3.6M |
| Bike/Ped | 10 | \$1.2M |
| Intersection/Interchange | 4 | \$2.4M |
| Roadway | 2 | \$0.5M |
| Transportation Technology | 3 | \$1.2M |
| Other | 3 | \$0.3M |
| Totals | 25 | 9.4M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



CITY OF MANASSAS

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|-----------------------|-------------------------------------|-----------------|
| Dean Dr Extended (Route 28 to existing Dean Drive) | \$2,769,000 | Roadway | PE, ROW, CN | Completed | 31-Aug-23 |
| Sidewalk & Bicycle Infill Initiatives (Citywide) | \$2,485,700 | Bike/Ped | PE, ROW, CN | Multiple projects citywide | |
| Mathis Avenue (Sudley Road to Liberia Avenue) | \$2,097,000 | Roadway | PE, ROW, CN | Design | 31-Dec-27 |
| Longstreet Sidewalk | \$1,750,000 | Bike/Ped | CN | Under construction | 30-Mar-25 |
| Prince William St (Grant Ave to Wellington Rd) | \$1,659,000 | Roadway | ROW, CN | Completed | |
| Roundabout Sudley/Centerville | \$1,050,000 | Intersection/Interchange | PE | Design | 31-Dec-25 |
| Traffic Signal Coord & Upgrades (Citywide) | \$1,000,000 | Transportation Technology | CN | On-going | |
| Grant Avenue (Lee Avenue to Wellington Rd) | \$900,000 | Roadway | PE, ROW, CN | Under construction (Phase 1) | 31-Dec-24 |
| Godwin Drive Bike Trail (Wellington Road to Hastings Drive) | \$900,000 | Bike/Ped | PE, ROW, CN | Construction Substantially Complete | Aril 30, 2024 |
| Centerville Road Improvements (Liberia Ave to City Limits) | \$803,687 | Intersection/Interchange | PE | Completed | |
| Project Development (Citywide) | \$700,000 | Roadway; Bike/Ped | Planning | 8 projects: 5 completed, 3 on-going | |
| Commercial Corridor streetscape: Mathis Streetscape from Sudley Road to Liberia Ave. (Planning); West Street sidewalk extension; Liberia Ave/Route 28 intersection pedestrian improvements | \$667,000 | Roadway | Planning, PE, ROW, CN | 3 projects completed | |
| Sudley Sidewalk (Grant Ave. to Mathis Ave.) | \$485,000 | Pedestrian | PE, ROW, CN | Design | 30-Jun-26 |
| Wellington Road Shared-Use Path Gap (Nokesville Road to Prince William Street) | \$482,000 | Bike/Ped | PE, ROW, CN | Design | 30-Jun-24 |
| Battle St (Portner Street to Quarry Road) | \$381,646 | Bike/Ped | PE, ROW, CN | Completed | |

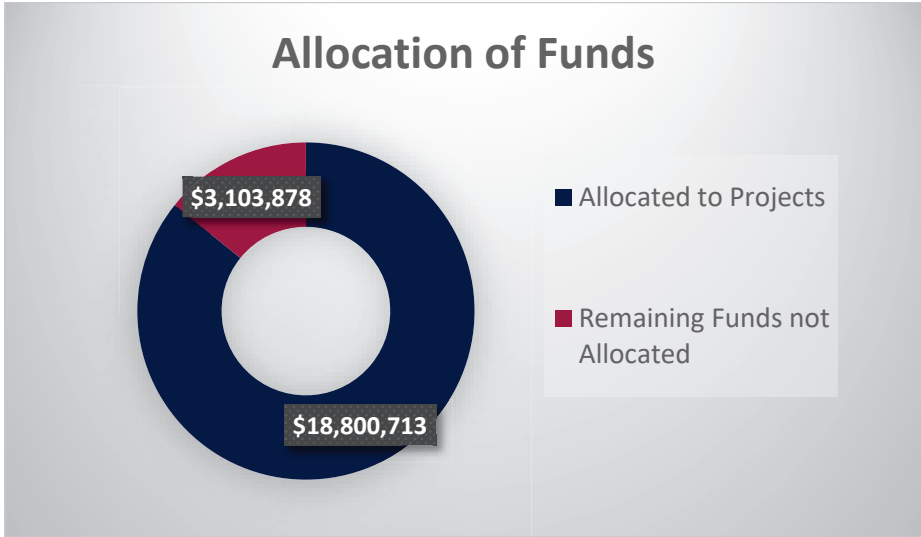
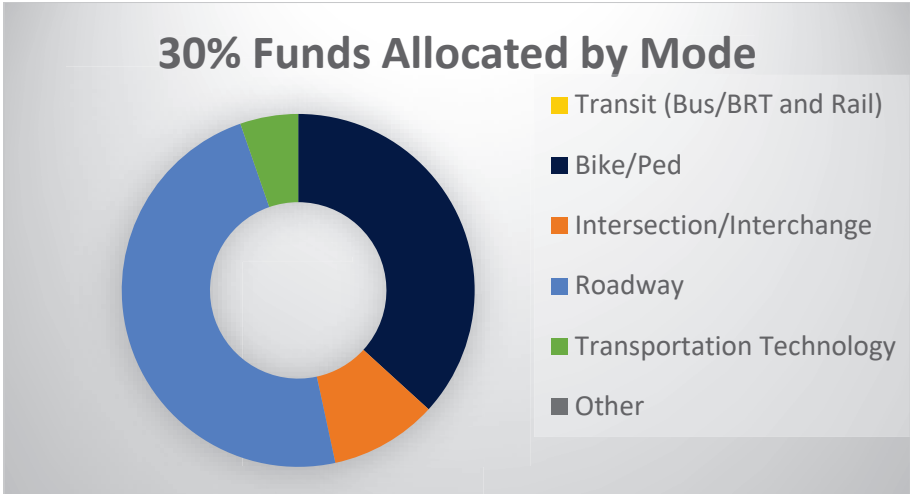
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|---|---------------------|------------|-------------|------------------------|-----------|
| Dumfries Road Sidewalk Infill (Milic St. to Hastings Dr.) | \$230,000 | Pedestrian | PE, ROW, CN | ROW | 30-Jun-25 |
| Vehicular Wayfinding (Citywide) | \$220,000 | Roadway | CN | Complete | |
| Transportation Master Plan (Citywide) | \$175,000 | Bike/Ped | Planning | Completed | |
| Route 28/Nokesville Rd widening (City Limits to Godwin Drive) | \$23,000 | Roadway | CN | Construction Complete; | |
| Grant Avenue Pedestrian Improvements (at Center Street) | \$22,680 | Bike/Ped | CN | Completed | 30-Jun-25 |
| Total Number of Projects: 20 | \$18,800,713 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| City of Manassas | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 10 | \$6.9 |
| Intersection/Interchange | 2 | \$1.8M |
| Roadway | 7 | \$9.0M |
| Transportation Technology | 1 | \$0.7M |
| Other | 0 | \$0.0M |
| Totals | 20 | \$18.8M |

Note: The total may not add up due to rounding.



CITY OF MANASSAS PARK

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|---------------|--|-----------------|
| Street Resurfacing | \$1,733,988 | Roadway | CN | Ongoing | |
| Conner Drive Extension | \$992,976 | Roadway | PE, ROW, CN | CN completed. Project Close-out. Final payment utility relocation. Warranty walk completed. Final work coming. | 31-Dec-23 |
| Moseby Drive Culvert Replacement | \$614,132 | Roadway | PE, ROW, CN | Project complete. | |
| Sidewalk, Curb & Gutter, and Asphalt Repairs | \$562,597 | Bike/Ped | CN | Ongoing | |
| Manassas Drive Russia Branch Culvert Replacement | \$432,151 | Roadway | CN | Project complete. | 31-Aug-23 |
| Upper Kent Drive Reconstruction | \$357,252 | Roadway | PE, ROW, CN | CN completed. Warranty walk completed. Final work coming. | 29-Sep-23 |
| Manassas Drive Traffic Study | \$54,656 | Roadway | Planning | Ongoing | |
| Culvert Upgrade at Manassas Drive - Public Works Office | \$49,842 | Roadway | CN | Project Complete. | |
| Additional Streets Projects (concrete repair and paving) | \$48,572 | Bike/Ped | CN | Ongoing | |
| Moseby Emergency Repairs | \$32,733 | Roadway | CN | Completed in September 2021. | |
| Traffic Signal Upgrades | \$11,500 | Transportation Technology | CN | Project complete. | |
| Total Number of Projects: 11 | \$4,890,399 | | | | |

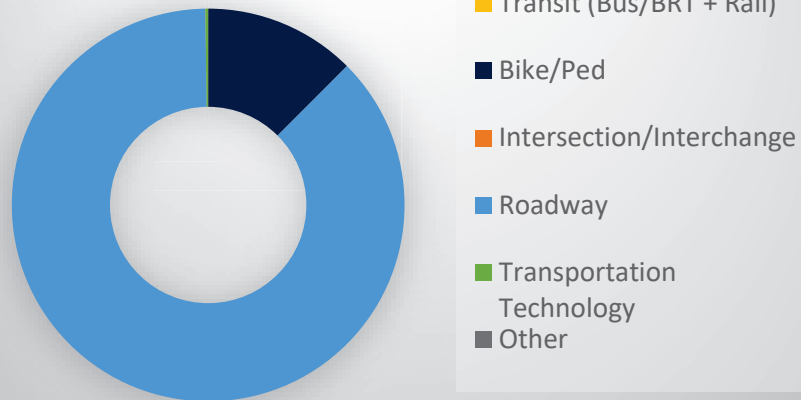
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

City of Manassas Park

| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 2 | \$0.6M |
| Intersection/Interchange | 0 | \$0.0M |
| Roadway | 8 | \$4.3M |
| Transportation Technology | 1 | \$0.01M |
| Other | 0 | \$0.0M |
| Totals | 11 | \$4.9M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



TOWN OF DUMFRIES

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|--------------|---------------|-------------------------|-----------------------|
| Route 1 (Fraley Blvd) Widening: Brady's Hill Rd to Dumfries Rd.* | \$1,500,000 | Roadway | ROW | ROW Activities Ongoing. | Winter 2027 (FY 2028) |
| Total Number of Projects: 1 | \$1,500,000 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

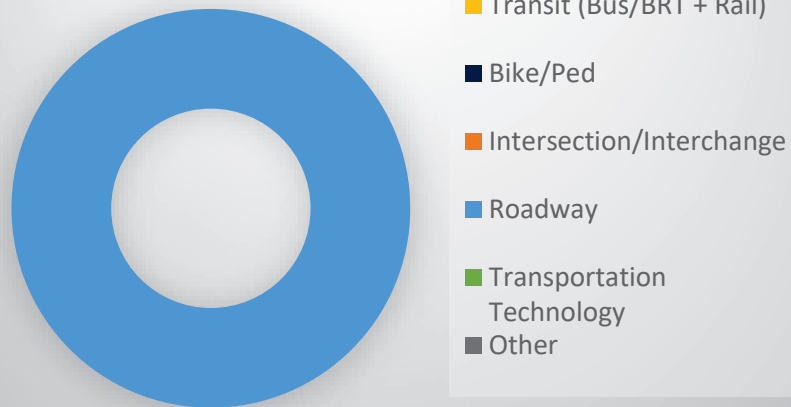
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

Town of Dumfries

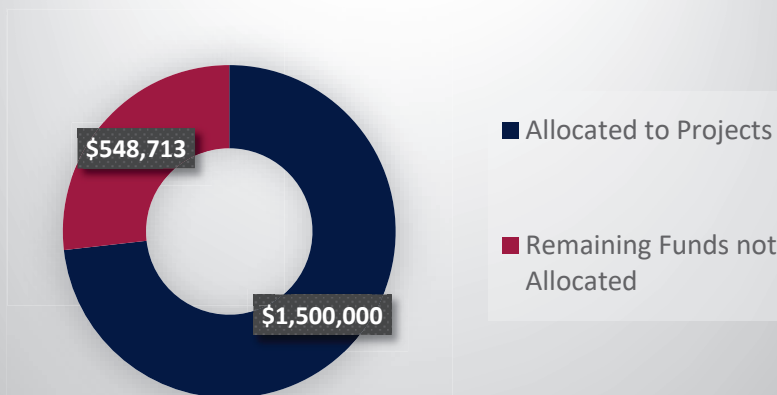
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 0 | \$0.0M |
| Intersection/Interchange | 0 | \$0.0M |
| Roadway | 1 | \$1.5M |
| Transportation Technology | 0 | \$0.0M |
| Other | 0 | \$0.0M |
| Totals | 1 | \$1.5M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



TOWN OF HERNDON

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|------------------------------|--|-----------------|
| Van Buren Street Improvements (Old Spring Street to Herndon Parkway) | \$1,778,000 | Roadway | PE, Design, ROW, Utility, CN | PE completed, RW completed, CN completed | Sep-23 |
| Herndon Parkway Intersection Improvements at Sunset Business Park Drive | \$1,500,000 | Intersection/ Interchange | PE | PE Phase | Jul-30 |
| Herndon Metrorail Intermodal Access Improvements | \$1,125,000 | Bike/Ped | CN | PE Completed, ROW/CN completed | Jun-23 |
| Herndon Parkway Intersection Improvements at Van Buren Street | \$1,000,000 | Intersection/ Interchange | CN | PE completed, RW completed, CN completed | Sep-23 |
| Elden St and Monroe St Intersection Improvements | \$977,000 | Intersection/ Interchange | PE, Design, ROW, Utility, CN | PE completed, RW completed, CN completed | Apr-23 |
| Widen East Spring Street (Herndon Parkway to Town limits)/with Herndon Parkway cycle track | \$968,000 | Roadway | ROW, Utility, CN | PE completed, RW completed, CN underway | Dec-24 |
| Elden St and Center St Intersection Improvements | \$850,000 | Intersection/ Interchange | PE, Design, ROW, Utility, CN | PE completed, RW completed, CN completed | Mar-23 |
| Park Ave & Monroe St Intersection Improvements | \$450,000 | Intersection/ Interchange | PE, Design, ROW, Utility, CN | Construction completed | Dec-15 |
| Trails to Herndon Metrorail (Herndon Pkwy/Van Buren St to Metrorail) | \$415,000 | Bike/Ped | PE, Design, ROW, Utility, CN | PE completed, RW Completed, CN completed | Jun-23 |
| Traffic Signal Uninterruptable Power Supply (UPS) for Town Arterial Roadways | \$350,000 | Transportation Technology | PE, Design, ROW, Utility, CN | Completed | Dec-21 |
| Herndon Parkway Intersection Improvements at Worldgate Drive Ext. | \$300,000 | Intersection/ Interchange | PE, Design | PE Phase, Design on going | Jun-30 |

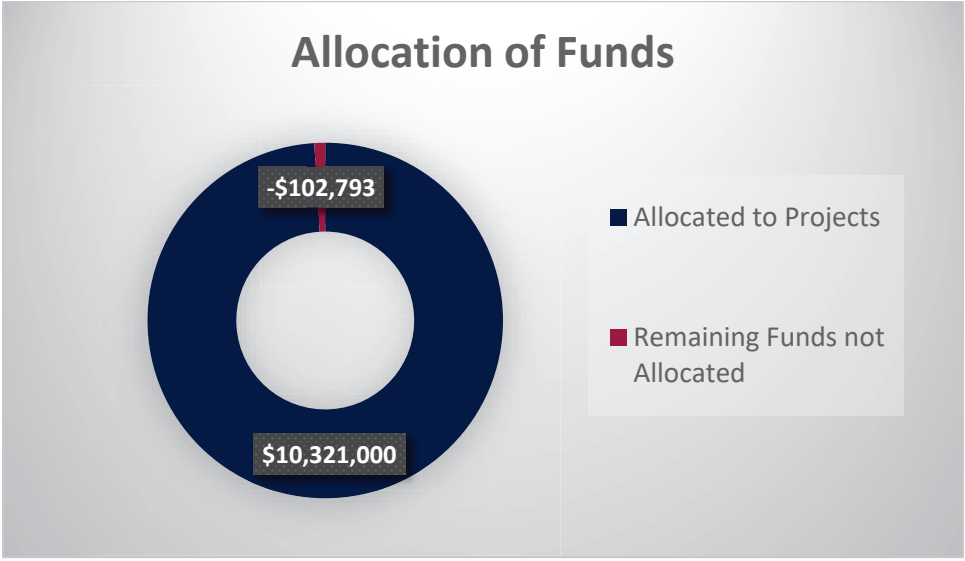
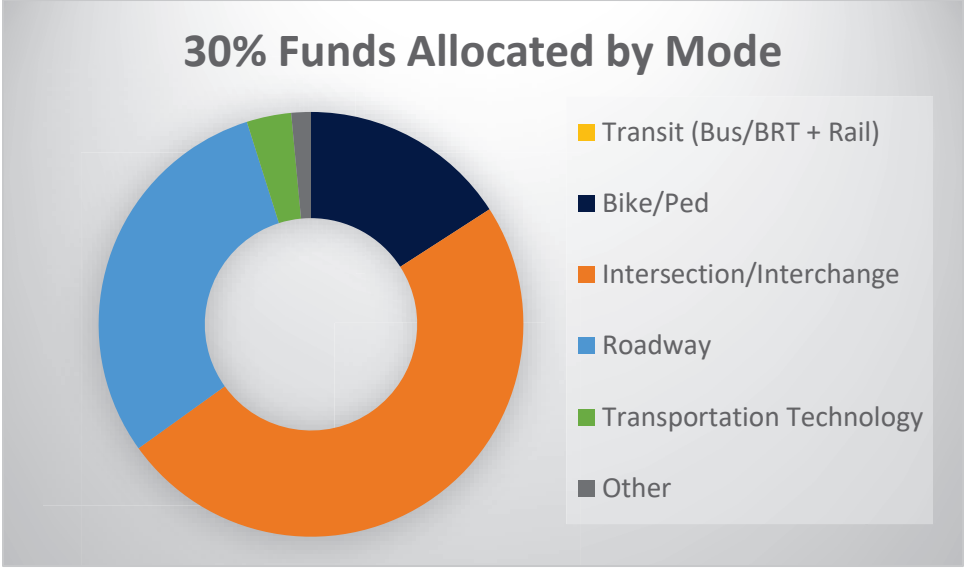
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| Sterling Road Improvements (Elden Street to Town Limits) | \$204,000 | Roadway | PE, Design | Traffic study completed, Study and Concept Design underway | Dec-30 |
| Herndon Metrorail Station Transit Related Growth Study | \$154,000 | Other | Study | Study Completed | Mar-24 |
| Worldgate Drive Extension | \$150,000 | Roadway | PE, Design | Survey completed, PE (30% design) completed 2016 | 30% local funds were used for a study that was completed in December 2018 |
| Park Avenue sidewalks (sidewalk extension of Park Ave. and Monroe St. project) | \$100,000 | Bike/Ped | Utility, CN | Construction completed | Dec-17 |
| Total Number of Projects: 15 | \$10,321,000 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

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

| Town of Herndon | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 3 | \$1.6M |
| Intersection/Interchange | 6 | \$5.07M |
| Roadway | 4 | \$3.1M |
| Transportation Technology | 1 | \$0.4M |
| Other | 1 | \$0.2M |
| Totals | 15 | \$10.3M |

Note: The total may not add up due to rounding.



The Town may have allocated more funds to projects than it received.

TOWN OF LEESBURG

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|--|-----------------------------|---------------------------|-----------------|--|-----------------|
| Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St) | \$6,299,000 | Roadway | Design, ROW, CN | PE Phase. Design is ongoing. Construction scheduled to begin in 2026 | Winter 2028/29 |
| Morven Park Rd Sidewalk | \$4,638,200 | Bike/Ped | Design, ROW, CN | PE Phase complete. Design is ongoing. ROW is ongoing. Construction scheduled to begin in FY25. | FY 2026 |
| Market Street/King Street Intersection Improvements | \$2,279,297 | Roadway | Design, CN | Project Complete. | Complete |
| Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln) | \$2,186,770 | Roadway | Design, ROW, CN | Project complete. | Complete |
| Edwards Ferry Road NE Sidewalk Improvements | \$1,818,933 | Bike/Ped | Design, ROW, CN | Construction underway. | Fall 2025 |
| West Market St Sidewalk (Morven Park Rd to Ayr St) | \$1,664,000 | Bike/Ped | Design, ROW, CN | Project complete | Complete |
| Royal Street Improvements - Church Street to Wirt Street | \$1,097,000 | Bike/Ped | Design, ROW, CN | PE to begin in FY27. | FY 2032 |
| Battlefield Parkway (S King St to Dulles Greenway) | \$701,000 | Roadway | CN | Project complete - final request submitted 7/31/19. | Complete |
| Traffic Management System/Emergency Evacuation System (Townwide) | \$521,347 | Roadway | CN | Project complete - final requested submitted 7/30/20. | Complete |
| Traffic Signal - Sycolin Rd & Gateway Dr | \$140,000 | Transportation Technology | Design, ROW, CN | PE to begin in FY25. | FY 2028 |
| Edwards Ferry Road Sidewalk, Bus Shelters & Bus Route Signs | \$104,444 | Bike/Ped | Design, ROW, CN | Project complete. | Complete |

| | | | | | |
|--|---------------------|----------|-----------------|---|---------|
| Catoctin Circle Turn Lane and Trail | \$51,000 | Bike/Ped | Design, ROW, CN | PE to begin in FY28. | FY 2031 |
| Plaza Street Sidewalk | \$73,810 | Bike/Ped | Design, CN | PE underway. | FY 2027 |
| Route 15 Bypass/Edwards Ferry Rd Interchange | \$26,800 | Roadway | Design | PE underway; NVTA 30% portion complete. | TBD |
| Total Number of Projects: 14 | \$21,601,601 | | | | |

Note: Projects with an asterisk () next to the end of their title represent projects with both 30% Local funds and 70% Regional funds allocated towards them.*

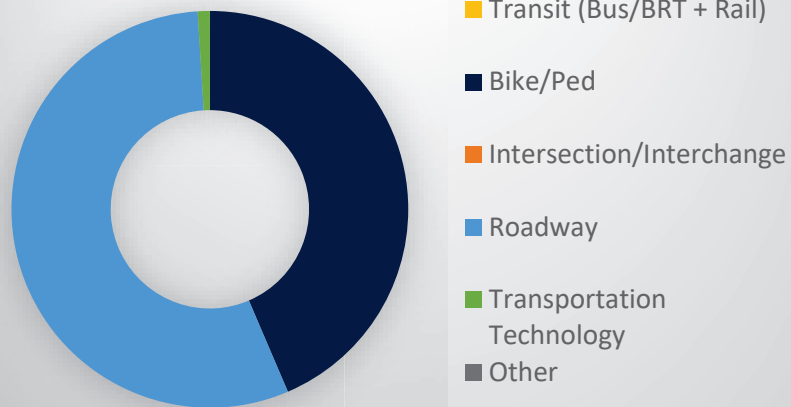
Note: PE – Preliminary Engineering; ROW – Right of Way; CN – Construction

Town of Leesburg

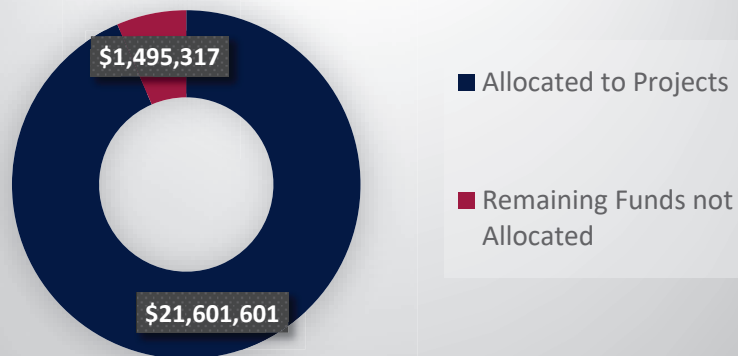
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 7 | \$9.4M |
| Intersection/Interchange | 0 | \$0.0M |
| Roadway | 6 | \$12.0M |
| Transportation Technology | 1 | \$0.14M |
| Other | 0 | \$0.0M |
| Totals | 14 | \$21.6M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



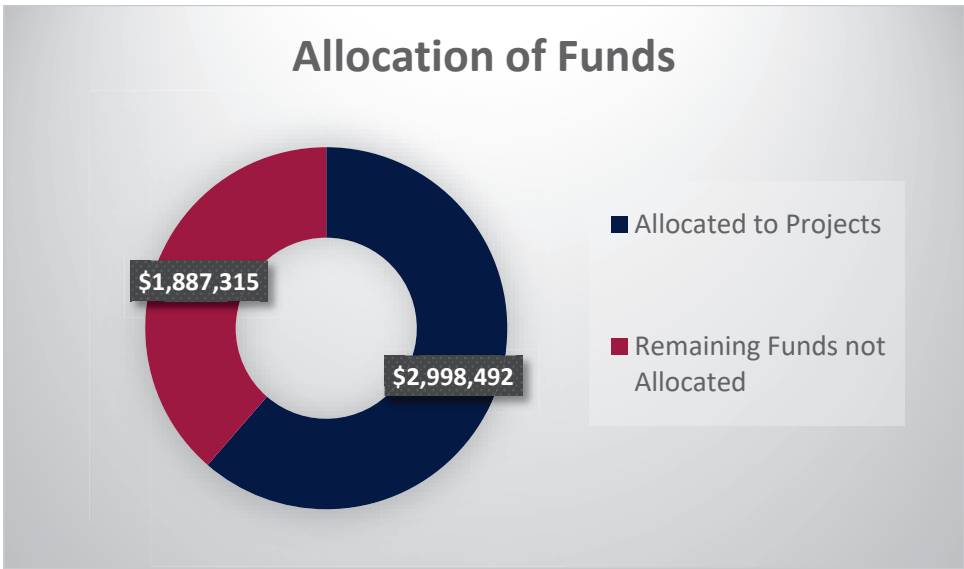
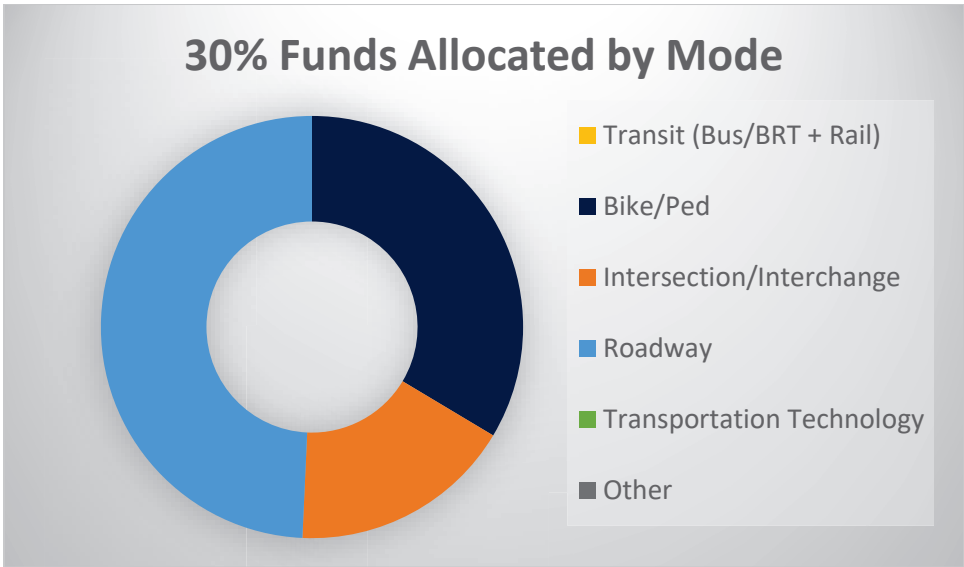
TOWN OF PURCELLVILLE

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|-----------------------------|--------------------------|-----------------|--|--|
| Nursery Ave Improvements | \$909,244 | Roadway | Design, ROW, CN | Completed in FY22 | Completed in FY 2022 |
| 32nd & A Street Intersection Improvements | \$510,822 | Intersection/Interchange | Design, ROW, CN | Completed in FY20 | Completed in FY 2020 |
| Main & Maple Intersection Improvements, Phase 2 | \$417,331 | Roadway | Design, ROW, CN | In Construction/Nearing Completion | Fall 2024 |
| 12th Street Drainage & Roadway Improvements | \$385,243 | Roadway | Design, ROW, CN | In Construction | Fall 2025 |
| Hatcher Avenue Sidewalk Improvements | \$314,972 | Bike/Ped | Design, ROW, CN | Completed in FY22 | Completed in FY 2022 |
| East Main Street Sidewalk Improvements | \$258,461 | Bike/Ped | CN | Completed in FY16 | Completed in FY 2016 |
| 32nd & Main Street Intersection Improvements | \$171,702 | Intersection/Interchange | Design, ROW, CN | Phase 1: completed in FY22 and Phase 2: 90% Design, ready to begin ROW | Phase 1: Completed FY 2022; Phase 2: Spring 2026 |
| G Street Sidewalk Improvements | \$30,069 | Pedestrian | Design, ROW, CN | Funding is programmed for FY24, FY25 & FY26; Design began in FY24, ROW is anticipated in FY26, and CN expected in FY27 | Fall 2027 |
| Main & Maple Intersection Improvements, Phase 1 | \$648 | Bike/Ped | Design, ROW, CN | Completed IN FY19 | Completed in FY 2019 |
| Total Number of Projects: 9 | \$2,998,492 | | | | |

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

| Town of Purcellville | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 4 | \$0.6M |
| Intersection/Interchange | 2 | \$0.6M |
| Roadway | 3 | \$1.7M |
| Transportation Technology | 0 | \$0.0M |
| Other | 0 | \$0.0M |
| Totals | 9 | \$3.0M |

Note: The total may not add up due to rounding.



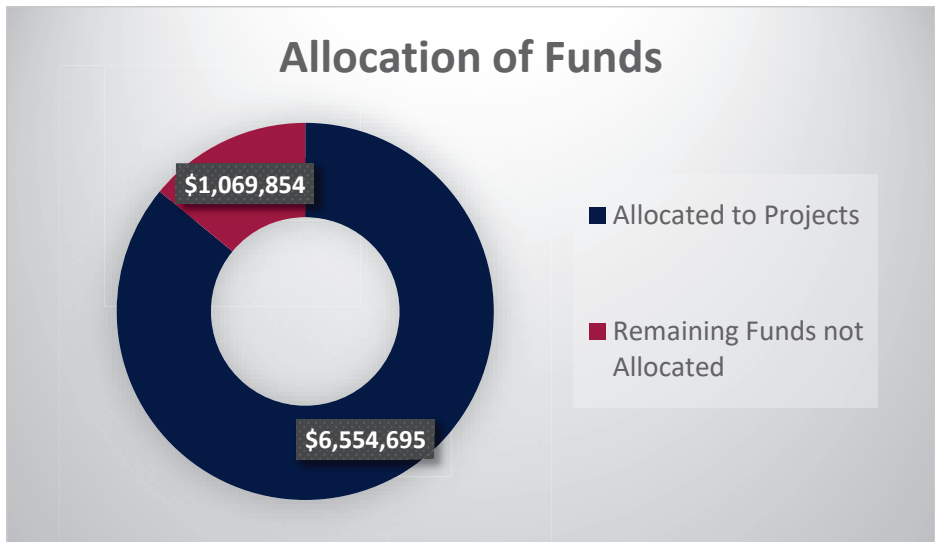
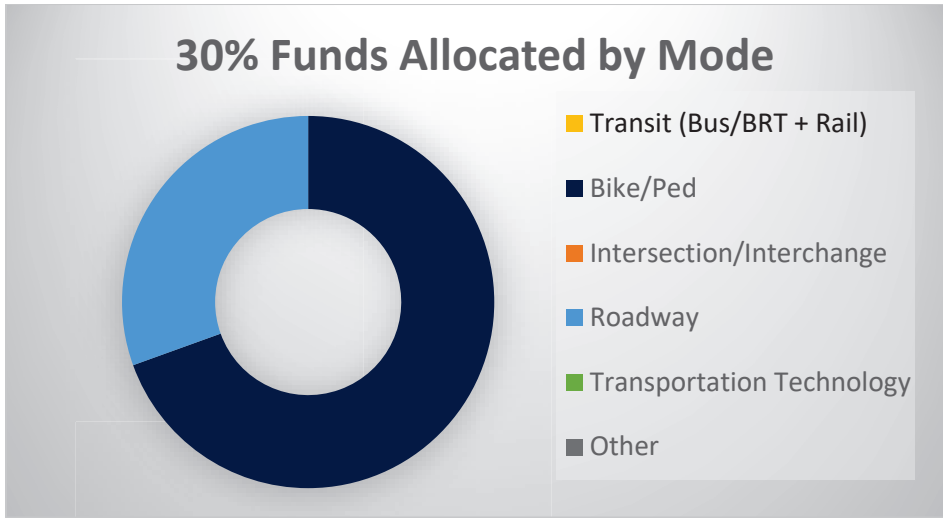
TOWN OF VIENNA

| Project Title | 30% Local Distribution Fund | Primary Mode | Phases Funded | Project Status | Completion Date |
|---|-----------------------------|--------------|---------------|---|-----------------|
| Follin Lane SE Reconstruction (Echols St SE to Maple Ave) | \$1,512,695 | Bike/Ped | PE, ROW, CN | Completed | |
| Nutley St (Rte 243) and Maple Ave (Rte 123) Signal Upgrades | \$1,500,000 | Roadway | CN | CN Phase has begun | January 2025 |
| Marshall Road SW Sidewalk | \$699,655 | Bike/Ped | PE, ROW, CN | Completed | |
| Sidewalks to Metrorail - Kingsley Road Sidewalk | \$679,730 | Bike/Ped | PE, ROW, CN | PE has begun | |
| Church St Sidewalk | \$600,000 | Bike/Ped | PE, ROW, CN | PE has begun | |
| Park Street NE Sidewalk | \$368,621 | Bike/Ped | PE, ROW, CN | Completed | |
| Church Street and East Street | \$500,000 | Roadway | Design | Council approved the design contract so Vienna is officially entering the design phase. | |
| Church Street NE Sidewalk | \$221,871 | Bike/Ped | PE, ROW, CN | Completed | |
| Bikeshare Stations | \$272,400 | Bike/Ped | PE, ROW, CN | PE wrapping up - CN to begin soon | |
| Orchard Street NW Sidewalk | \$200,000 | Bike/Ped | PE, ROW, CN | Project not started | |
| Total Number of Projects: 10 | \$6,554,972 | | | | |

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

| Town of Vienna | | |
|---------------------------|--------------------|-------------------------------|
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
| Transit (Bus/BRT + Rail) | 0 | \$0.0M |
| Bike/Ped | 8 | \$4.6M |
| Intersection/Interchange | 0 | \$0.0M |
| Roadway | 2 | \$2.0M |
| Transportation Technology | 0 | \$0.0M |
| Other | 0 | \$0.0M |
| Totals | 10 | \$6.6M |

Note: The total may not add up due to rounding.

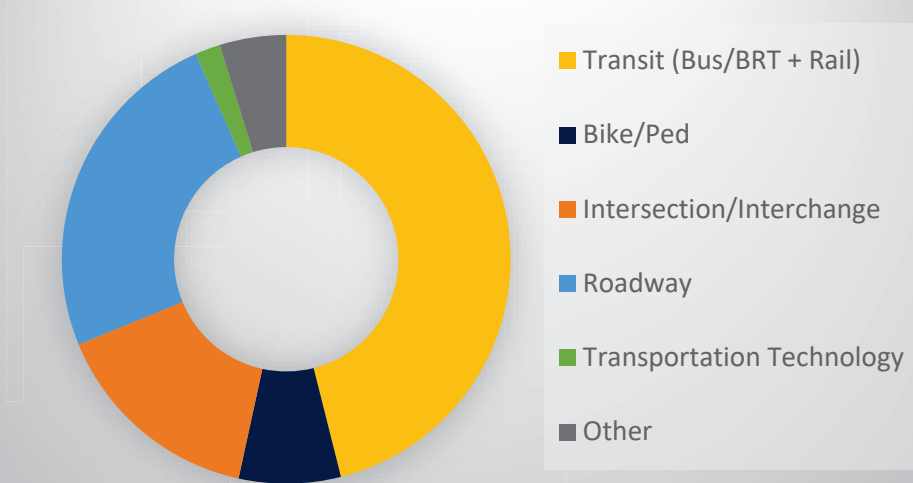


ALL JURISDICTIONS INCLUDING TOWNS

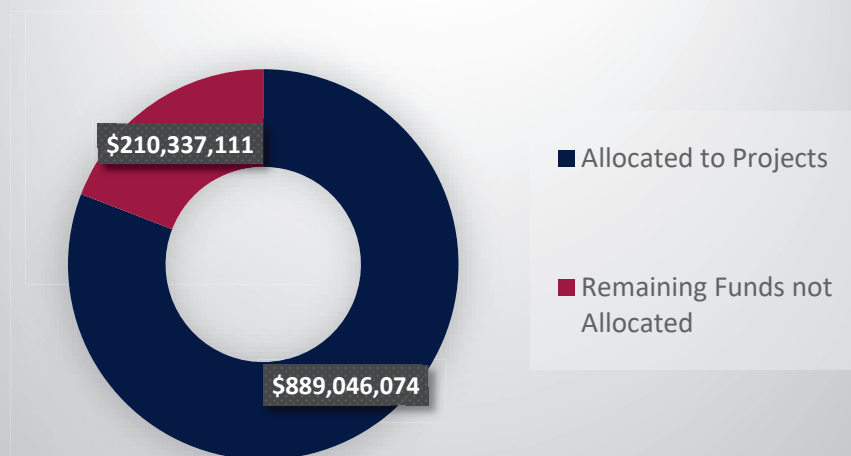
| Primary Mode | Number of Projects | Amount of 30% Funds Allocated |
|---------------------------|--------------------|-------------------------------|
| Transit (Bus/BRT + Rail) | 38 | \$410.9M |
| Bike/Ped | 79 | \$62.6M |
| Intersection/Interchange | 50 | \$137.2M |
| Roadway | 84 | \$219.4M |
| Transportation Technology | 14 | \$16.2M |
| Other | 20 | \$42.6M |
| Totals | 285 | \$889M |

Note: The total may not add up due to rounding.

30% Funds Allocated by Mode



Allocation of Funds



2024 NVTA MEMBERS

VOTING MEMBERS

As of October 31, 2024

Chair

Hon. Phyllis J. Randall, Loudoun County

Vice Chairman

Hon. David Snyder, City of Falls Church

Hon. Jennifer Boysko, Virginia Senate

Hon. Michelle Davis-Younger, City of Manassas

Hon. Karrie Delaney, Virginia Speaker of the House Appointee

Hon. Matt de Ferranti, Arlington County

DJ Gribbin, Governor's Appointee, Commonwealth Transportation Board

Hon. Deshundra Jefferson, Prince William County

Hon. Jeffrey C. McKay, Fairfax County

Hon. Catherine S. Read, City of Fairfax

Hon. Jeanette Rishell, City of Manassas Park

Hon. Briana D. Sewell, Virginia Speaker of the House Appointee

Hon. Justin Wilson, City of Alexandria

NON-VOTING MEMBERS

Hon. Sheila Olem, Town of Herndon

Bill Cuttler, Virginia Department of Transportation

Zach Trogdon, Virginia Department of Rail and Public Transportation

Northern Virginia Transportation Authority



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: HB1915 Annual Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the FY2024 Reporting requirement for HB 1915 (2015).
- 2. Background:** HB 1915 requires that NVTA's regional long-range transportation plan, TransAction, make reducing congestion in Planning District 8 its primary objective to the greatest extent practicable. The bill requires each locality embraced by the Authority to submit an annual report detailing any land use or transportation elements of its comprehensive plan that are inconsistent with the current version of TransAction.

To facilitate this reporting process, NVTA staff created a form for jurisdictions to report any inconsistencies on an annual basis, as required by Code. The law does not mandate any action from NVTA based on these reports from the jurisdictions.

- 3. Current Update:** On August 29, 2024, NVTA staff requested that jurisdictions submit the annual HB1915 reporting form by September 19, 2024, for the reporting period of July 1, 2023, to June 30, 2024. All 14 jurisdictions (4 counties, 5 cities, and 5 towns) responded to the request. No jurisdiction reported updates in their Comprehensive Plans or Mobility Plans that are inconsistent with TransAction.

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

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

Attachment: Annual Reporting of HB 1915 Requirements & Form



Annual Reporting of HB 1915 Requirements

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

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

Reporting Period: July 1, 2023 to June 30, 2024

Locality: _____

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

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

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



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

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

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

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

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: November 7, 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 October 17, 2024. The next Committee meeting is scheduled for December 12, 2024, as the November Finance Committee meeting was cancelled.
3. **Action Items:**
 - A. **Recommendation of acceptance of the FY2024 Audited Financial Statements and Compliance Reports:**

The following items were considered and acted on at the Committee's October 17, 2024, meeting.

 - ✓ Mr. Tyler Farnsworth, CPA, Manager with PBMares, LLP, presented the fiscal year ended June 30, 2024, Financial and Compliance Reports; the required Results of the Audit that explains the overview of the Financial Statements and communication process with staff; and the Management Letter explaining upcoming Government Accounting Standards Board (GASB) and Virginia Auditor of Public Accounts pronouncements regarding future changes to audit standards.
 - ✓ The Authority's FY2024 Financial and Compliance Reports received an unmodified (clean) audit opinion. This opinion reflects that the Authority's financial statements, in all material respects, fairly and accurately present the financial position of the Authority for FY2024.
 - ✓ A PowerPoint summarizing the key highlights from the Financial Statements and audit process was presented by Mr. Longhi and Mr. Farnsworth.
4. **Discussion/Information Items:**
 - A. **FY2026 Budget Guidance Discussions:**

The development of NVTA's three budgets for FY2026 – Local Distribution Fund Budget (30%), Regional Revenue Fund Budget (70%), and Operating Budget will be based on guidance from the Committee.

 - ✓ **Local Distribution Fund Budget:** The Committee has previously recommended establishing the budgeted amount by utilizing the finalized FY2026 revenue projections which were adopted by the Authority on June 13, 2024.

- Wording within the final proposed budget will include language which stresses compliance with the State Code such that distributions will be made based on revenues received from the Commonwealth, regardless of projection variances.
- Subject to adherence with the State Code required annual certification, the Local Distribution Fund revenues are restricted to proportional distribution to NVTAs' member jurisdictions.
- ✓ **Regional Revenue Fund Budget:** Prior guidance for this budget has been to base the budget on the finalized FY2025/29 revenue projections and PayGo analysis which were adopted by the Authority on June 13, 2024. The PayGo analysis confirmed funding for all previously approved projects and set the recommended amount of funding made available for the FY2028/29 update to the Six Year Program.
- ✓ **Operating Fund Budget:** The Committee was provided with Operating Fund Budget guidance, organized into two distinct categories. The first category encompasses base budget escalations driven by factors such as inflation, contract terms, and required service extensions, excluding prior one-time funding. The second category pertains to new initiatives, accompanied by supporting narratives and cost estimates. Use the legislative option to fund the Operating Budget through a transfer from the Regional Revenue Fund as an alternative to prorating the cost among member jurisdictions based on population.

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: November 7, 2024

SUBJECT: Investment Portfolio Report

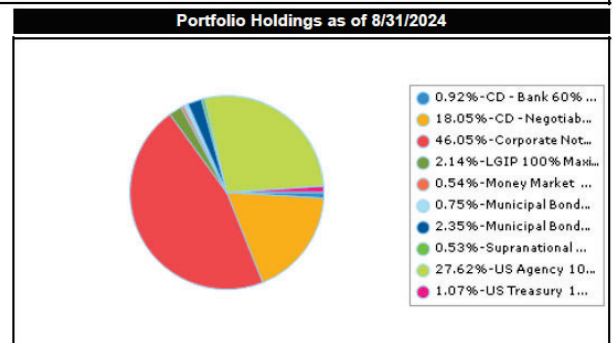
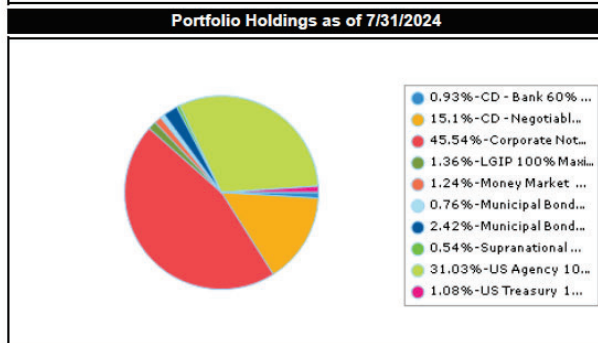
1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through August 31, 2024.
2. **Background:** This report is on investment activity through August 31, 2024, and affirms the portfolio’s investments 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: 7/31/2024, End Date: 8/31/2024

| Asset Category Allocation | | | | |
|---|-------------------------|-----------------------------|-------------------------|-----------------------------|
| Asset Category | Book Value 7/31/2024 | % of Portfolio 7/31/2024 | Book Value 8/31/2024 | % of Portfolio 8/31/2024 |
| CD - Bank 60% Maximum | 17,145,895.36 | 0.93 | 17,145,895.36 | 0.92 |
| CD - Negotiable 25% Maximum | 279,514,765.73 | 15.10 | 338,012,411.33 | 18.05 |
| Corporate Notes 50% Maximum | 842,852,724.04 | 45.54 | 862,559,258.69 | 46.05 |
| LGIP 100% Maximum | 25,099,047.17 | 1.36 | 39,993,952.12 | 2.14 |
| Money Market 60% Maximum | 22,952,392.29 | 1.24 | 10,033,914.52 | 0.54 |
| Municipal Bonds - US 30% Maximum | 13,977,676.43 | 0.76 | 13,968,028.52 | 0.75 |
| Municipal Bonds - Virginia 30% Maximum | 44,777,643.10 | 2.42 | 44,111,880.40 | 2.35 |
| Supranational 50% Maximum | 10,000,000.00 | 0.54 | 10,000,000.00 | 0.53 |
| US Agency 100% Maximum | 574,338,087.71 | 31.03 | 517,362,470.08 | 27.62 |
| US Treasury 100% Maximum | 19,962,461.06 | 1.08 | 19,966,501.71 | 1.07 |
| Total / Average | 1,850,620,692.89 | 100.00 | 1,873,154,312.73 | 100.00 |



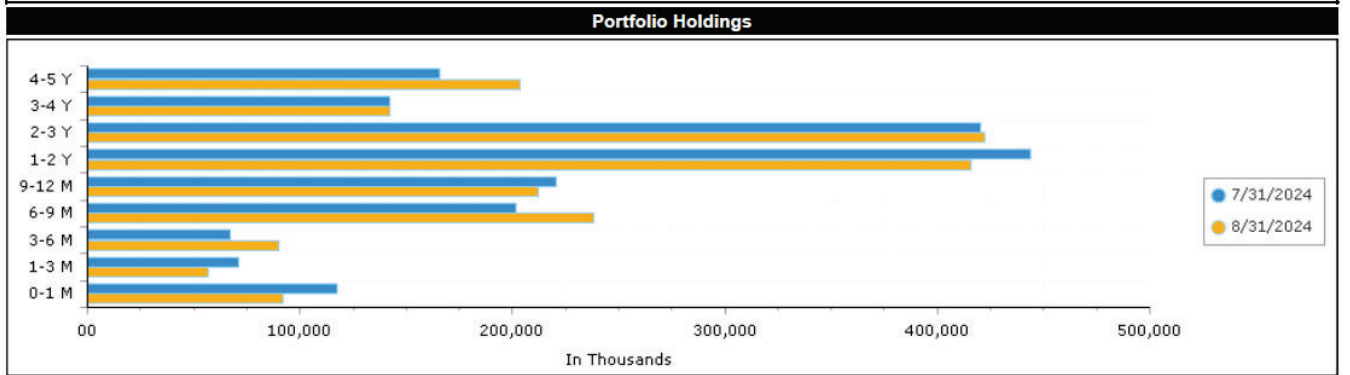
B. The liquidity of the portfolio is reflected in the portfolio’s duration as 1.77 (1.0 = 1 year) and the maturity schedule is shown below.



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

Begin Date: 7/31/2024, End Date: 8/31/2024

| Maturity Range Allocation | | | | |
|---------------------------|-------------------------|-----------------------------|-------------------------|-----------------------------|
| Maturity Range | Book Value 7/31/2024 | % of Portfolio 7/31/2024 | Book Value 8/31/2024 | % of Portfolio 8/31/2024 |
| 0-1 Month | 117,222,116.75 | 6.33 | 91,839,017.70 | 4.90 |
| 1-3 Months | 71,300,848.27 | 3.85 | 56,693,551.19 | 3.03 |
| 3-6 Months | 67,188,907.37 | 3.63 | 89,993,841.24 | 4.80 |
| 6-9 Months | 201,883,546.06 | 10.91 | 238,495,228.42 | 12.73 |
| 9-12 Months | 220,671,668.95 | 11.92 | 211,945,350.06 | 11.31 |
| 1-2 Years | 444,132,405.44 | 24.00 | 415,739,505.07 | 22.19 |
| 2-3 Years | 420,078,636.28 | 22.70 | 422,235,981.44 | 22.54 |
| 3-4 Years | 142,306,513.15 | 7.69 | 142,372,430.03 | 7.60 |
| 4-5 Years | 165,836,050.62 | 8.96 | 203,839,407.58 | 10.88 |
| Total / Average | 1,850,620,692.89 | 100.00 | 1,873,154,312.73 | 100.00 |



C. The yield on the portfolio at the end of August 2024 was 4.37%. The policy required benchmarks are shown below for yield performance comparison.

| NVTA Investment Benchmarks | Aug-24 Month End |
|----------------------------------|---------------------|
| LGIP Extended Maturity Pool | 4.32% |
| ICE BofA 1-3 Year (18-Month Avg) | 4.67% |
| NVTA Performance | 4.37% |

Source: Bloomberg/NVTA Statements

4. Portfolio Analysis & Statistics Overview:

A. Safety: The portfolio is invested primarily in:

- Local Government Investment Pools (1.36% to 2.14%)
- Collateralized bank money market accounts (2.17% to 1.46%)

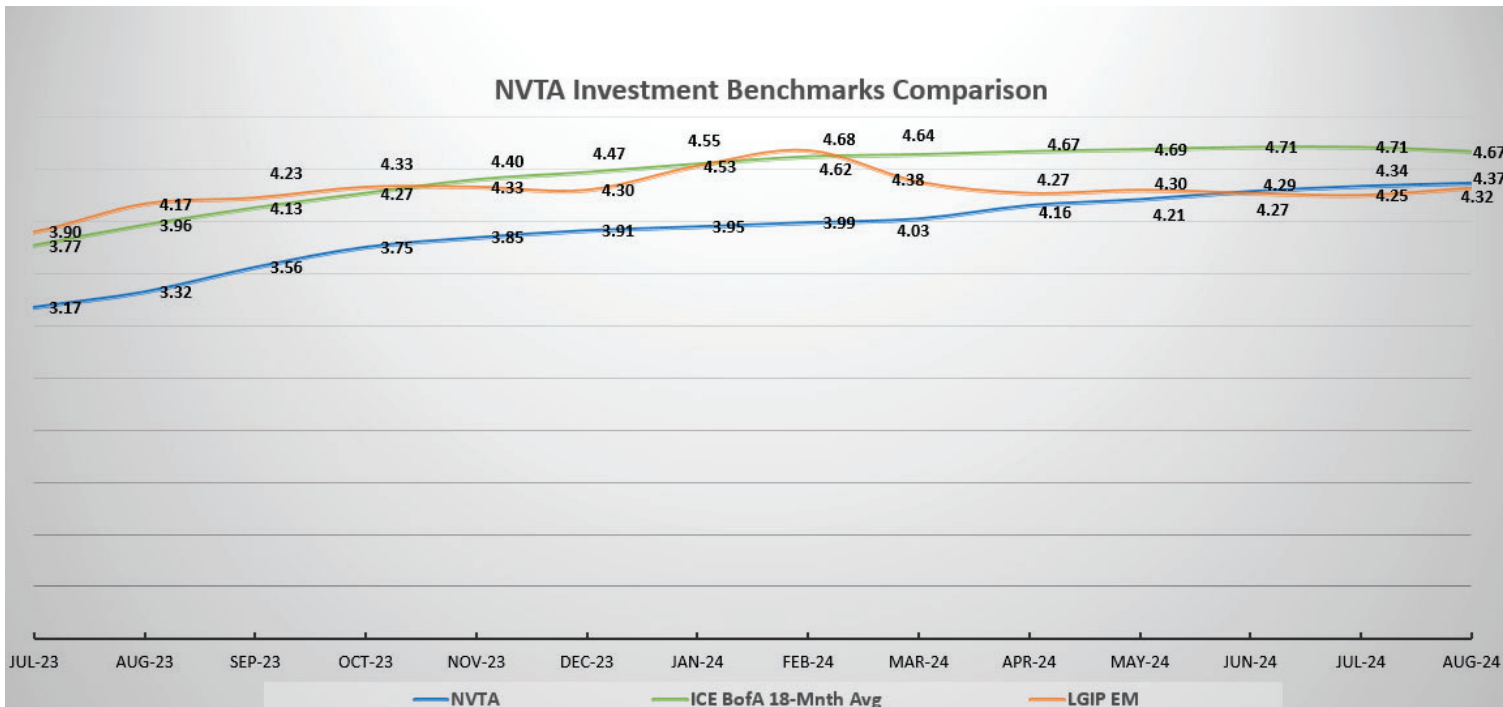
- Negotiable CD's (15.10% to 18.05%)
- AAA/AA rated investment grade corporate bonds (45.54% to 46.05%)
- Supranational Securities (0.54% to 0.53%)
- Treasuries and Agencies (32.11% to 28.69%)
- VA & US Municipals (3.18% to 3.10%)

B. Liquidity: The NVTA Portfolio duration is 1.77 in August 2024 (1.0 = 1 year).

The Federal Reserve (Fed) announced a 50 Basis Points reduction in the federal funds rate bringing the target range to 4.75-5.00% during its September 2024 meeting. Projections indicate an additional 50 basis point cut by the end of 2024, lowering the rate to 4.25%-4.50%, and a further 100 basis point reduction in 2025, bringing it down to 3.25%-3.50%.

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

- Staff strategically placing instruments in a two, three and greater-year maturity range. This approach helps mitigate reinvestment risk amid the rate cuts while still capturing attractive yields. By investing in this maturity range, the portfolio balances risk and return, positioning itself for changing market conditions.
- The market rates have begun to trend downward due to recent rate reductions. As a result, our portfolio will align with these market trends gradually, adjusting at a measured pace to effectively capture these shifts.
- The portfolio and market are now at a point where the investment strategy will serve to preserve yield over a longer period as market rates have started to decline, while keeping the options open to take advantage of market rate increases.
- Staff consistently monitors Federal Reserve actions, market trends, and economic indicators to make informed decisions. This strategic insight helps us position the portfolio effectively, allowing us to seize potential market shifts 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



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASS 40 Report - As of 8/31/2024

| 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 | JMBD0011624 | 10,000,000.00 | 10,000,000.00 | 10,000,000.00 | None | None | 0.53 | 867 | 867 | 1/15/2027 | | 4.290 | 2.38 |
| John Marshall Bank 4.7 4/19/2027 | JMBD0041924 | 7,145,895.36 | 7,145,895.36 | 7,145,895.36 | None | None | 0.38 | 961 | 961 | 4/19/2027 | | 4.700 | 2.63 |
| Sub Total / Average CD - Bank 60% Maximum | | 17,145,895.36 | 17,145,895.36 | 17,145,895.36 | | | 0.91 | 906 | 906 | | | 4.461 | 2.48 |
| CD - Negotiable 25% Maximum | | | | | | | | | | | | | |
| Bayerische Landesbank 5.7 4/23/2025 | 0727M/CV27 | 30,010,866.51 | 30,120,300.00 | 30,120,300.00 | Fitch-F1 | Moody's-P1 | 1.59 | 235 | 235 | 4/23/2025 | | 5.639 | 0.65 |
| Credit Agricole 4.32 2/18/2026 | 22536/HPV5 | 39,000,000.00 | 39,000,000.00 | 39,000,000.00 | Fitch-AA- | Moody's-Aa3 | 2.07 | 536 | 536 | 2/18/2026 | | 4.320 | 1.49 |
| Credit Agricole 4.92 6/22/2026 | 22536/HHY8 | 25,000,000.00 | 25,000,000.00 | 25,000,000.00 | S&P-A1 | Moody's-P1 | 1.32 | 660 | 660 | 6/22/2026 | | 4.920 | 1.83 |
| Credit Agricole 5.62 8/22/2025 | 22536/C3A6 | 25,000,000.00 | 25,000,000.00 | 25,170,250.00 | S&P-A1 | Moody's-P1 | 1.32 | 356 | 356 | 8/22/2025 | | 5.620 | 0.98 |
| Credit Industriel Et Commercial 4.55 9/2/2025 | 22536/WHN9 | 38,000,000.00 | 38,000,000.00 | 37,993,920.00 | S&P-A1 | Moody's-P1 | 2.01 | 367 | 367 | 9/2/2025 | | 4.550 | 1.02 |
| Lloyds Bank 5.17 7/18/2025 | 53947/BZ60 | 35,000,000.00 | 35,000,000.00 | 35,157,500.00 | S&P-A1 | Moody's-P1 | 1.85 | 321 | 321 | 7/18/2025 | | 5.170 | 0.89 |
| Natixis 5.42 4/8/2025 | 63873/QZH6 | 25,000,000.00 | 25,000,000.00 | 25,070,750.00 | S&P-A1 | Moody's-P1 | 1.32 | 220 | 220 | 4/8/2025 | | 5.420 | 0.61 |
| Natixis 5.56 5/2/2025 | 63873/QZW3 | 29,000,000.00 | 29,000,000.00 | 29,132,530.00 | S&P-A1 | Moody's-P1 | 1.54 | 244 | 244 | 5/2/2025 | | 5.560 | 0.68 |
| Natixis 5.83 9/8/2025 | 63873/QM83 | 20,000,000.00 | 20,000,000.00 | 20,201,000.00 | S&P-A1 | Moody's-P1 | 1.06 | 373 | 373 | 9/8/2025 | | 5.830 | 1.04 |
| Standard Chartered Bank 5.51 4/17/2025 | 85325/VMK3 | 25,000,000.00 | 25,000,000.00 | 25,102,000.00 | S&P-A1 | Moody's-P1 | 1.32 | 229 | 229 | 4/17/2025 | | 5.510 | 0.64 |
| Standard Chartered Bank 5.82 2/24/2025 | 85325/VHE3 | 25,000,000.00 | 25,059,000.00 | 25,059,000.00 | S&P-A1 | Moody's-P1 | 1.32 | 177 | 177 | 2/24/2025 | | 5.820 | 0.49 |
| Swedbank 0.95 10/22/2024 | 87019/VAA2 | 22,000,000.00 | 22,001,544.82 | 21,860,520.00 | S&P-A1 | Moody's-P1 | 1.17 | 52 | 52 | 10/22/2024 | | 0.899 | 0.14 |
| Sub Total / Average CD - Negotiable 25% Maximum | | 338,000,000.00 | 338,012,411.33 | 338,867,770.00 | | | 17.90 | 325 | 325 | | | 4.945 | 0.90 |
| Corporate Notes 50% Maximum | | | | | | | | | | | | | |
| Amazon.com, Inc. 3.15 8/22/2027-27 | 02313/5BC9 | 30,000,000.00 | 29,079,269.81 | 29,268,900.00 | S&P-AA | Fitch-AA- | 1.59 | 1,086 | 994 | 8/22/2027 | 5/22/2027 | 4.260 | 2.86 |
| Amazon.com, Inc. 4.55 12/1/2027-27 | 02313/5CP9 | 20,000,000.00 | 19,975,245.80 | 20,285,000.00 | S&P-AA | Fitch-AA- | 1.06 | 1,187 | 1,157 | 12/1/2027 | 11/1/2027 | 4.590 | 3.03 |
| Amazon.com, Inc. 4.55 12/1/2027-27 | 02313/5CP9 | 26,000,000.00 | 25,952,363.70 | 26,370,500.00 | S&P-AA | Fitch-AA- | 1.38 | 1,187 | 1,157 | 12/1/2027 | 11/1/2027 | 4.610 | 3.03 |
| Apple 1.2 2/8/2028-27 | 03783/3EC0 | 22,500,000.00 | 20,172,762.49 | 20,524,500.00 | S&P-AA+ | Moody's-Aaa | 1.19 | 1,256 | 1,194 | 2/8/2028 | 12/8/2027 | 4.520 | 3.37 |
| BlackRock Funding 3.2 3/15/2027-27 | 09247/XAN1 | 15,000,000.00 | 14,530,815.44 | 14,679,750.00 | S&P-AA | Moody's-Aa3 | 0.79 | 926 | 898 | 3/15/2027 | 2/15/2027 | 4.520 | 2.42 |
| BlackRock Funding 4.6 7/26/2027-27 | 09290/DAH4 | 15,000,000.00 | 15,039,690.74 | 15,215,250.00 | S&P-AA | Moody's-Aa3 | 0.79 | 1,059 | 1,029 | 7/26/2027 | 6/26/2027 | 4.502 | 2.74 |
| Exxon Mobil 2.709 3/16/2025-24 | 30231/GAF9 | 9,500,000.00 | 9,458,082.20 | 9,393,980.00 | S&P-AA+ | Moody's-Aa2 | 0.50 | 187 | 97 | 3/16/2025 | 12/16/2024 | 3.619 | 0.51 |
| Exxon Mobil 2.992 3/19/2025 | 30231/GBH4 | 20,000,000.00 | 19,987,607.84 | 19,789,200.00 | S&P-AA | Moody's-Aa2 | 1.06 | 200 | 200 | 3/19/2025 | | 3.110 | 0.54 |
| Guardian Life 1.1 6/23/2025 | 40139/LAG8 | 13,000,000.00 | 12,779,502.40 | 12,606,100.00 | S&P-AA+ | Moody's-Aa2 | 0.69 | 296 | 296 | 6/23/2025 | | 3.320 | 0.81 |
| Guardian Life 3.246 3/29/2027 | 40139/LBF9 | 11,000,000.00 | 9,260,174.30 | 9,169,483.20 | S&P-AA+ | Moody's-Aa2 | 0.50 | 296 | 296 | 6/23/2025 | | 3.829 | 0.81 |
| Guardian Life 3.246 3/29/2027 | 40139/LBF9 | 11,000,000.00 | 10,650,266.26 | 10,705,860.00 | S&P-AA+ | Moody's-Aa1 | 0.58 | 940 | 940 | 3/29/2027 | | 4.585 | 2.46 |
| JP Morgan Chase Bank 5.1 5/30/2025-24 | 40139/LU474 | 25,000,000.00 | 24,130,707.78 | 24,331,500.00 | S&P-AA+ | Moody's-Aa1 | 1.32 | 940 | 940 | 5/30/2025 | 11/30/2024 | 4.710 | 2.46 |
| JP Morgan Chase Bank 5.1 5/30/2025-24 | 46632/FSW6 | 21,000,000.00 | 21,000,000.00 | 20,995,590.00 | Fitch-AA | Moody's-Aa3 | 1.11 | 272 | 91 | 5/30/2025 | | 5.100 | 0.74 |
| Mass Mutual Global Funding 3.4 3/8/2026 | 57629/WCH1 | 25,000,000.00 | 24,352,401.07 | 24,642,500.00 | S&P-AA+ | Moody's-Aa3 | 1.32 | 554 | 554 | 3/8/2026 | | 5.230 | 1.47 |
| Mass Mutual Global Funding 3.4 3/8/2026 | 57629/WCH1 | 10,000,000.00 | 9,751,802.65 | 9,857,000.00 | S&P-AA+ | Moody's-Aa3 | 0.53 | 554 | 554 | 3/8/2026 | | 5.150 | 1.47 |
| Mass Mutual Global Funding 4.5 4/10/2026 | 57629/W6F2 | 9,000,000.00 | 8,911,131.74 | 9,016,560.00 | S&P-AA+ | Moody's-Aa3 | 0.48 | 587 | 587 | 4/10/2026 | | 5.157 | 1.54 |
| Mass Mutual Global Funding 4.5 4/10/2026 | 57629/W6F2 | 16,000,000.00 | 15,995,748.12 | 16,029,440.00 | S&P-AA+ | Moody's-Aa3 | 0.85 | 587 | 587 | 4/10/2026 | | 4.680 | 1.54 |
| Mass Mutual Global Funding 5.05 12/7/2027 | 57629/WDL1 | 14,000,000.00 | 14,207,071.32 | 14,330,540.00 | S&P-AA+ | Moody's-Aa3 | 0.74 | 1,193 | 1,193 | 12/7/2027 | | 4.550 | 3.02 |
| Mass Mutual Global Funding 5.1 4/9/2027 | 57629/W4S6 | 15,000,000.00 | 15,161,550.41 | 15,327,450.00 | S&P-AA+ | Moody's-Aa3 | 0.79 | 951 | 951 | 4/9/2027 | | 4.652 | 2.43 |
| MetLife 2.8 3/21/2025 | 59217/GEW5 | 17,500,000.00 | 17,443,150.25 | 17,285,100.00 | S&P-AA- | Moody's-Aa3 | 0.93 | 202 | 202 | 3/21/2025 | | 3.420 | 0.55 |
| MetLife 3.45 12/18/2026 | 59217/GBY4 | 14,899,000.00 | 14,225,294.72 | 14,602,360.91 | S&P-AA- | Moody's-Aa3 | 0.79 | 839 | 839 | 12/18/2026 | | 5.620 | 2.21 |
| MetLife 3.45 12/18/2026 | 59217/GBY4 | 14,088,000.00 | 13,704,935.53 | 13,807,507.92 | S&P-AA- | Moody's-Aa3 | 0.75 | 839 | 839 | 12/18/2026 | | 4.730 | 2.21 |
| MetLife 4.4 6/30/2027 | 59217/GBF0 | 15,000,000.00 | 14,790,992.07 | 15,037,050.00 | S&P-AA- | Moody's-Aa3 | 0.79 | 1,033 | 1,033 | 6/30/2027 | | 4.942 | 2.68 |
| MetLife 4.85 1/16/2027 | 58989/V2G8 | 25,000,000.00 | 25,048,974.31 | 25,323,750.00 | S&P-AA- | Moody's-Aa3 | 1.32 | 868 | 868 | 1/16/2027 | | 4.760 | 2.26 |
| Morgan Stanley 4.754 4/21/2026 | 61690/U474 | 10,000,000.00 | 9,845,522.16 | 10,039,900.00 | Fitch-AA- | Moody's-Aa3 | 0.53 | 598 | 598 | 4/21/2026 | | 5.780 | 1.57 |
| Morgan Stanley 5.882 10/30/2026-26 | 61690/U7W4 | 15,000,000.00 | 15,336,088.57 | 15,456,600.00 | Fitch-AA- | Moody's-Aa3 | 0.79 | 790 | 760 | 10/30/2026 | 9/30/2026 | 4.759 | 2.03 |
| Morgan Stanley 5.882 10/30/2026-26 | 61690/U7W4 | 20,434,235.41 | 20,608,300.00 | 20,608,300.00 | Fitch-AA- | Moody's-Aa3 | 1.02 | 790 | 760 | 10/30/2026 | 9/30/2026 | 4.799 | 2.03 |
| Nestle Holdings 1.15 1/14/2027-26 | 64106/2AV6 | 8,000,000.00 | 7,390,503.67 | 7,454,800.00 | S&P-AA- | Moody's-Aa3 | 0.46 | 866 | 835 | 1/14/2027 | 12/14/2026 | 4.590 | 2.34 |
| New York Life 4.7 4/2/2026 | 64952/WFB4 | 10,000,000.00 | 9,890,190.74 | 10,039,400.00 | S&P-AA+ | Moody's-Aaa | 0.53 | 579 | 579 | 4/2/2026 | | 5.450 | 1.52 |

| 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 |
|---|----------------|-------------------------|-------------------------|-------------------------|-----------------|-----------------|----------------|------------------|-----------------------|---------------|----------------|--------------|----------------------|
| International Finance Corp 5 11/15/2027-24 | 45950VRK4 | 10,000,000.00 | 10,000,000.00 | 10,010,900.00 | S&P-AAA | Moody's-Aaa | 0.53 | 1,171 | 76 | 11/15/2027 | 11/15/2024 | 5.000 | 2.96 |
| Sub Total / Average Supranational 50% Maximum | | 10,000,000.00 | 10,000,000.00 | 10,010,900.00 | | | 0.53 | 1,171 | 76 | | | 5.000 | 2.96 |
| US Agency 100% Maximum | | | | | | | | | | | | | |
| FFCB 0.6 11/24/2025-21 | 3133EMHF2 | 19,100,000.00 | 19,097,645.20 | 18,302,766.00 | S&P-AA+ | Moody's-Aaa | 1.01 | 450 | 450 | 11/24/2025 | | 0.610 | 1.23 |
| FFCB 4.5 3/28/2025 | 3133EPHF0 | 25,000,000.00 | 25,000,000.00 | 24,966,000.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 209 | 209 | 3/28/2025 | | 4.500 | 0.56 |
| FFCB 4.5 9/22/2028 | 3133EPWK7 | 10,000,000.00 | 9,839,407.58 | 10,260,100.00 | S&P-AA+ | Moody's-Aaa | 0.53 | 1,483 | 1,483 | 9/22/2028 | | 4.950 | 3.69 |
| FFCB 4.75 5/28/2026 | 3133EPUD5 | 20,000,000.00 | 19,973,718.41 | 20,221,800.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 635 | 635 | 5/28/2026 | | 4.834 | 1.67 |
| FFCB 4.75 7/8/2026 | 3133EPVP7 | 20,000,000.00 | 19,989,879.61 | 20,252,000.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 676 | 676 | 7/8/2026 | | 4.782 | 1.78 |
| FFCB 4.875 4/20/2026 | 3133EPWD3 | 20,000,000.00 | 19,976,069.08 | 20,241,800.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 597 | 597 | 4/20/2026 | | 4.955 | 1.57 |
| FFCB 5 10/1/2025 | 3133ERJR3 | 21,000,000.00 | 20,992,587.91 | 21,152,460.00 | S&P-AA+ | Moody's-Aaa | 1.11 | 396 | 396 | 10/1/2025 | | 5.040 | 1.06 |
| FHLB 1 11/15/2024-22 | 3130APRF4 | 22,500,000.00 | 22,501,335.94 | 22,308,525.00 | Moody's-Aaa | S&P-AA+ | 1.19 | 76 | 76 | 11/15/2024 | | 0.971 | 0.21 |
| FHLB 1.1 1/13/2025-23 | 3130AQTG4 | 20,000,000.00 | 19,993,841.24 | 19,728,400.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 135 | 135 | 1/13/2025 | | 1.185 | 0.37 |
| FHLB 1.125 12/17/2024-22 | 3130AQZU6 | 20,000,000.00 | 20,000,000.00 | 19,767,000.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 108 | 108 | 12/17/2024 | | 1.125 | 0.29 |
| FHLB 1.28 6/11/2025-22 | 3130AQKY8 | 20,000,000.00 | 20,000,000.00 | 19,470,800.00 | S&P-AA+ | Moody's-Aaa | 1.06 | 284 | 41 | 6/11/2025 | 10/11/2024 | 1.280 | 0.78 |
| FHLB 1.3 12/15/2025-22 | 3130AQSU3 | 25,000,000.00 | 24,997,985.11 | 24,058,250.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 471 | 471 | 12/15/2025 | | 1.306 | 1.28 |
| FHLB 1.4 2/18/2025-22 | 3130AQQX4 | 25,000,000.00 | 25,000,000.00 | 24,546,250.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 171 | 79 | 2/18/2025 | 11/18/2024 | 1.400 | 0.46 |
| FHLB 4.1 8/28/2029-26 | 3130BZK95 | 38,000,000.00 | 38,000,000.00 | 37,917,160.00 | S&P-AA+ | Moody's-Aaa | 2.01 | 1,823 | 727 | 8/28/2029 | 8/28/2026 | 4.100 | 4.32 |
| FHLB 4.52 3/15/2029-27 | 3130B0GZ6 | 25,000,000.00 | 25,000,000.00 | 25,111,250.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 1,657 | 926 | 3/15/2029 | 3/15/2027 | 4.520 | 4.07 |
| FHLB 4.65 4/2/2029-27 | 3130B0PZ6 | 27,000,000.00 | 27,000,000.00 | 27,120,690.00 | S&P-AA+ | Moody's-Aaa | 1.43 | 1,675 | 944 | 4/2/2029 | 4/2/2027 | 4.650 | 4.11 |
| FHLB 4.7 3/22/2029-27 | 3130B0L64 | 30,000,000.00 | 30,000,000.00 | 30,133,500.00 | S&P-AA+ | Moody's-Aaa | 1.59 | 1,664 | 933 | 3/22/2029 | 3/22/2027 | 4.700 | 4.07 |
| FHLB 4.83 6/22/2028 | 3130B1SX6 | 31,000,000.00 | 31,000,000.00 | 31,097,960.00 | S&P-AA+ | Moody's-Aaa | 1.64 | 1,391 | 1,391 | 6/22/2028 | | 4.830 | 3.49 |
| FHLB 4.92 4/19/2029-27 | 3130B0VM8 | 25,000,000.00 | 25,000,000.00 | 25,111,500.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 1,692 | 961 | 4/19/2029 | 4/19/2027 | 4.920 | 4.13 |
| FHLB 5.03 6/26/2029-25 | 3130B1SW8 | 25,000,000.00 | 25,000,000.00 | 25,178,000.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 1,760 | 482 | 6/26/2029 | 12/26/2025 | 5.030 | 4.30 |
| FHLB 5.04 4/20/2029-27 | 3130B15S2 | 24,000,000.00 | 24,000,000.00 | 24,218,400.00 | S&P-AA+ | Moody's-Aaa | 1.27 | 1,693 | 962 | 4/20/2029 | 4/20/2027 | 5.040 | 4.13 |
| FHLMC 4.03 5/28/2025-22 | 3134GXT95 | 25,000,000.00 | 25,000,000.00 | 24,876,250.00 | S&P-AA+ | Moody's-Aaa | 1.32 | 270 | 89 | 5/28/2025 | 11/28/2024 | 4.030 | 0.73 |
| Sub Total / Average US Agency 100% Maximum | | 517,600,000.00 | 517,362,470.08 | 516,040,861.00 | | | 27.41 | 939 | 589 | | | 3.647 | 2.34 |
| US Treasury 100% Maximum | | | | | | | | | | | | | |
| T-Note 2.75 5/15/2025 | 91282CEQ0 | 20,000,000.00 | 19,966,501.71 | 19,743,800.00 | Fitch-AA+ | Moody's-Aaa | 1.06 | 257 | 257 | 5/15/2025 | | 3.000 | 0.70 |
| Sub Total / Average US Treasury 100% Maximum | | 20,000,000.00 | 19,966,501.71 | 19,743,800.00 | | | 1.06 | 257 | 257 | | | 3.000 | 0.70 |
| Total / Average | | 1,888,342,762.00 | 1,873,154,312.73 | 1,880,125,864.70 | | | 100 | 683 | 573 | | | 4.368 | 1.77 |

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 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 September 30, 2024.
3. **Comments:**
 - A. **FY2024 Revenues (Attachment A):**
 - I. The Authority has received approximately \$42.1 million through September 30, 2024, transfers from the Commonwealth.
 1. \$6.7 million in Regional Congestion Relief Fees (Grantor's Tax).
 2. \$30.4 million in Regional Sales Tax.
 3. \$5 million from the Northern Virginia Transportation district fund transfer.
 - II. September 2024 represents the first month of sales tax receipts for FY2025. Attachment A shows an 8.6% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - III. As of September 2024, the FY2025 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 22.1% when compared to the FY2025 budget projections. Member localities have been experiencing similar trends. NVTA staff will continue to monitor the receipts and economic trends.
 - B. **FY2024 Distribution to localities (Attachment B)**
 - I. As of September 2024, six member jurisdictions completed the *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2025 Local Distribution Funds (30%).
 - II. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are 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 will be irrevocably transferred to the Regional Revenue Fund.
 - III. Postponements of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.

- IV. As of September 2024, \$12.7 million has been distributed in FY2025 Local Distribution funds to members jurisdictions.

C. FY2020 to FY2025 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 September 2024 for FY2025.

Attachments:

- A. FY2025 Revenues Received by Tax Type Compared to NVTA Estimates, through September 2024
- B. FY2025 30% Distribution by Jurisdiction, as of September 2024
- C. Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for September FY2020 to FY2025

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
Based on: Revenue Data Through September 2024
FYE June 30, 2025

| | | Received | Annualized Revenue based on YTD Receipts | FY2024 Budget | Annualized Actual To Budget | |
|---|----------|----------------|--|--------------------------|--|---------|
| Regional Sales Tax | 1 | | | | | |
| Transaction Months | | To Date | on YTD Receipts | Budget | Actual To Budget | |
| Total Sales Tax Revenue | | \$ 30,420,930 | \$ 365,051,163 | \$ 336,077,528 | \$ 28,973,635 | 8.6% |
| Interstate Operation Enhance Program | | | | | | |
| Transaction Months | - | To Date | on YTD Receipts | FY2025 Budget | Annualized Actual To Budget | |
| Interstate Operation Enhance Program | | \$ - | - | \$ 21,333,206 | \$ (21,333,206) | -100.0% |
| Regional Congestion Relief Fee | 2 | | | | | |
| Transaction Months | | To Date | on YTD Receipts | FY2025 Budget | Annualized Actual To Budget | |
| Total Regional Congestion Relief Fee | | \$ 6,723,157 | \$ 40,338,939 | \$ 51,784,117 | (11,445,178) | -22.1% |
| NVTD Transfer from COVA | | | | | | |
| Transaction Months | 1 | To Date | on YTD Receipts | FY2025 Budget | Annualized Actual To Budget | |
| Total NVTD Transfer from COVA | | \$ 5,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ - | 0.0% |
| Total Revenue Received | | \$ 42,144,087 | 425,390,102 | \$ 429,194,851 | \$ (3,804,749) | -0.89% |

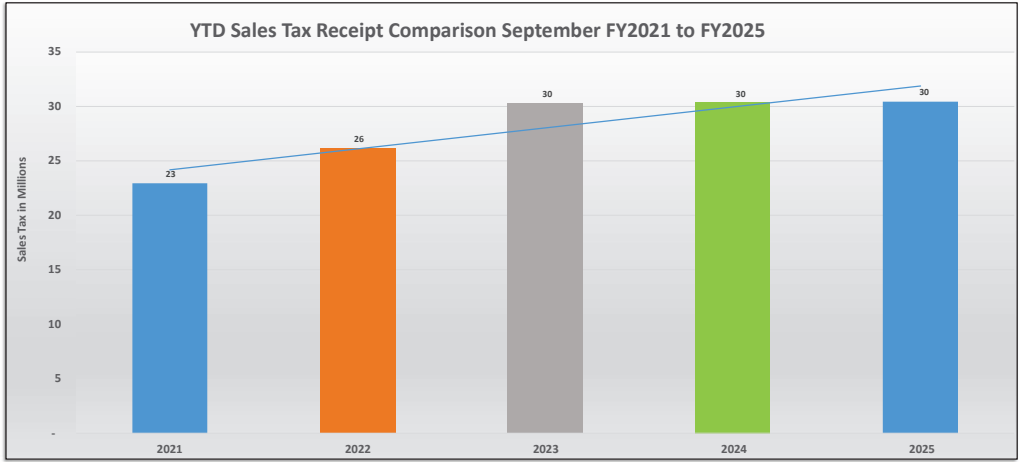
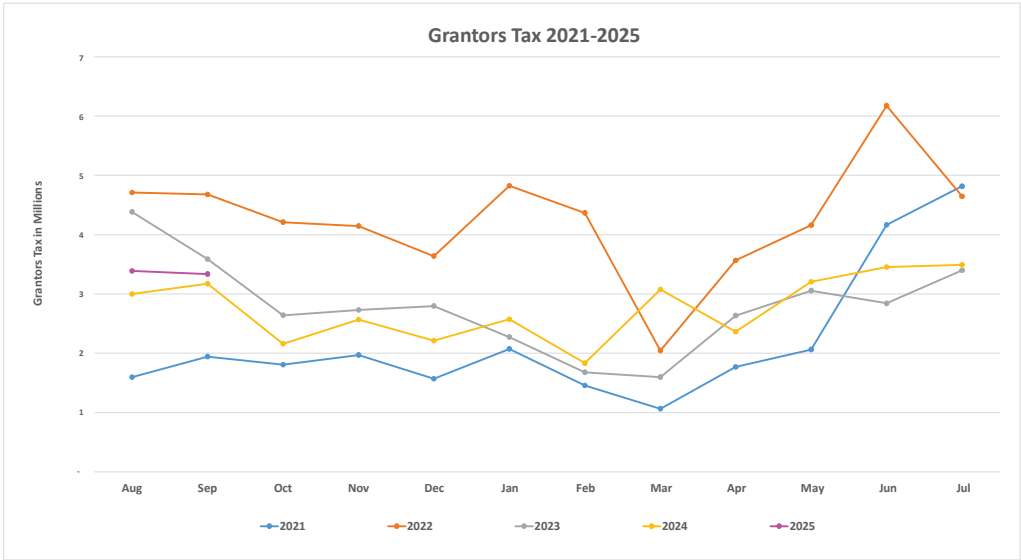
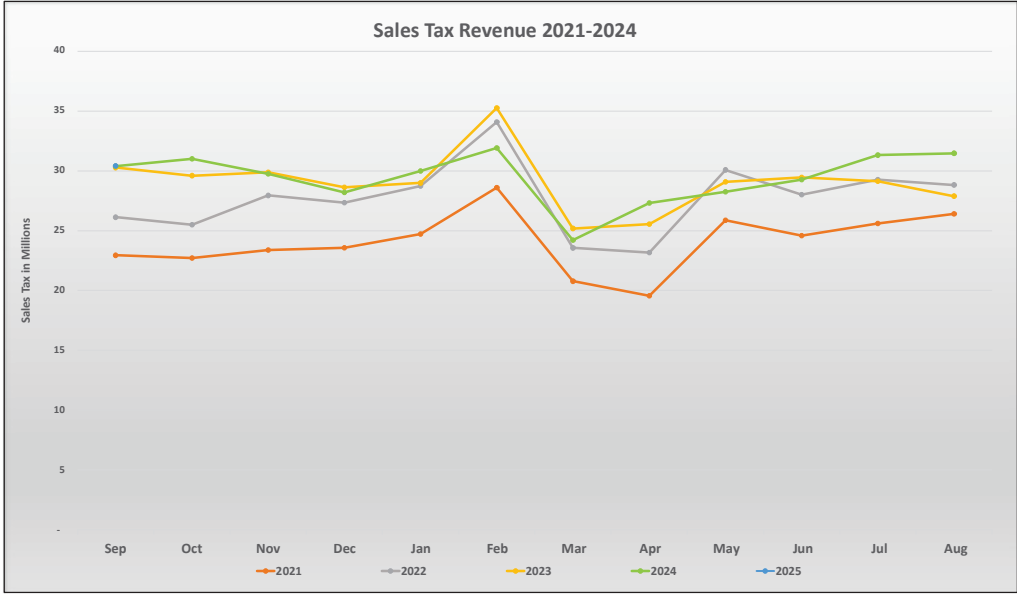
ATTACHMENT B.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2024 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through September 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 08/31/2024 | | Total Funds Transferred | |
|-----------------------|--------------------------------------|-----------------------|-----------------------------------|----------------------------|-----------------------|---------------------|------------------|--------------------------------|------------------------|----------------------------|------------------|
| | | | | | | | | Accrued Interest (1) (+) | Prior Distributions | | |
| City of Alexandria | \$ - | \$ 1,937,892.40 | \$ 424,439.80 | \$ 342,013 | \$ - | \$ 2,704,344.78 | \$ 811,303.43 | \$ 2,721.69 | \$ - | \$ 814,025.12 | \$ - |
| Arlington County | \$ - | \$ 2,566,150.16 | \$ 661,553.10 | \$ 488,052 | \$ - | \$ 3,715,755.01 | \$ 1,114,726.50 | \$ 3,739.59 | \$ - | \$ 1,118,466.09 | \$ 1,118,466.09 |
| City of Fairfax | \$ - | \$ 657,742.57 | \$ 81,129.50 | \$ 114,491 | \$ - | \$ 853,363.47 | \$ 256,009.04 | \$ 858.84 | \$ - | \$ 256,867.88 | \$ - |
| Fairfax County | \$ - | \$ 12,423,889.45 | \$ 2,906,632.25 | \$ 2,097,127 | \$ - | \$ 17,427,648.50 | \$ 5,228,294.55 | \$ 17,539.42 | \$ - | \$ 5,245,833.97 | \$ - |
| City of Falls Church | \$ - | \$ 312,341.18 | \$ 38,855.60 | \$ 55,430 | \$ - | \$ 406,627.07 | \$ 121,988.12 | \$ 409.23 | \$ - | \$ 122,397.35 | \$ 122,397.35 |
| Loudoun County | \$ - | \$ 6,435,199.10 | \$ 1,398,411.65 | \$ 967,151 | \$ - | \$ 8,800,762.19 | \$ 2,640,228.66 | \$ 8,857.21 | \$ - | \$ 2,649,085.87 | \$ 2,649,085.87 |
| City of Manassas | \$ - | \$ 952,402.29 | \$ 77,892.10 | \$ 116,562 | \$ - | \$ 1,146,856.02 | \$ 344,056.81 | \$ 1,154.21 | \$ - | \$ 345,211.02 | \$ 345,211.02 |
| City of Manassas Park | \$ - | \$ 149,299.68 | \$ 37,902.20 | \$ 25,875 | \$ - | \$ 213,076.60 | \$ 63,922.98 | \$ 214.44 | \$ - | \$ 64,137.42 | \$ 64,137.42 |
| Prince William County | \$ - | \$ 4,986,013.44 | \$ 1,096,340.30 | \$ 793,299 | \$ - | \$ 6,875,653.13 | \$ 2,062,695.94 | \$ 6,919.75 | \$ - | \$ 2,069,615.69 | \$ 2,069,615.69 |
| Total Revenue | \$ - | \$ 30,420,930.27 | \$ 6,723,156.50 | \$ 5,000,000.00 | \$ - | \$ 42,144,086.77 | \$ 12,643,226.03 | \$ 42,414.38 | \$ - | \$ 12,685,640.41 | \$ 6,368,913.44 |
| Interest 8/31/2024 | | | | | | \$ | \$ 12,643,226.03 | | | \$ | \$ 12,685,640.41 |

FY2025 September 2024



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2024

SUBJECT: Monthly Operating Budget Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVRTA) on the Authority's Operating Budget for FY2025.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2025 through transfers from the Regional Revenue Fund.
- 3. Monthly Operating Budget Report:** Through September 30, 2024, the FY2025 Operating Budget has produced the following:
 - A.** The Operating Budget will be fully funded through transfers from the Regional Revenue Fund.
 - B.** As of September 30, 2024, the attached Income Statement reflects the Authority utilized 19% of its FY2025 expenditure budget through 25% of the fiscal year.
 - C.** The September budget report includes \$64,850 of office transition costs that will be reimbursed by the landlord as part of the tenant improvement allowance thus resulting in a greatly reduced cost to the Authority.
 - D.** During the first quarter of the fiscal year, the Authority earned \$18,810 in investment income from interest on allocated budgeted funds deposited in the Local Government Investment Pool (LGIP).
 - E.** As of September 30, 2024, all expense categories remained within the budget.
 - F.** The attached statement shows the total Operating Budget income and expenditure activity through September 30, 2024.

Attachment: FY2025 Monthly Operating Budget through September 30, 2024

10/03/24
16:52:37NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 9 / 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 | 180,327.63 | 521,210.26 | 2,789,052.00 | 2,267,841.74 | 19 |
| 130 | Health & Dental Benefits | 17,538.88 | 74,126.64 | 479,391.00 | 405,264.36 | 15 |
| 131 | Payroll Taxes | 12,083.01 | 36,454.18 | 218,222.00 | 181,767.82 | 17 |
| 132 | Retirement VRS | 3,498.04 | 27,041.46 | 221,288.00 | 194,246.54 | 12 |
| 133 | Life Insurance | | 4,392.22 | 37,372.00 | 32,979.78 | 12 |
| 134 | Flex Spending/Dependent Care | 36.08 | 72.16 | 1,440.00 | 1,367.84 | 5 |
| 135 | Workers Comp | | 1,394.00 | 3,066.00 | 1,672.00 | 45 |
| 137 | Disability Insurance | 4,656.79 | 10,595.26 | 26,770.00 | 16,174.74 | 40 |
| | Total Account | 218,140.43 | 675,286.18 | 3,776,601.00 | 3,101,314.82 | 18 |
| 420000 | Professional Services | | | | | |
| 210 | Audit & Accounting Services | 13,000.00 | 13,000.00 | 61,000.00 | 48,000.00 | 21 |
| 220 | Bank Service | | | 750.00 | 750.00 | |
| 230 | Insurance | | 14,791.00 | 15,145.00 | 354.00 | 98 |
| 240 | Payroll Services | 734.26 | 1,488.12 | 8,728.00 | 7,239.88 | 17 |
| 260 | Public Outreach & Regional Event Support | | 1,349.52 | 68,456.00 | 67,106.48 | 2 |
| 261 | Legal/Bond Counsel Services | | | 75,000.00 | 75,000.00 | |
| 262 | Financial Advisory Services | | 3,240.00 | 10,000.00 | 6,760.00 | 32 |
| 263 | Bond Trustee Fees | | | 2,800.00 | 2,800.00 | |
| 264 | Legislative Services | 2,756.02 | 8,233.52 | 87,125.00 | 78,891.48 | 9 |
| 265 | Investment Custody Svc | | | 25,000.00 | 25,000.00 | |
| | Total Account | 16,490.28 | 42,102.16 | 354,004.00 | 311,901.84 | 12 |
| 430000 | Technology/Communication | | | | | |
| 310 | Acctg & Financial Report Systems | | 25,709.40 | 83,980.00 | 58,270.60 | 31 |
| 330 | IT Support Svc Incl Hosting | 3,147.65 | 9,785.02 | 54,177.00 | 44,391.98 | 18 |
| 335 | GIS/Project Mgt/Modeling | 14,539.24 | 36,591.03 | 166,250.00 | 129,658.97 | 22 |
| 340 | Phone Service & Web Ex Chgs | 1,192.41 | 2,636.37 | 20,858.00 | 18,221.63 | 13 |
| 350 | Web Develop & Hosting | 17,988.58 | 18,411.88 | 268,200.00 | 249,788.12 | 7 |
| 940 | Equip/Computer HW SW & Peripheral | | 1,751.57 | 12,575.00 | 10,823.43 | 14 |
| | Total Account | 36,867.88 | 94,885.27 | 606,040.00 | 511,154.73 | 16 |
| 440000 | Administrative Expenses | | | | | |
| 405 | Building/Office Related Expenses | | 388.00 | 1,000.00 | 612.00 | 39 |
| 410 | Advertisement | | 550.00 | 6,400.00 | 5,850.00 | 9 |
| 411 | Dues & Subscriptions | | 6,136.38 | 25,400.00 | 19,263.62 | 24 |
| 412 | Duplication & Printing | 1,536.86 | 2,513.00 | 13,550.00 | 11,037.00 | 19 |
| 414 | Hosted Meeting Expenses | 100.64 | 1,050.46 | 6,200.00 | 5,149.54 | 17 |
| 415 | Mileage/Transportation | 54.50 | 701.50 | 11,300.00 | 10,598.50 | 6 |
| 416 | Office Transition Costs | | 14,307.37 | | -14,307.37 | |
| 417 | Office Lease | 59,711.94 | 59,931.94 | 465,769.00 | 405,837.06 | 13 |
| 418 | Office Supplies | | 374.01 | 6,765.00 | 6,390.99 | 6 |
| 419 | Postage & Delivery | | | 700.00 | 700.00 | |
| 420 | Professional Develop & Training | | 94.00 | 28,680.00 | 28,586.00 | |
| 421 | Industry Conferences | | 4,403.59 | 22,810.00 | 18,406.41 | 19 |

1000 General Fund

| Account Object | Description | ----- Current Year ----- | | | | % |
|----------------|---|--------------------------|-------------|--------------|---------------|-----|
| | | Current Month | Current YTD | Budget | Variance | |
| 945 | Office Furniture & Fixtures | | 50,544.18 | 17,580.00 | -32,964.18 | 288 |
| | Total Account | 61,403.94 | 140,994.43 | 606,154.00 | 465,159.57 | 23 |
| | Total Expenses | 332,902.53 | 953,268.04 | 5,342,799.00 | 4,389,530.96 | 18 |
| | Net Income from Operations | | -332,902.53 | | | |
| | | | -953,268.04 | | | |
| | Other Revenue | | | | | |
| 370000 | Investment Earnings | 5,203.64 | 18,809.56 | | 18,809.56 | |
| 383000 | Transfer Operating Budget from Regional | | | 5,025,647.00 | -5,025,647.00 | |
| | Total Other Revenue | 5,203.64 | 18,809.56 | 5,025,647.00 | -5,006,837.44 | |
| | Other Expenses | | | | | |
| 521000 | Transfers | | | | | |
| 820 | Transfer to Operating Reserve | | | 990,440.00 | 990,440.00 | |
| 825 | Transf to Equip Reserve | | | 50,000.00 | 50,000.00 | |
| | Total Account | | | 1,040,440.00 | 1,040,440.00 | |
| | Total Other Expenses | 0.00 | 0.00 | 1,040,440.00 | 1,040,440.00 | |
| | Net Income | | -327,698.89 | | | |
| | | | -934,458.48 | | | |

Note: Formula for % columns = revenue*100/total expense for Fund.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Armand Ciccarelli, Substitute Chairman, Technical Advisory Committee

DATE: November 7, 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 October 16, 2024, at 7 PM. The meeting was held in-person and virtually over Zoom. Four (4) committee members attended the meeting, three in-person and one over Zoom, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of June 20, 2024, Meeting:** The meeting summary for the June 20, 2024, meeting was not able to be approved due to the absence of a quorum. This action item has been moved to the November 20, 2024, TAC meeting.
4. **Discussion Items:**
 - A. **Resubmitted Projects with Cost Overruns - Policy Development Update:**
Mr. Jasper started by providing an overview on the motivation for the Authority's directive to staff to develop a policy to deal with resubmitted projects that have experienced cost overruns. Mr. Longhi then described NVTA's current practices regarding contingency plans and cost overruns. He provided an overview of findings from the 2015/2016 Advisory Panel and Finance Committee's work which focused on the implications associated with maintaining a contingency reserve and the appropriation of additional NVTA funding for cost overruns. Further, Mr. Longhi described additional considerations for such a program or policy and next steps for developing a staff recommendation. The TAC members expressed concerns over the complexities involved in NVTA providing contingency funds and the potential for unintended consequences / the assumption of risk on the part of NVTA that such a policy would entail. The members discussed how NVTA's structure limits the flexibility for reallocating funding and the impact that a contingency fund would have on the project selection process. The TAC members also discussed other ways to help jurisdictions limit requests to NVTA to fund cost overruns, such as only allowing projects which have completed a certain amount of preliminary engineering to qualify for inclusion in the Six Year Program or limiting the amount of project phases to be allocated funding at the same time.

- B. Six Year Program Application Evaluation Process:** Mr. Jasper provided a reminder that the next Call for Projects is anticipated for May of next year, and that any changes to the project application process, namely alignment with NVTA's Core Values, will need to be instated soon.
 - C. NVTA Update:** Ms. Backmon highlighted NVTA's upcoming inaugural State of the Region's Transportation Network event on October 30th to be held at the NVTA office and invited TAC members to attend.
- 5. Next steps:** The next scheduled meeting of the TAC is Wednesday, November 20, 2024, at 7 PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: November 7, 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 October 23, 2024, at 6:30 p.m. This was an in-person meeting with four members present. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of June 20, 2024, Meeting:** Due to the absence of a quorum, approval of the June 20, 2024, meeting summary was tabled.
4. **Discussion/information Items:**
 - A. **Resubmitted Projects with Cost Overruns – Policy Development Update:** Mr. Longhi discussed salient points on this topic presented to the Authority during the October 17, 2024, meeting. He summarized the findings from the work of a regional Advisory Panel and the Finance Committee conducted in 2015/2016. Mr. Longhi outlined the process leading up to October 5, 2016, when the Authority, acting on Finance Committee recommendations, decided to eliminate the Contingency Reserve. This crucial decision effectively halted funding for project cost overruns. Mr. Longhi then discussed additional considerations for such a policy and outlined next steps for developing a staff recommendation. Members voiced their concerns, noting the potential risks NVTA would assume in funding cost overruns.
 - B. **Six Year Program Application Evaluation Process (Verbal Update):** Mr. Jasper explained how NVTA’s adopted Core Values of Safety, Equity, and Sustainability could be considered in project evaluation in the upcoming Six Year Program.
 - C. **NVTA Update:** Mr. Jasper noted NVTA’s inaugural State of the Region’s Transportation Network event to be held on October 30, 2024, at the new NVTA offices.
5. **Next Steps:** Due to Thanksgiving Holiday, the next meeting of the PCAC is scheduled on the 3rd Wednesday in November (Nov. 20), at 5:00 p.m. (virtual).

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: Draft Meeting Schedule for Calendar Year 2025

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of proposed meeting dates for Calendar Year (CY) 2025.
2. **Background:** Per NVTA's current Bylaws, the Authority shall adopt a schedule of times, dates, and places of its regular meetings for the calendar year at the Annual Organizational Meeting. A possible Bylaws amendment would allow the calendar to be set *no later than* the Annual Organizational Meeting. The attached proposed schedule will allow early coordination for calendar year 2025 with other regional entities.
3. **Meeting Schedule for Calendar Year 2025:** Consistent with prior practice, the Chief Executive Officer proposes the Authority continue to meet on the second Thursday of each month at 7:00 p.m. for CY2025 as indicated below with noted exceptions:
 - January 9, 2025, at 7:00 p.m. – 2025 Annual Organizational Meeting
 - February 13, 2025, at 7:00 p.m.
 - March 13, 2025, at 7:00 p.m.
 - April 10, 2025, at 7:00 p.m.
 - May 8, 2025, at 7:00 p.m.
 - June 12, 2025, at 7:00 p.m.
 - July 10, 2025, at 7:00 p.m.
 - **August - No meeting, unless special circumstances require.**
 - September 11, 2025, at 7:00 p.m.
 - October 9, 2025, at 7:00 p.m.
 - November 13, 2025, at 7:00 p.m.
 - December 11, 2025, at 7:00 p.m.
 - January 8, 2026, at 7:00 p.m. – 2026 Annual Organizational Meeting

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 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. Information Items:

- A. State of the Region's Transportation (SoRT) Network Inaugural Event:** On October 30, I delivered the keynote address, and then moderated an engaging panel discussion featuring Jeff McKay, Chairman of the Fairfax County Board of Supervisors and NVTA member; Cathy McGhee, Chief Deputy Commissioner of VDOT; and Julie Coons, President and CEO of the Northern Virginia Chamber of Commerce. The discussion centered on emerging transportation trends that will influence travel patterns in Northern Virginia over the next decade. With a full house comprising Authority members, NVTA Committee members, jurisdiction and agency staff, regional stakeholders, and citizens, it was clear that this is a subject of great interest and importance. Moving forward, I anticipate that we will provide an annual update on the State of the Region's Transportation (SoRT).
- B. Future of Loudoun County Event:** Monica Backmon recently spoke at Bisnow's Future of Loudoun County event, where she spotlighted NVTA's substantial investment of nearly \$860 million in local and regional funds supporting Loudoun County Government, as well as the Towns of Leesburg and Purcellville. She emphasized how these strategic investments are helping to alleviate congestion, improve mobility, and enhance connectivity across the region. Additionally, Monica highlighted how these funds are positioning Loudoun County to accommodate future growth and support long-term economic success, ensuring that the region remains competitive and well-connected as demand for transportation continues to rise.
- C. TPB Technical Committee:** Sree Nampoothiri, Senior Manager of Transportation Planning and Programming at NVTA, presented the Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT) to the Technical Committee of the Metropolitan Washington Council of Governments/ Transportation Planning Board (MWCOG/TPB) at their November 1 meeting. The presentation highlighted the goals and objectives of the Plan, the regional collaboration involved, key insights from the Phase 1 public engagement, the analytical framework for Phase 2, and the next steps. NVTA is committed to keeping all regional partners and stakeholders actively engaged throughout the development of the PFDP-BRT.

- D. InNoVAtion Lunch and Learns:** NVTA continued its Fall series of InNoVAtion Lunch and Learns with a session on November 7, featuring Mike Mollenhauer, Director at Virginia Tech Transportation Institute (VTTI) Cindy Mester, Assistant City Manager of the City of Falls Church. The session focused on “Advancements in Intersection Technologies for a Smarter and More Sustainable Future. Mr. Mollenhauer provided insights into the technology behind Smart Intersections, including innovations in vehicle-to-infrastructure communication, safety improvements, and emissions reduction. Ms. Mester shared practical applications within local jurisdictions, highlighting how these technologies can improve traffic flow while enhancing pedestrian and bicycle safety. This session, along with all previous lunch and Learn events, is available for viewing on [NVTA’s YouTube](#) page. The next InNoVAtion Lunch and Learn is scheduled for December 5, with speaker and topic details to be announced soon.
- E. Arlington’s Transportation Future:** Harun Rashid, Planning Analytics Manager, NVTA, joined other public agency staff for a kick-off meeting hosted by Arlington County to learn about the County’s process and timeline for refreshing its Transportation Plan. Since the adoption of the Master Transportation Plan (MTP) Goals and Policies document in 2007, and completion of its sub-elements in 2011, mobility trends in the County have evolved and intensified, prompting a reevaluation of the County’s transportation policy framework to better guide future decision-making. The update will consider NVTA’s ongoing preliminary deployment plan for a regional BRT system, as well as the TransAction long-range transportation plan, which was adopted in December 2022.

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 next GPC meeting is scheduled for Thursday, December 12, 2024, at 5:30 pm at the NVTA offices located at 2600 Park Tower Drive, Vienna, VA.
 - II. Finance Committee:** The next Finance Committee meeting is scheduled for Thursday, December 12, 2024, at 6:00 pm at the NVTA offices located at 2600 Park Tower Drive, Vienna, VA.
- B. NVTA Statutory Committee Meetings**
 - I. Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, November 20, 2024, at 7:00 pm at the NVTA offices located at 2600 Park Tower Drive, Vienna, VA.
 - II. Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled for Wednesday, November 20, 2024, at 5:00 pm. This will be a virtual meeting.

5. **CMAQ-RSTP Transfers:** CMAQ and RSTP transfers requested since the last Chief Executive Officer's report are presented in Attachment B
6. **Regional Projects Status Report:** The updated Regional Projects Status Report (Attachment C) 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. CMAQ-RSTP Transfers
- C. Regional Funding Program Project Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County

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

On October 24, 2024, Prince William County requested the following reallocation:

- Transfer of \$843,010 of RSTP funds from UPC 107947 (Neabsco Mills Road Widening to 4 Lanes project) to UPC 119364 (Route 123 and Old Bridge Road Intersection Improvements project)

Prince William County requested this transfer to move the balance of funds on the completed Neabsco Mills Road Widening project to the Route 123 and Old Bridge Road Intersection project, which is a project in design to address safety and capacity issues at an intersection adjacent to an interchange with interstate 95 and the Old Bridge commuter parking lot.

At its meeting on October 24, 2024, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee

October 7, 2024

Richard Roisman, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr. Suite 601
Vienna, VA 22180

RE: Request to Transfer RTSP Funds

Mr. Roisman,

Prince William County requests the approval of the NVTA RJACC for the transfer of Regional Surface Transportation Program (RSTP).

Prince William County requests the transfer of a total of \$843,010 in RSTP funds from the following donor project account:

- Neabsco Mills Road-Widen to 4 Lanes project - UPC 107947

The funds are requested to be transferred to the following project:

- Route 123 and Old Bridge Road Intersection Improvements project – UPC 119364

The requested transfer will move balance funds on the completed Neabsco Mills Road Widening project to the Route 123 and Old Bridge Road Intersection project, which is a project in design to address safety and capacity issues at an intersection adjacent to an interchange with Interstate 95 and the Old Bridge commuter parking lot.

This recipient project has been previously approved for RSTP funding and the transfer requests requires only RJACC approval.

If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,



Ricardo Canizales
Director of Transportation

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 10/7/2024

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,500,000

From (Donor):

To (Recipient):

| <u>UPC</u> | <u>Project Description</u> | <u>Type of Funds</u> | <u>Transfer from Previous Fiscal Years</u> | <u>If No, Year Requested</u> | <u>Transfer Amount</u> | <u>UPC</u> | <u>Project Description</u> | <u>Previously Approved by NVTA</u> | <u>If Yes, Year Approved</u> | <u>JACC Approval (NVTA)</u> | <u>Authority Approval (NVTA)</u> | <u>Funds Verified (VDOT)</u> | <u>Completed (VDOT)</u> |
|------------|---|----------------------|--|------------------------------|------------------------|------------|---|------------------------------------|------------------------------|-----------------------------|----------------------------------|------------------------------|-------------------------|
| 107947 | Neabsco Mills Road - Widen to 4 Lanes project | RSTP | Y | FY2022 | \$843,010.00 | 119364 | Route 123 and Old Bridge Road Intersection Improvements Project | Y | | | | | |
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TOTAL OF TRANSFER - \$843,010

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 14, 2024

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) for Prince William County

Dear Mr. Cuttler:

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

On October 24, 2024, Prince William County requested the following reallocation:

- Transfer of \$843,010 of RSTP funds from UPC 107947 (Neabsco Mills Road Widening to 4 Lanes project) to UPC 119364 (Route 123 and Old Bridge Road Intersection Improvements project)

The requested transfer will move the balance of funds on the completed Neabsco Mills Road Widening project to the Route 123 and Old Bridge Road Intersection project, which is a project in design to address safety and capacity issues at an intersection adjacent to an interchange with interstate 95 and the Old Bridge commuter parking lot.

The RJACC approved the request on October 24, 2024, and the NVTA was informed at their November 14, 2024, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Ricardo Canizales, Director of Transportation, Prince William County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

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

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

On October 24, 2024, the City of Alexandria requested the following reallocation:

- Transfer of \$1,047,178 of CMAQ funds from UPC 114864 (FY30 Mount Vernon Ave North) to UPC T19651 (FY30 WET Operations)

The requested transfer replenishes the FY 2025 WET funds that were reallocated to another project in a more fitting timeline after anticipated construction starting in FY27-28. At its meeting on October 24, 2024, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

October 22, 2024

Richard Roisman and Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr., Suite 601
Vienna, Virginia 22180

RE: Request to Reallocate Congestion Mitigation & Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria (City)

Dear Mr. Roisman and Ms. Landis:

Over the past several months, the City conducted a comprehensive review of our project funding timelines to align them with the project schedules and ensure full funding is available in the appropriate years. The following projects are included:

Mount Vernon Avenue North (UPC 114864)

This project is ready to advance to detailed design and subsequent construction. The planning and conceptual design phase of this project delivered cost estimates showing the project needed additional funding. The proposed transfers accomplish two goals:

- Increases total project funding to align with cost estimates by transferring remaining balances from completed projects to Mount Vernon Avenue North.
- Advances funding from future years so design can begin.

DASH Technologies (UPC T21999/T29301)

The City is prepared to initiate this project; however, a major portion of funding needed is in future years. The proposed transfers accomplish two goals:

- Increase total project funding to align with cost estimates.
- Advances funding from future years so technology procurement can begin.

West End Transitway (WET) Operations (UPC T19651)

The WET project is currently at 60% design. The project will not be constructed until FY 2027 or 2028; however, funding for the operations of the transitway are available as early as FY 2025. The proposed transfers accomplish two goals:

- Move FY 2025 funds to another project that needs the funds immediately.
- Replenish WET Operations with future year funds from other projects.

The table below provides a more comprehensive illustration of all funding transfers proposed at the October 24, 2024, meeting.

| SWAP PROJECT FUNDS FROM: | TYPE | UPC | Fiscal Year | AMOUNT | TO PROJECT | UPC | Fiscal Year | AMOUNT |
|----------------------------------|------|--------|-------------|-------------|-----------------------|--------|-------------|-------------|
| Transportation Demand Management | CMAQ | T21536 | 2024 | \$500,600 | Mt. Vernon Ave. North | 114864 | 2024 | \$500,600 |
| WET Operations | CMAQ | T19651 | 2024 | \$1,047,178 | Mt. Vernon Ave. North | 114864 | 2024 | \$1,047,178 |
| WET Operations | CMAQ | T19651 | 2025 | \$1,515,124 | DASH Technologies | T21999 | 2025 | \$1,515,124 |
| Mt. Vernon Ave. North | CMAQ | 114864 | 2030 | \$1,047,178 | WET Operations | T19651 | 2030 | \$1,047,178 |
| DASH Technologies | RSTP | T29301 | 2030 | \$1,246,570 | WET Operations | T19651 | 2030 | \$1,246,570 |

Thank you for your assistance in this matter. Please feel free to contact me at adriana.castaneda@alexandriava.gov or 703.746.4025 should you have further questions.

Sincerely,



Adriana Castañeda
 Director
 Transportation & Environmental Services

CC: Hillary Orr, Deputy Director, Transportation Planning & Mobility
 Rami Chehade, Acting Director, Department of Project Implementation
 Alicia Wright, Acting Assistant Director, Administrative Services
 Christopher Ziemann, Division Chief of Transportation Planning
 Silas Sullivan, Long Range Transportation Planner

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: October 24,2024

Name of Jurisdiction/Agency Requesting: City of Alexandria

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

UPC 114864 \$1,047,178

From (Donor): UPC 114864

To (Recipient): UPC 114864

| UPC | Project Description | Type of Funds | Transfer from Previous Fiscal Years | If No, Year Requested | Transfer Amount | UPC | Project Description | Previously Approved by NVTA | If Yes, Year Approved | JACC Approval (NVTA) | Authority Approval (NVTA) | Funds Verified (VDOT) | Completed (VDOT) |
|--------|------------------------|---------------|-------------------------------------|-----------------------|-----------------|--------|---------------------|-----------------------------|-----------------------|----------------------|---------------------------|-----------------------|------------------|
| 114864 | Mount Vernon Ave North | CMAQ | N | 2030 | \$1,047,178.00 | T19651 | WET Operations | Y | 2030 | | | | |
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TOTAL OF TRANSFER \$1,047,178.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 14, 2024

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for City of Alexandria.

Dear Mr. Cuttler:

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

On October 24, 2024, the City of Alexandria requested the following reallocation:

- Transfer of \$1,047,178 of CMAQ funds from UPC 114864 (FY30 Mount Vernon Ave North) to UPC T19651 (FY30 WET Operations)

The requested transfer replenishes the FY 2025 WET funds that were reallocated to another project in a more fitting timeline after anticipated construction starting in FY27-28. The RJACC approved the request on October 24, 2024, and the NVTA was informed at their November 14, 2024, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall, Chair

cc: Monica Backmon, CEO, NVTA
Adriana Castaneda, Director, Transportation and Environmental Services
Hillary Orr, Deputy Director, Transportation Planning & Mobility
Rami Chehade, Acting Director, Department of Project Implementation
Alicia Wright, Acting Assistant Director, Administrative Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: November 7, 2024

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds for City of Alexandria

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

On October 24, 2024, the City of Alexandria requested the following reallocations:

- Transfer of \$1,246,570 of RSTP funds from UPC T29301 (FY30 DASH Technologies) to UPC T19651 (FY230 WET Operations)
- Transfer of \$1,515,124 of CMAQ funds from UPC T19651 (FY25 WET Operations) to UPC T21999 (FY25 DASH Technologies).

This change increases total project funding for the DASH technologies project to align with cost estimates and advances funding from future years so that technology procurement can begin. In addition, it reallocates WET funds to a more fitting timeline given that construction is not anticipated until FY27-28.

At its meeting on October 24, 2024, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

October 22, 2024

Richard Roisman and Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr., Suite 601
Vienna, Virginia 22180

RE: Request to Reallocate Congestion Mitigation & Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria (City)

Dear Mr. Roisman and Ms. Landis:

Over the past several months, the City conducted a comprehensive review of our project funding timelines to align them with the project schedules and ensure full funding is available in the appropriate years. The following projects are included:

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| Mt. Vernon Ave. North | CMAQ | 114864 | 2030 | \$1,047,178 | WET Operations | T19651 | 2030 | \$1,047,178 |
| DASH Technologies | RSTP | T29301 | 2030 | \$1,246,570 | WET Operations | T19651 | 2030 | \$1,246,570 |

Thank you for your assistance in this matter. Please feel free to contact me at adriana.castaneda@alexandriava.gov or 703.746.4025 should you have further questions.

Sincerely,



Adriana Castañeda
 Director
 Transportation & Environmental Services

CC: Hillary Orr, Deputy Director, Transportation Planning & Mobility
 Rami Chehade, Acting Director, Department of Project Implementation
 Alicia Wright, Acting Assistant Director, Administrative Services
 Christopher Ziemann, Division Chief of Transportation Planning
 Silas Sullivan, Long Range Transportation Planner

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 24-Oct-24

Name of Jurisdiction/Agency Requesting: City of Alexandria

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

UPC T29301- \$1,246,570, UPC T19651- \$1,047,178

From (Donor): UPC T21999

To (Recipient): UPC T19651

| UPC | Project Description | Type of Funds | Transfer from Previous Fiscal Years | If No, Year Requested | Transfer Amount | UPC | Project Description | Previously Approved by NVTA | If Yes, Year Approved | JACC Approval (NVTA) | Authority Approval (NVTA) | Funds Verified (VDOT) | Completed (VDOT) |
|-------------------|---------------------|---------------|-------------------------------------|-----------------------|-----------------|--------|---------------------|-----------------------------|-----------------------|----------------------|---------------------------|-----------------------|------------------|
| T29301 | DASH Technologies | RSTP | N | 2030 | \$1,246,570.00 | T19651 | WET Operations | Y | 2030 | | | | |
| T19651 | WET Operations | CMAQ | Y | 2025 | \$1,515,124.00 | T21999 | DASH Technologies | Y | 2025 | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| TOTAL OF TRANSFER | | | | | \$2,761,694.00 | | | | | | | | |

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 14, 2024

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

Reference: Request to Reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds for City of Alexandria

Dear Mr. Cuttler:

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

Mr. William Cuttler
November 14, 2024
Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Adriana Castaneda, Director, Transportation and Environmental Services
Hillary Orr, Deputy Director, Transportation Planning & Mobility
Rami Chehade, Acting Director, Department of Project Implementation
Alicia Wright, Acting Assistant Director, Administrative Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner

| As of November 4, 2024 | | |
|---|--|--|
| NVTA's Regional Fund Program FY2014 - FY2029 | | |
| Total Revenue Allocated | \$3,816,763,918 | NOTE: For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/ Upcoming Public Information Meeting/Event (s): Arlington County: ART Operations and Maintenance Facility : Ribbon cutting on December 10th, 2024. Prince William County: Construct Interchange at Prince William Parkway and University Blvd: Ribbon cutting scheduled for November 7th, 2024. |
| Total Amount Appropriated | \$2,388,299,169 | |
| Total Amount Reimbursed | \$950,888,305 | |
| Total Number of Individual Projects | 139 | |
| Number of closed, executed, & upcoming Standard Project Agreements (SPAs) | 185 | |
| Closed out, project completed | 49 | \$448,792,635 |
| Closed out, project ongoing | 20 | \$109,977,752 |
| Executed, funded phase underway | 53 | \$1,401,850,112 |
| Executed, funded phase not started | 7 | \$142,074,000 |
| Appropriated, no SPA yet | 9 | \$285,604,670 |
| Approved, no appropriation or SPA yet | 47 | \$1,428,464,749 |
| Substantive Status Updates (during September 2024 - October 2024)** | | |
| Project Title (program year(s)) | Updated Status | % Reimbursed by SPA |
| Arlington County | | |
| CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (FY 2020-25/FY 2024-29) | National Park Service issued FONSI on September 25, 2024. Environmental Phase complete. | FY 2020: 0.0% FY 2024: 0.0% Overall Project Reimbursement: 0% |
| Fairfax County | | |
| Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY 2015, FY 2018-23/FY2020-25/FY 2022-27) | Project is now anticipated to be completed in 2032 (delayed, earlier estimate December 2028). 20 full parcel acquisitions have been completed for project right-of-way. ROW plans from Mount Vernon Memorial Highway/Jeff Todd Way to Frye Road have been completed. | FY 2015: 100% FY 2018: 13.9% FY 2020: 0.0% FY 2022: 0.0% Overall Project Reimbursement: 5% |
| Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY2015) | A Pardon Our Dust Meeting for the Northern Segment was held on October 10, 2024. | FY 2014: 100% FY 2017: 46% FY 2018: 0.0% FY 2020: 0.0% FY 2022: 0.0% Overall Project Reimbursement: 6.9% |
| Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (FY2020-25/FY2022-27)) | A public Information meeting was held on October 10, 2024. Construction is estimated to start late 2032. | FY 2020: 0.0% FY 2022: 0.0% Overall Project Reimbursement: 0% |
| Richmond Highway Bus Rapid Transit - Phases I & II (FY 2018-23/ FY2022-27) | The completion year for the project has been revised to 2033 due to multiple factors including design, plat coordination and a longer VDOT project timeline. | FY 2018: 24.3% FY 2022: 0.0% Overall Project Reimbursement 18.4% |
| Loudoun County | | |
| Route 15 Bypass Widening: Battlefield Parkway to Montresor Road (FY2018-23) | Both Phase 1 and Phase 2 Design Plans are at 100% and land acquisition and utility relocation are ongoing. | FY 2018: 1% |
| Belmont Ridge Road Widening (Truro Parish Dr to Croson Ln) (FY 2015) | A ribbon-cutting ceremony was held on October 28, 2024. | FY 2015: 72.5% |
| Prince William County | | |
| Construct Interchange at Prince William Parkway and Clover Hill Road (FY2018-23) | The traffic analysis found the bowtie design is insufficient to handle the revised projected traffic based on the airport expansion, and a diverging diamond interchange is now recommended. | FY 2018: 49.3% |
| Construct Interchange at Prince William Parkway and University Blvd (FY2018-23) | Project ribbon cutting delayed due to signal work. Signal timings were approved by VDOT on September 25, 2024 but signal work continues with an anticipated completion in October 2024. | FY 2018: 90.4% |

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

| | | |
|--|---|---------------|
| City of Alexandria | | |
| Alexandria Bike and Pedestrian Trails Construction and Reconstruction (FY2022) | Design is complete. The design consultant submitted the Joint Permits Application. Staff has begun working on the procurement for construction services. Construction anticipated to begin spring 2025. | FY 2022: 0.0% |

| Ongoing Projects Only - No Response/Flagged Projects for This Current Cycle | | |
|--|---|--|
| Project Title (program year(s)) | Last Update Received | % Reimbursed by SPA |
| Arlington County | | |
| Intelligent Transportation System Improvements (FY 2018-23) | No response. Last update September 2024. | FY 2018: 24.5% |
| Glebe Road ITS Improvements (FY2015) | No response. Last update in August 2024. | FY 2015: 31.8% |
| Rosslyn Multimodal Network Improvements (FY2020-25) | No updates since SPA execution in October 2023. | FY 2020: 1.7% |
| Fairfax County | | |
| Richmond Highway (Route 1)/CSX Underpass Widening (FY 2018-23) | No new updates as of July 2024. | FY 2015: 100% FY 2018: 0.0% FY 2024: 0.0% Overall Project Reimbursement: 7.4% |
| Rock Hill Ridge Road (FY2018-23) | No new updates as of July 2024. | FY 2018: 0.0% |
| Prince William County | | |
| Old Bridge Road Widening: Colby Drive to Minnieville Road (FY2022-27) | No updates since funding approval in July 2022. | FY 2022: 0.0% |
| Route 1 at Route 123 Interchange (FY 2022-27) | No new updates as of June of 2024. | FY 2022: 0.0% |
| City of Fairfax | | |
| Jermantown Road/Route 29 Intersection Improvements (FY2020-25) | No updates in calendar years 2023/2024. | FY 2020: 0% |
| Jermantown Road Corridor Improvements Project (FY2018-23) | No new updates as of February of 2024. | FY 2018: 2.7% |
| Intersection Improvements at Eaton Place/Chain Bridge Road (FY 2018-23) | No new updates as of May of 2024. | FY 2018: 0% |
| City of Alexandria | | |
| West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (FY2022-27/FY2024-29) | No response. Last update was in July of 2024. | FY 2022: 0.0% FY 2024: 0.0% |
| City of Manassas | | |
| Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (FY2022-27) | No updates in calendar years 2023/2024. | FY2022: 0.0% |
| Town of Herndon | | |
| Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27) | No updates in calendar years 2023/2024. | FY 2022: 0.0% |
| VPRA | | |
| Franconia-Springfield Passenger Rail Bypass (FY2020-25) | No new updates as of January of 2024. | FY 2020: 0.0% |
| WMATA | | |
| Blue Line Traction Power Upgrades (FY2017) | No new updates as of February of 2024. | FY 2017: 87.8% |



CEO Report Outreach Recap



Northern Virginia Magazine's Best of NoVA Soiree!

October 10, 2024



Several members of the Authority were recognized as part of Northern Virginia's 50 most influential people! 🌟 This year, Northern Virginia Magazine honored Phyllis J. Randall, Chair of NVTA and the Loudoun County Board of Supervisors; Jeff McKay, Chairman of the Fairfax County Board of Supervisors; and Bill Cuttler, Northern Virginia District Engineer at the Virginia Department of Transportation. NVTA CEO Monica Backmon attended the Best of NoVA event to celebrate their exceptional leadership and accomplishments.



Long Bridge Groundbreaking

October 15, 2024

Construction is set to begin soon on the crucial Long Bridge Project! This new Potomac River crossing will add two additional railroad tracks, along with dedicated paths for bicyclists and pedestrians. NVTAs support for the Transforming Rail in Virginia initiative is reflected in our investments to improve commuter, long-distance, and freight rail operations across the Commonwealth, while also enhancing safety and efficiency for rail travel along the entire East Coast.



Bisnow's Future of Loudoun Event

October 23, 2024

Monica Backmon recently spoke at Bisnow's Future of Loudoun County event, where she highlighted NVTA's substantial investment of nearly \$860 million in local and regional funds benefiting Loudoun County Government, including the Towns of Leesburg and Purcellville. These strategic investments are driving congestion reduction and positioning the county - and the broader region - for sustainable growth and long-term success.

Belmont Ridge Ribbon Cutting Ceremony

October 28, 2024

NVTA recently joined Loudoun County Government to celebrate the ribbon-cutting of the Belmont Ridge Road Widening Project. With an investment of nearly \$22 million in local and regional funds, this project is designed to enhance safety, improve travel efficiency, and provide better access for everyone in the region.





2024 Virginia Governor's Transportation Conference (GTC)

October 23-24

Amanda Sink, Project Delivery/Grants Manager, NVTA, attended the 2024 GTC from October 23 to October 24 in Norfolk, VA. The opening sessions featured remarks from Governor Youngkin, who outlined how Infrastructure investments across the Commonwealth have contributed to Virginia's recognition as the top state for business. Ms. Sink participated in a variety of sessions, including the House and Senate Joint Committee on Transportation, which featured two panels, one on electrification and the other on unmanned aerial vehicles. She also attended sessions on Virginia's Commitment to Safety, VDOT's Turnkey Projects, Project Bundles, and Progressive Design Build, as well as a panel on Land Use and Transportation.



NVTA's Inaugural State of the Region's Transportation Network Event

October 30, 2024



The event included a panel discussion featuring Jeff McKay, Chairman of the Fairfax County Board of Supervisors; Cathy McGhee, Chief Deputy Commissioner of the Virginia Department of Transportation; and Julie Coons, President and CEO of the Northern Virginia Chamber of Commerce. The panelists shared valuable insights on the challenges facing Northern Virginia and explored innovative solutions and strategies for moving forward.