

Northern Virginia Transportation Authority Meeting

Thursday, September 11, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and accessible via YouTube

AGENDA

1. Call to Order Chair Randall

2. Roll Call Ms. Henderson, Board Secretary

Presentations

3. Virginia Railway Express System Plan 2050
Nick Ruiz, AICP, Planning Program Manager, Virginia Railway Express

Consent Agenda

4. Approval of July 12, 2025, Meeting Summary Minutes Chair Randall
Recommended Action: Approval of the July 12, 2025, Meeting Summary Minutes

5. Approval of Standard Project Agreement (SPA) for Liberia Avenue Third Lane Eastbound
(SPA #2022-314-1) for the City of Manassas Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA #2022-314-1

6. Approval of Standard Project Agreement (SPA) for the Roundabout at Route 28 and
Sudley Road (SPA #2024-342-1) for the City of Manassas
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA #2024-342-1

7. Approval of Standard Project Agreement (SPA) for Northern Virginia ITS/ICM
Improvements (SPA #2022-315-1) for Loudoun County
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA #2022-315-1

8. Approval of Standard Project Agreement (SPA) for the Franconia-Springfield Passenger
Rail Bypass Project (SPA #2020-313-1) for the Virginia Passenger Rail Authority (VPRA)
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA #2020-313-1

Action Items

9. Approval of Letter of Support for Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes Project to be Included in Transportation Planning Board's (TPB) Constrained Long Range Plan (CLRP)

Bill Cuttler, P.E., Northern Virginia Engineer, VDOT

Recommended Action: Approval of Letter of Support for VDOT I-495 South Express Lanes Project to be included in the TPB CLRP

10. Request for Regional Transportation Planner Position

Mr. Longhi, Chief Financial Officer

Recommended Action: Approval of an Additional Regional Transportation Planner position and the related FY2026 budget adjustments

11. Communications Insourcing

Mr. Longhi, Chief Financial Officer

Recommended Action: Approval of a Communications Manager position and the related FY2026 budget adjustments

Discussion/Information Items

12. Travel Trends Quarterly Update

Mr. Rashid, Planning Analytics Manager

13. CEO Report

Ms. Backmon, Chief Executive Officer

14. Chair's Comments

Chair Randall

A. Other Business

B. Closed Session – CEO Review

15. Adjournment

Chair Randall

Next Meeting:

Thursday, **October 9**, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180



SYSTEM PLAN 2050

September 11, 2025

Nick Ruiz, AICP

Planning Program Manager



System Plan 2050 Vision

VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner.

What's in the Plan?



- This Plan is not a budget or commitment to provide specific funding for this desired service plan
- Commissions/Operations Board approval for specific service implementation and capital improvements will be sought separately









VRE as the Region's Spine in 2050



System Plan 2050 Benefits

That's 7.03 M weekday trips and 1.14 M weekend trips per year!

All values are in 2050 (unless otherwise noted)		Induced trips (new to VRE)		All Trips	
		2030 Level of Service	2050 Level of Service	2030 Level of Service	2050 Level of Service
Annual VMT Reduction		5,446,000	19,469,000	18,283,000	51,188,000
Annual Vehicle Operating Cost Savings		\$891,000	\$3,184,000	\$5,981,000	\$16,744,000
Increase in Passengers from No Build (2050)		178,900	634,800	2,431,800	5,391,100
Annual CO2 Avoided (metric tons)		440	1,560	1,460	4,100
Annual Travel Delay Avoided (Hours)		N/A		47,000	64,000
Annual Freight Benefit of the RF&P Rail Corridor in 2030 (Spotsylvania to Alexandria) ¹		\$157,160,000 (in 2020 \$)			
I-95 Truck Trips Avoided in 2030 ²		4,180 daily truck trips on I-95 (End-to-end, this equals a lane of trucks from the Pentagon to past Exit 126 in Spotsylvania—57 miles)			

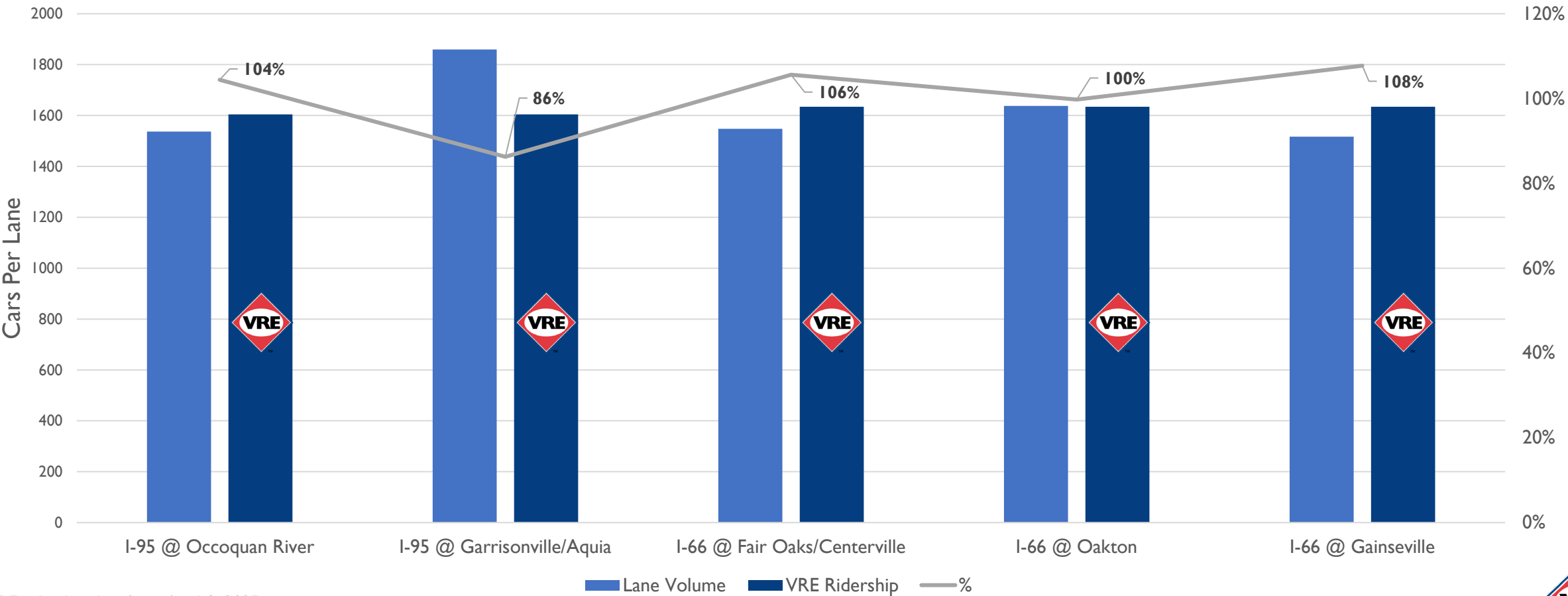
1: Source: DRPT 2022 Statewide Rail Plan

2: Average payload of a semi truck: 20.6 tons, typical length of a semi truck in VA: 72 ft



VRE's Relief to the Region's Highways

2025 April VRE Ridership vs One Lane Volume During Rush Hour



VRE ridership data from April 8, 2025
VDOT AADT average data from 2014-2023

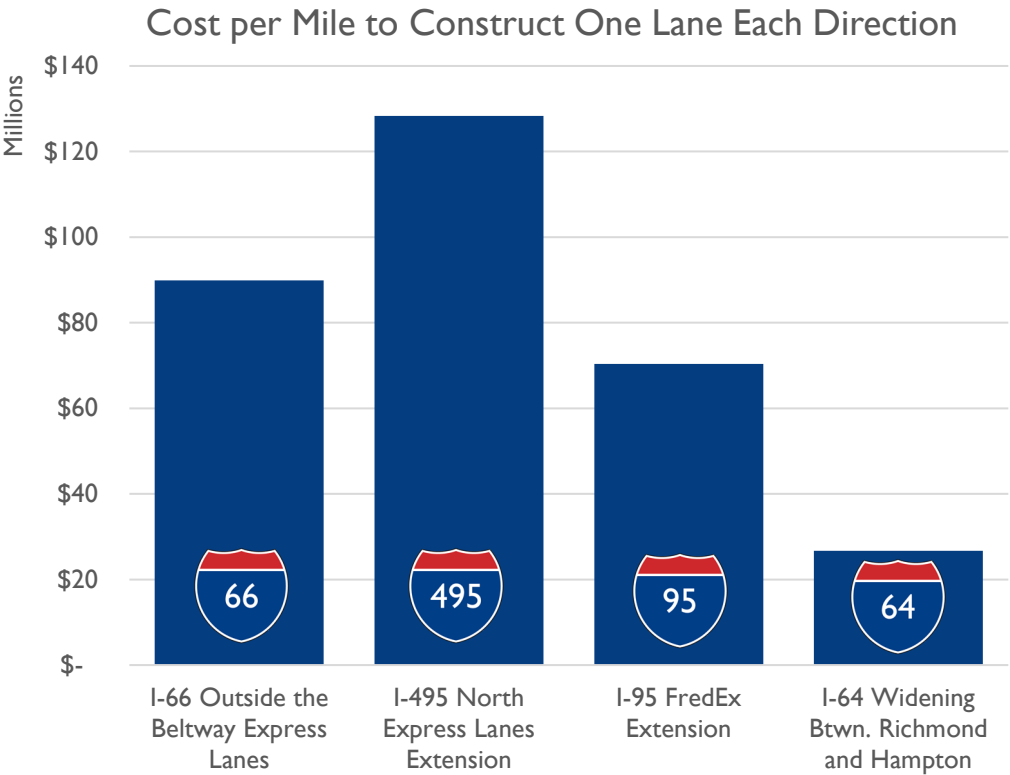


VRE: A Cost-Effective Way to Move More People

Transportation MENU

Main Course

- 1 Interstate Travel Lane \$27 - \$128 M
(Price per mile, each direction)
- 1 VRE Round Trip \$2.8 M
- 1 Interstate HOT Lane MP

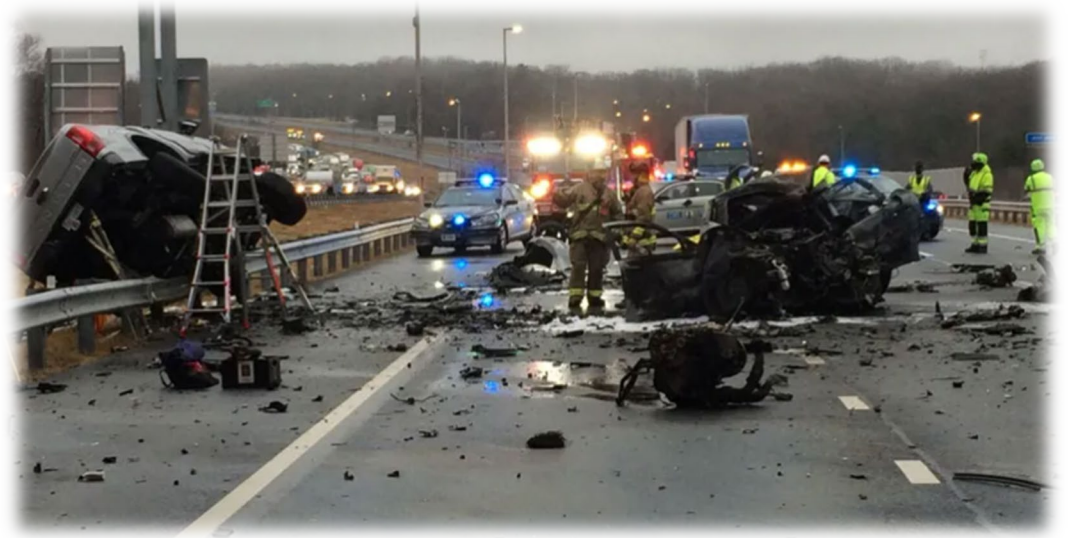


Source: Virginia Department of Transportation



Safety Benefits

Fact: Public transportation is one of the safest ways to travel¹



Multiple fatality crash on I-95 in 2021

- Traveling by commuter and intercity rail is **18 times** safer for passengers (measuring fatalities) than traveling by auto.
 - (2000-2014) **6.53 deaths** per billion passenger miles driving vs **0.36 deaths** per billion passenger miles on commuter rail
- Largest safety benefits of transit are in automobile dependent communities
- Travelers who shift from automobile to public transit directly reduce their crash risk

¹ APTA VZN Transit Safety Brief 8.2018.pdf

Market Analysis: Data Considered

Inputs Considered:



General Population Survey



VRE Customer Opinion Survey



VRE Member Jurisdiction Outreach



MWCOG Travel Demand Model O-D Analysis (M-F and Sa-Su)



Travel Time Competitiveness Analysis of Major O-D Pairs



Population and Employment Growth Projections, Changes to Ridership Growth



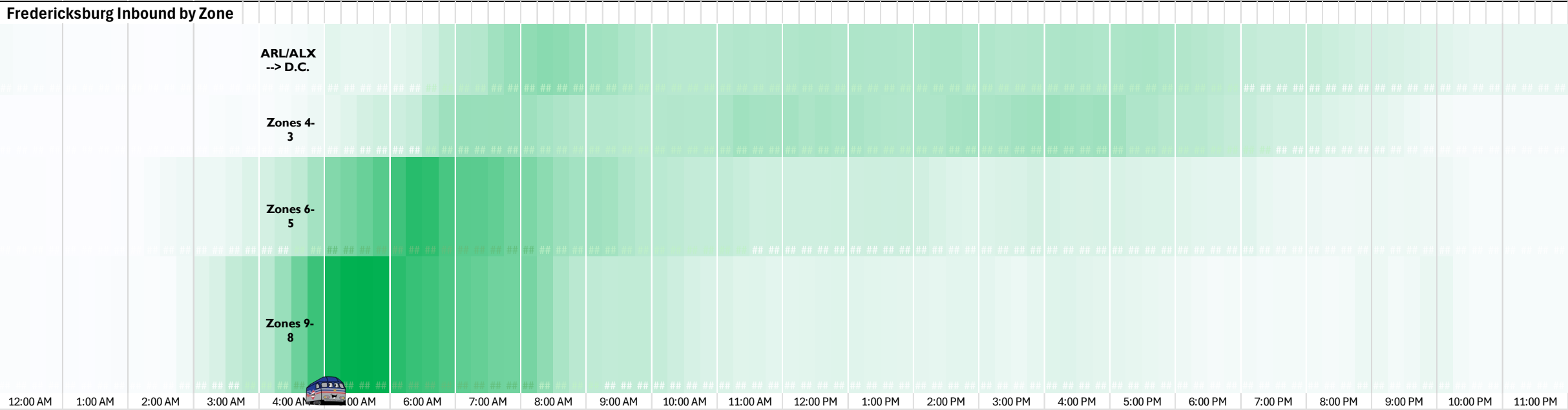
Telework Trends (through early spring 2025) + “what if” scenario for Federal RTO mandate (which did happen)



StreetLight Location-Based Services O-D Pair Analysis: VRE Station Catchment Areas

Market Analysis

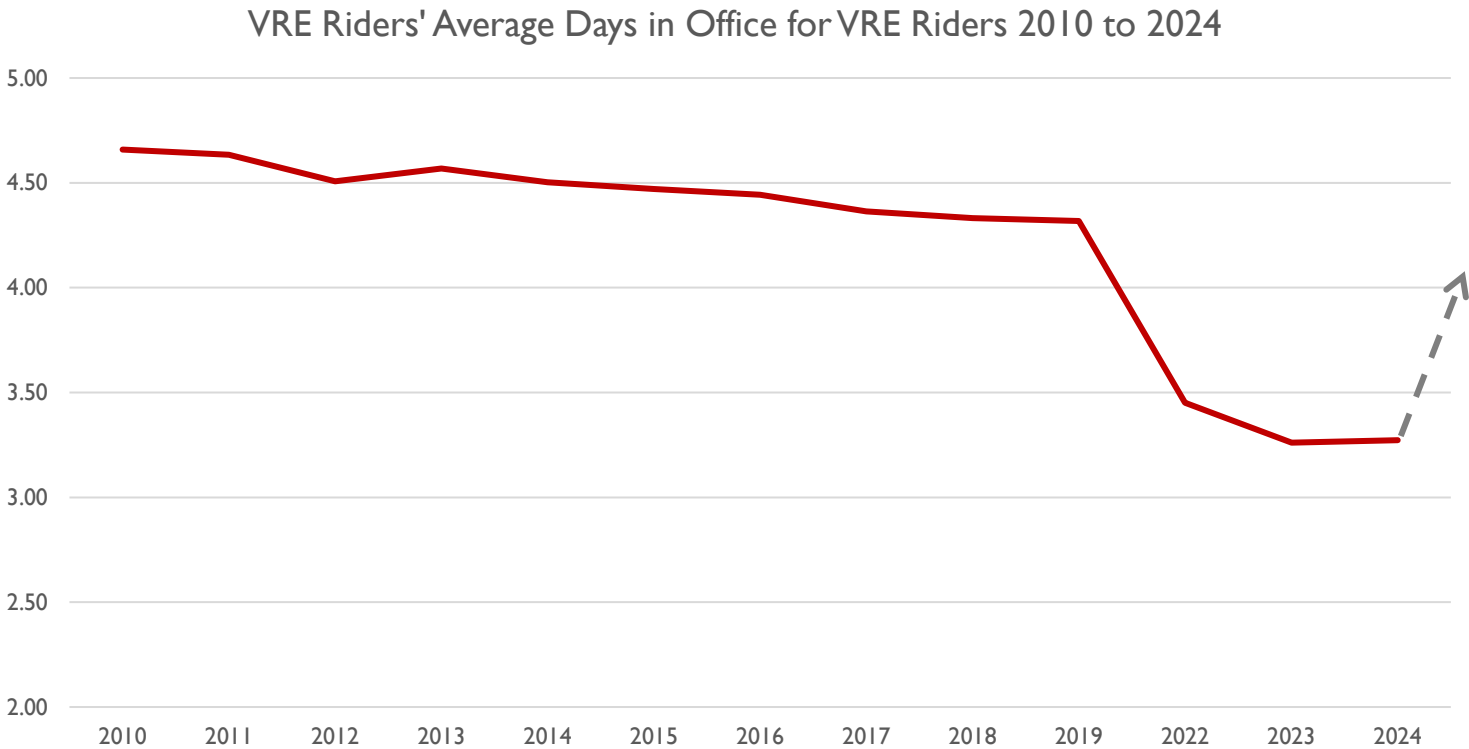
Revised Travel Demand Data (where and when trips occur in VRE territory)



Source: StreetLight Location-Based Services Data, January-June 2024.



Market Analysis



Revised Telework Assumption:
VRE Riders: 4.48 days-in-office average per week

Revised Baseline 2025 ADR:
Reflects observed ADR from summer 2024 + bump in Federal Worker ADR observed as-of March 2025



Two Horizon Years

2030 Service Plan

- Utilizes TRV Phases I and II infrastructure
- Maximizes use of our existing rolling stock
- Market-driven timetable
- Requires moderate increase in operating funding

2050 Service Plan

- Aligned service to a reasonable future infrastructure
- No geographic service expansions by rail
- Responds to Plan's overarching vision for VRE
- Less market-constrained, more aspirational
- Requires significant increase in operating funding
- Requires significant new rolling stock investment

Comparison of Weekday Service Frequency

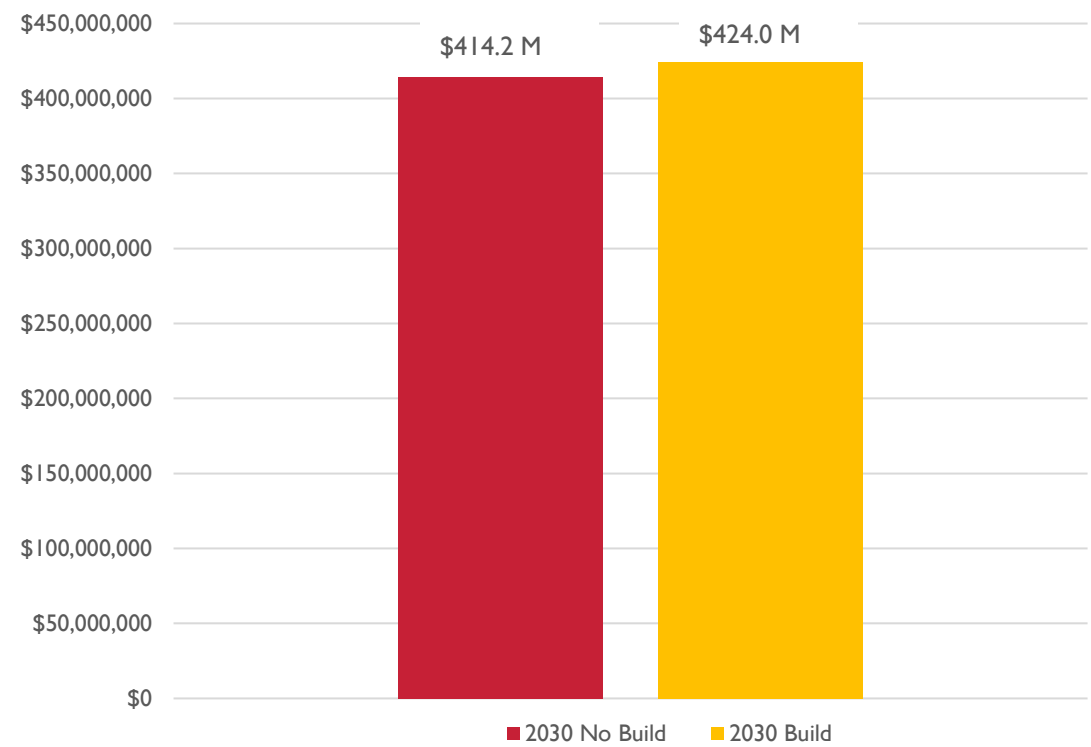
	System Plan 2040		System Plan 2050 Update
Peak Period/Direction	20 Minutes	➤	20 Minutes
Peak Period/Reverse Direction*	60 Minutes	➤	30 Minutes
Off Peak	120 Minutes	➤	60 Minutes
Number of Daily Trains	66	➤	116
Number of Trainsets (Consists)	19	➤	19
Mid-Day Storage Requirements	14	➤	14
Express Trains	Contemplated outer-zone limited stop service but not quantified in Plan.	➤	One (1) train per hour in weekday peak period/direction only

* Reverse direction defined as North in PM and South in AM
 Note: Frequencies are given by line



2030 Capital Need

Cumulative (FY25-FY30) Capital Revenues

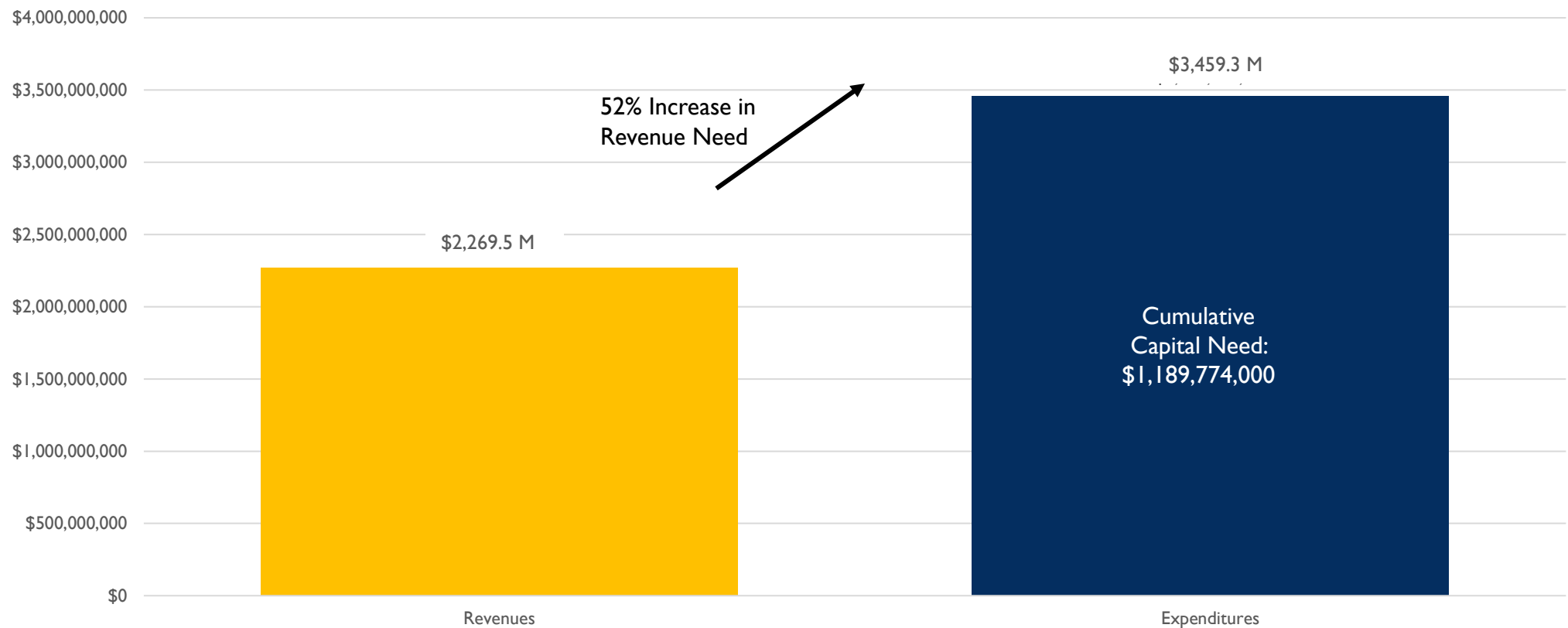


Cumulative (FY25-FY30) Capital Expenditures







2050 Capital Need

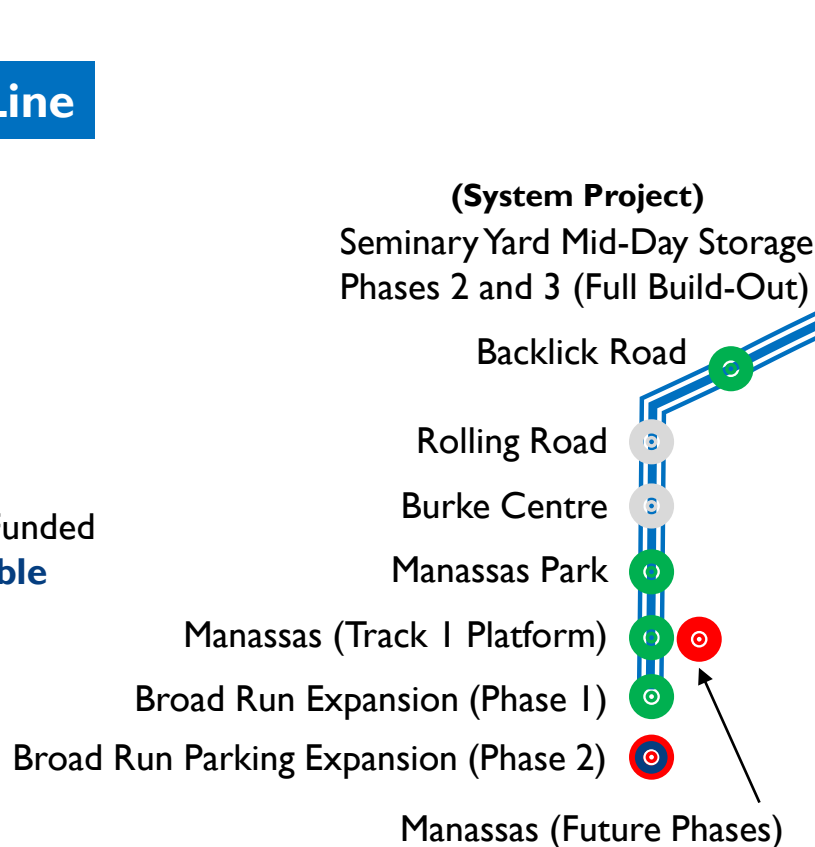
FY 2025-2050 Capital Revenues vs Expenditures



What's Funded and What's Not

Manassas Line

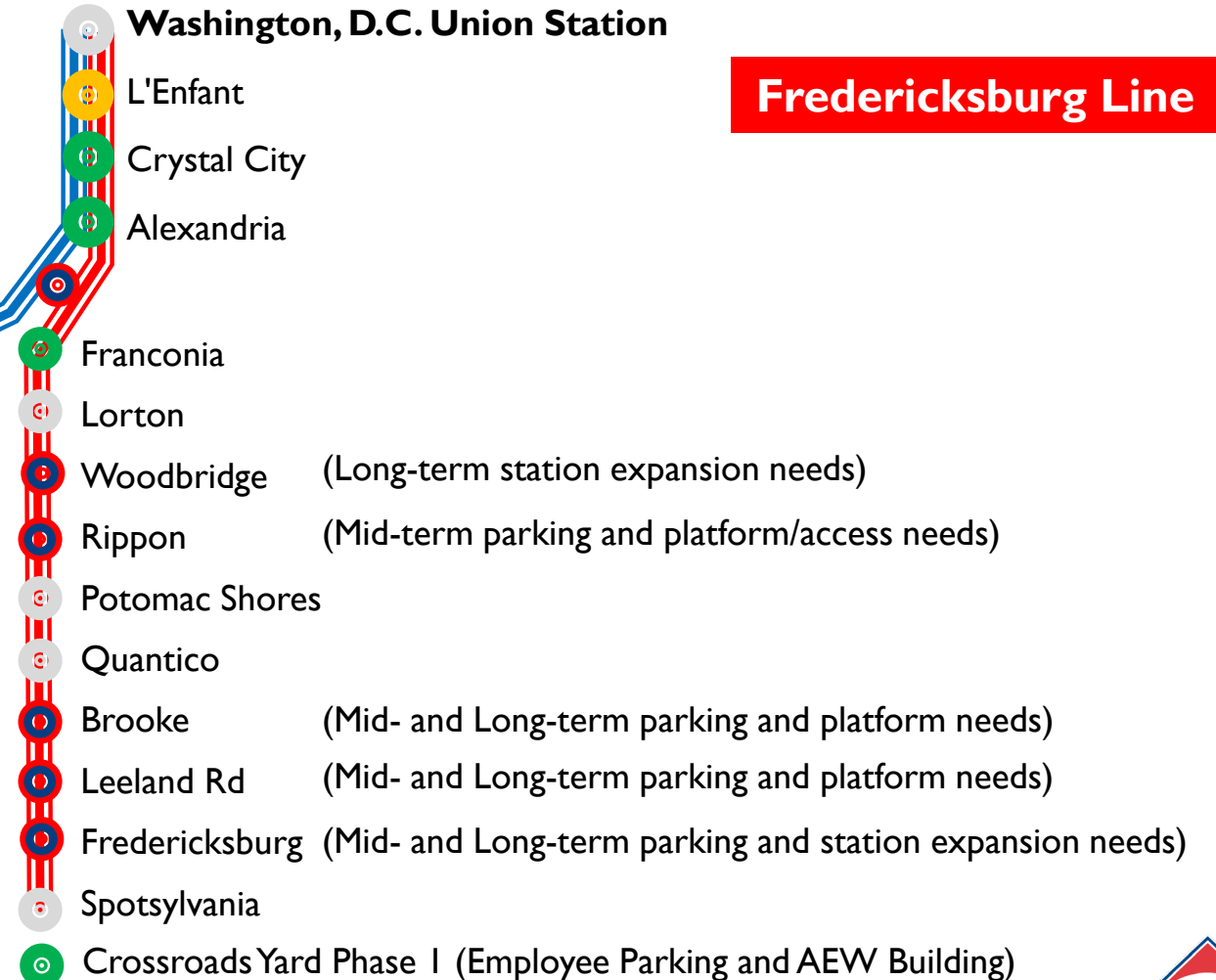
-  Fully-Funded
-  Partially Funded
-  Not Funded
-  Not or Partially Funded and **NVTA Eligible**



System Projects

- | | |
|---|--|
|  Broad Run Lead Track |  Crossroads Yard Phases 2+ |
|  Manassas Line Crossovers |  Fredericksburg Line Crossovers |
|  Rolling Stock: 21 Railcars* |  Rolling Stock: 11 Locos./85 cars |

Fredericksburg Line



*100 Railcars and 20 locomotives must be replaced for state of good repair between 2030 and 2050



THANKYOU



SUMMARY MINUTES

Thursday, July 10, 2025

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 7:08 p.m.

2. Roll Call

Ms. Henderson, Board Secretary

- ✓ Membership Attendees: Chair Randall, Vice Chair David Snyder, Chairman Jeff McKay (arrived at 7:11 p.m.), Chair Deshundra Jefferson, Board Member Matt de Ferranti, Mayor Alyia Gaskins, Mayor Catherine Read, Mayor Michelle Davis-Younger, Senator Jennifer Boysko, Delegate Karrie Delaney, Mayor Linda Colbert, Mr. D. J. Gribbin, Mr. Bill Cuttler, and Ms. Tiffany Robinson. Absent: Mayor Alanna Mensing and Delegate Brianna Sewell
- ✓ Staff Attendees: Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi; Principal, Planning and Programming Keith Jasper, Deputy Chief Financial Officer Peggy Teal, Communications and Public Affairs Manager Abigail Hillerich, Senior Manager Transportation Planning and Programming Dr. Sree Nampoothiri, Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Alyssa Beyers, Kristen Sarik, Starla Couso, and Matthew Bewley; Project Delivery/Grants Manager Amanda Sink; Strategic Communications Specialist Sharara Faisal; Comptroller Lu Han, Senior Accountant Gary Armstrong, Accounting Assistant Margaret Duker, Executive Assistant to the CEO Quinn Haley, and Board Secretary Lee Ann Henderson.
- ✓ Council of Counsel Attendees: Mr. Daniel Robinson-Fairfax County.
- ✓ Other Attendees: Tracy Baynard-McGuire Woods, LLC.

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

3. Website Modernization Update: New NVTA Website Debut

Ms. Hillerich, Communications and Public Affairs Manager

- ✓ Ms. Hillerich introduced the new NVTA website, which was built out with the assistance of staff and the contractor, HDR.
- ✓ She highlighted that it puts all NVTA activities and information on a single platform, making it easier and more convenient for the public and partners to get the information they need when it goes live at the end of July.

Consent Agenda

4. Approval of June 12, 2025, Meeting Summary Minutes Chair Randall
 5. Approval of Fairfax County De-Appropriations Mr. Longhi, Chief Financial Officer
 6. Approval of Standard Project Agreement (SPA) for Vienna-Carter Library Parking Garage (formerly Mill St. NE Parking Garage) (SPA #2018057-1 Town of Vienna)
Ms. Backmon, Chief Executive Officer
 7. Approval of Standard Project Agreement (SPA) for Route 234 and Sudley Manor Interchange (SPA2024-343-1 Prince William County)
Ms. Backmon, Chief Executive Officer
 8. Approval of Standard Project Agreement (SPA) for West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (SPA 2022-328-1 City of Alexandria)
Ms. Backmon, Chief Executive Officer
 9. Approval of Standard Project Agreement (SPA) for Purchase of Eight New Buses for Fairfax Connector's Tysons to Franconia Service (SPA #2022-324-1 Fairfax County)
Ms. Backmon, Chief Executive Officer
 10. Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the Virginia Railway Express (VRE)
Ms. Backmon, Chief Executive Officer
 11. Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the Virginia Railway Express (VRE) Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chair Randall, seconded by Vice Chair Snyder, the Consent Agenda was approved unanimously.

Action Items

12. Approval of Bus Rapid Transit (BRT) Action Plan
Mr. Jasper, Principal, Transportation Planning and Programming
 - ✓ Ms. Backmon stated this project is a blueprint for a regional Bus Rapid Transit system.
 - ✓ Mr. Jasper stated this is the most collaborative project he has ever worked on with input from jurisdictional staff, statutory committees, the public, and the Authority.
 - ✓ He stated that technical analysis shows this system will reduce congestion, help avoid CO2 and other emissions, and improve accessibility and safety for the public, adding that if just 5% of the public uses the system, there will be a significant decrease in



congestion.

- ✓ On a motion by Vice Chair Snyder, seconded by Chair Randall, the BRT Action Plan was approved unanimously.

Discussion/Information Items

13. Finance Committee Report

Vice Chair Snyder, Finance Chair

- ✓ Mr. Longhi stated that sales tax revenues have covered the deficit in grantor's tax revenues. He noted that the value of residential property sales has fallen, compounding the already low number of sales transactions.
- ✓ Mr. Longhi stated that the process of laddering out maturities of investments has been working well and will sustain portfolio earnings for a period of market rates decline.

14. Planning and Programming Committee Report

Mayor Davis-Younger

- ✓ Mayor Davis-Younger stated the committee met on the week of July 4th and had a presentation on the collaborative effort of Bus Rapid Transit Action Plan.

15. Planning Coordination Advisory Committee Report

Mayor Colbert

- ✓ Mayor Colbert stated that the committee's report is in the packet.

16. Transportation Technology Committee Report

Vice Chair Snyder

- ✓ Vice Chair Snyder noted that this is a committee of the NVTa CEO and the uniqueness of the committee consisting of public and private sector trying to figure out how technology will benefit the region.

17. Technical Advisory Committee Report

Chair Boice

- ✓ Ms. Backmon stated that the committee's report is in the packet.

18. CEO Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that the bike/ped study group has met once and will meet again in August. Findings will be brought to the various committees in September with a final report brought back to the Authority in November.

19. Chair's Comments

Chair Randall

- ✓ Chair Randall stated that there will be no August meeting of the Authority and Ms. Backmon's review will be performed in September.

20. Adjournment

Chair Randall

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 7:55 p.m.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Standard Project Agreement 2022-314-1 for the City of Manassas' Liberia Avenue 3rd Lane Eastbound Project

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of Standard Project Agreement (SPA) 2022-314-1 for the City of Manassas' Liberia Avenue 3rd Lane Eastbound project for \$8,851,639.
2. **Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2022-314-1 for the City of Manassas' Liberia Avenue 3rd Lane Eastbound project, in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
3. **Background:** This project was adopted as part of the FY2022-2027 Six Year Program (SYP) and received a FY2026 appropriation for \$8,851,639 on April 10, 2025.

The original application approval and the SPA are for the use of \$8,851,639 for the design, right-of-way and construction phases to fully fund the project. The linked SPA presented by the City of Manassas is consistent with the project previously submitted by the City of Manassas and approved by the Authority. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTa Project Number 2022-314-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Standard Project Agreement 2024-342-1 for the City of Manassas' Roundabout at Route 234 and Sudley Road Project

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Standard Project Agreement (SPA) 2024-342-1 for the City of Manassas' Roundabout at Route 234 and Sudley Road project for \$4,020,000.
2. **Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2024-342-1 for the City of Manassas' Roundabout at Route 234 and Sudley Road project, in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
3. **Background:** This project was adopted as part of the FY2024-2029 Six Year Program (SYP) and received a forward appropriation for FY2026 for \$4,020,000 on April 10, 2025. The City of Manassas staff have determined the project timing could be accelerated with a forward appropriation.

The original approval and the SPA are for the use of \$4,020,000 for the construction phase of the project. The linked SPA presented by the City of Manassas is consistent with the project previously submitted by the City of Manassas and approved by the Authority. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTA Project Number 2024-342-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

7.

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Standard Project Agreement 2022-315-1 for Loudoun County's Northern Virginia ITS/ICM Improvements Project

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of Standard Project Agreement (SPA) 2022-315-1 for Loudoun County's Northern Virginia ITS/ICM Improvements project for \$2,500,000.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2022-315-1 for Loudoun County's Northern Virginia ITS/ICM Improvements project, in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2022-2027 Six Year Program (SYP) and received a FY2026 appropriation for \$2,500,000 on April 10, 2025.

The original application approval and the SPA are for the use of \$2,500,000 for the construction phase of the project. The linked SPA presented by Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTa Project Number 2022-315-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Standard Project Agreement 2020-313-1 for Virginia Passenger Rail Authority's Franconia-Springfield Passenger Rail Bypass Project

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of Standard Project Agreement (SPA) 2020-313-1 for Virginia Passenger Rail Authority (VPRA)'s Franconia-Springfield Passenger Rail Bypass project for \$22,958,821.
2. **Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-313-1 for VPRA's Franconia-Springfield Passenger Rail Bypass project, in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
3. **Background:** This project was adopted as part of the FY2020-2025 Six Year Program (SYP) and received a FY2026 appropriation for \$22,958,821 on April 10, 2025.

This project was originally sponsored by the Department of Rail and Public Transportation (DRPT), who transferred sponsorship to the VPRA upon VPRA's creation. VPRA's Board of Directors authorized the VPRA Executive Director to sign project-related documents and agreements on August 30, 2023.

The original application approval and the SPA are for the use of \$22,958,821 for the project's construction phase. The linked SPA presented by VPRA is consistent with the project previously submitted by DRPT and approved by the Authority. The linked SPA has been reviewed by NVTa's Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTa Project Number 2020-313-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Letter of Support for Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes Project to be Included in the Transportation Planning Board's (TPB) Constrained Long Range Plan (CLRP)

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of a letter of support for the Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes Project, for inclusion in the Transportation Planning Board's (TPB) Constrained Long Range Plan (CLRP).
2. **Suggested Motion:** *I move Authority approval of the letter of support for the Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes Project, to be included in the Transportation Planning Board's (TPB) Constrained Long Range Plan (CLRP).*
3. **Background:** The Transportation Planning Board (TPB) is currently updating its long-range transportation plan, Visualize 2050. As part of this process, all regionally significant transportation projects must be included in the CLRP and undergo an air quality conformity analysis. TPB is expected to decide on the inclusion of VDOT's I-495 Southside Express Lanes Project in the CLRP at its October 2025 meeting. Given the project's potential to reduce congestion, improve transit performance, and enhance regional connectivity, VDOT has requested a letter of support from NVTa.
4. **Project Scope:** VDOT initiated an environmental study in 2022 to evaluate extending express lanes along the 11-mile southern section of I-495 (Capital Beltway), from the Springfield Interchange in Virginia to the MD 210 Interchange in Oxon Hill, Maryland. The study analyzed two build alternatives:
 - A. **Alternative A: Add One Express Lane in Each Direction**
 - New bus service between Central-West Prince George's County and Tysons
 - New and improved bicycle and pedestrian facilities
 - Preservation of space on the Woodrow Wilson Memorial Bridge for future rail
 - Potential funding for expanded transit services and corridor improvements
 - B. **Add 2 Express Lanes in Each Direction:**

- Includes all components of Alternative A
- Additional commitment to convert space to rail transit in the future when the region is ready

5. **Discussion:** The proposed I-495 Southside Express Lanes Project is aligned with the “aspirational initiatives” identified in the TPB’s Visualize 2045 Constrained Long Range Plan. VDOT is currently finalizing the Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA), in coordination with the Federal Highway Administration (FHWA) and relevant state and local agencies in both Virginia and Maryland.

NVTA continues to support VDOT’s efforts to address congestion and reliability challenges along the southern section of the I-495 Capital Beltway. The proposed Southside Express Lanes project is consistent with regional priorities identified in NVTA’s long range multimodal transportation plan, TransAction and the recently adopted Bus Rapid Transit (BRT) Action Plan.

TransAction includes several multimodal improvements near the Woodrow Wilson Bridge, including the extension of express lanes into Maryland and high-capacity transit connections across the bridge. BRT Action Plan identified a BRT route connecting the City of Alexandria to the Suitland Metrorail Station in Prince George’s County via the Woodrow Wilson Bridge, providing efficient cross-river transit.

VDOT has committed to significant transit-supportive elements within the project, including:

- A new **transit service from Central-West Prince George’s County to Tysons** (estimated at \$9 million in 2022 dollars).
- Allocation of **toll revenues to support transit** services and infrastructure in the corridor.
- A formal **interstate agreement** between Virginia and Maryland to prioritize and distribute funding equitably should the project proceed without public subsidy.

VDOT has also committed, through its NEPA process, to preserving the future conversion of the Woodrow Wilson Bridge to Metrorail, ensuring that regional transit expansion remains viable in the long term. Furthermore, any public-private partnership agreement for the project would include provisions to support rail conversion when the region is prepared to proceed.

Following NEPA approval, VDOT plans to conduct an operational analysis in collaboration with stakeholders across both states and affected localities to address any identified local roadway impacts and implement appropriate mitigation strategies.

Inclusion of the I-495 Southside Express Lanes Project in the CLRP is a critical next step. It will allow the Commonwealth to invest in further design, environmental, and financial feasibility analyses, while advancing consensus around implementation.

Attachments:

- A. Draft Letter of Support for VDOT's I-495 Southside Express Lanes Project**

September 11, 2025

Chair James Walkinshaw and Members of Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Reference: I-495 Southside Express Lanes project

Chair James Walkinshaw,

On behalf of the Northern Virginia Transportation Authority (NVTA), I write to express support for the inclusion of the **I-495 Southside Express Lanes Project** in the region's **Constrained Long Range Transportation Plan (CLRP)**, currently under review through the **National Environmental Policy Act (NEPA)** process.

Established by the Virginia General Assembly in 2002, NVTA serves as the multimodal transportation planning and funding agency for Northern Virginia. In collaboration with our regional and state partners—including the Transportation Planning Board (TPB), Washington Metropolitan Area Transit Authority (WMATA), Virginia Department of Transportation (VDOT), and Virginia Department of Rail and Public Transportation (DRPT)—we continue to develop integrated, long-range strategies to address Northern Virginia's growing transportation needs.

NVTA's long-range multimodal transportation plan, **TransAction**, prioritizes **mobility, accessibility, and resiliency**, with **equity, safety, and sustainability** adopted as Core Values. TransAction identifies several multimodal improvements near the **Woodrow Wilson Bridge**, including the **extension of express lanes into Maryland** and **high-capacity transit connections** across the bridge—projects well-aligned with the goals and values of our plan.

As part of our commitment to advancing high-quality transit options, NVTA recently adopted a **Bus Rapid Transit (BRT) Action Plan**. This collaborative effort—supported by all jurisdictions and agencies in the region, including TPB, WMATA, DDOT, and the counties of Montgomery and Prince George's—identifies 28 potential BRT routes. Notably, one of these routes would connect the **City of Alexandria to the Suitland Metrorail Station** in Prince George's County via the **Woodrow Wilson Bridge**, providing efficient cross-river transit. The proposed express lanes are essential to enabling this and other BRT routes to operate with high performance and reliability by avoiding congestion in general-purpose lanes. Such investments pave the way for future rail service when the region is ready.

NVTA continues to support VDOT's efforts to address congestion and reliability challenges along the southern section of the I-495 Capital Beltway. The proposed **Southside Express Lanes** are consistent with regional priorities identified in **TransAction**, the **BRT Action Plan**, and TPB's **Visualize 2045 Aspirational Initiatives**. The preferred alternative—a dynamically tolled, managed lanes facility—would deliver tangible benefits to a range of users, including **HOV-3+ vehicles, transit buses, and motorcycles**, all of which can travel the lanes free of charge.

VDOT has committed to significant transit-supportive elements within the project, including:

- A new **transit service from Central-West Prince George's County to Tysons** (estimated at \$9 million in 2022 dollars).
- Allocation of **toll revenues** to support transit services and infrastructure in the corridor.
- A formal **interstate agreement** between Virginia and Maryland to prioritize and distribute funding equitably should the project proceed without public subsidy.

VDOT has also committed, through its Environmental Assessment (NEPA), to preserving the **future conversion of the Woodrow Wilson Bridge to Metrorail**, ensuring that regional transit expansion remains viable in the long term. Furthermore, any public-private partnership agreement for the project would include provisions to support rail conversion when the region is prepared to proceed.

Following NEPA approval, VDOT plans to conduct an operational analysis in collaboration with stakeholders across both states and affected localities to address any identified local roadway impacts and implement appropriate mitigation strategies.

VDOT's proven track record of delivering complex express lane projects in Northern Virginia—through strong public-private partnerships and robust community engagement—is an asset to this effort. NVTA urges VDOT to continue meaningful engagement with local communities and agency partners as the project progresses.

Inclusion of the I-495 Southside Express Lanes Project in the CLRP is a critical next step. It will allow the Commonwealth to invest in further design, environmental, and financial feasibility analyses, while advancing consensus around implementation.

Chair James Walkinshaw and Members of Transportation Planning Board
September 11, 2025
Page Three

We respectfully urge the Transportation Planning Board to support inclusion of this regionally significant project in **Visualize 2050 CLRP**.

Sincerely,

Phyllis Randall, Chair, NVTB

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 4, 2025

SUBJECT: Request for Regional Transportation Planner Position

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval for an additional Regional Transportation Planner position.
2. **Suggested Motion:** *I move the Authority approval of an additional Regional Transportation Planner position and the related FY2026 budget adjustments detailed in Attachment A.*
3. **Background:** The timing and sequencing of the Authority's planning and programming functions present challenges, especially considering the increasing responsibilities and demands.
 - A. The Authority is legislatively required to prepare, revise and amend a regional transportation plan for Planning District 8.
 - B. Five-year updates to this plan, titled TransAction, have been occurring since 2006.
 - C. TransAction is the basis for the deployment of the HB2313 (2013) Regional Revenues (70%) through a Six Year Program (SYP).
 - D. The SYP is updated every two years, with a funding value in the PayGo range of \$700 million.
 - E. Updating TransAction is an approximately two-year process. During the TransAction update process, a SYP update is also required to maintain that two-year update sequence to keep funding the region's transportation needs.
 - F. With constantly growing responsibilities and demands, NVTa's Planning function typically receives additional staffing resources for the two-year update with those resources addressing other expanding responsibilities during the next three years when TransAction is not being updated.
 - G. Underpinning the above is the reality that the Authority's New funding programs are outpacing the closeout of previous ones, increasing responsibilities and demands (61 executed SPAs actively reimbursing, 75 closed out, 43 upcoming).
4. **Current Situation:** In the FY2025 Operating Budget the Authority recognized the need to increase the pace of project delivery through working in concert with project sponsors to find underlying causes and solutions. The project delivery effort while critical to the

Authority's planning, programming and fiscal management is not legislatively required. Without the requested position, resources will need to be diverted from project delivery toward TransAction and the SYP update. The results of project delivery in the first year have been exceptionally strong as noted by:

- A. Project Close Outs – Clearing up projects some of which have not had NVTa related activity since 2017 resulted in \$11.4 million being made available for the next Six Year Program Update.
 - B. Voluntary Project Withdrawals – Working through the practical aspects of nine projects we are anticipating \$65.1 million in voluntary withdrawals. Some of these projects date to 2018.
 - C. De-appropriations - \$32.6 million in projects whose timing is off relative to the ability of the projects to move forward at this time. De-appropriating does not cancel the project, it importantly improves the accuracy of the Authority's financial statements, complies with audit standards on the obligation of funds, while providing the Authority greater flexibility to approve future forward appropriations for projects which can advance their schedules.
 - D. Of this \$109.1 million benefit, \$76.5 million has the result of essentially being new revenue going into the next two-year program update.
 - E. Reimbursement requests are trending upward, increasing 42.4% in FY2025 totaling \$161.4 million.
 - F. FY2025 reimbursements were 33% higher than the previous all-time high in FY2020.
 - G. Increased reimbursements come with an operational cost as 60% of reimbursement requests required multiple interactions with project sponsor staff to enable payment. These increases greatly impact the Planning Team workload.
5. **Timing:** Project Delivery efforts were preparing to move to the next stage of productivity through developing a more comprehensive understanding of the causes of project and reimbursement delays. Diverting resources away from Project Delivery will have negative financial and operational impacts such as:
- A. Reduced FY2030/31 PayGo levels due to reduced Project Delivery activity. Currently Project Delivery is on track to contribute \$76.5 million toward the next PayGo cycle.
 - B. Loss of momentum from current efforts, which if stalled and restarted will end up having to cover much of the work already done over the last 12 months.
 - C. Engaging with project sponsors to identify challenges and potential solutions and sharing lessons learned with all project sponsors.
 - D. Assessing administrative and staffing factors affecting project timelines.
 - E. Developing scorecards to track performance and accountability for use in future qualitative factor application evaluations.
 - F. Implementing a process to track the useful economic life of completed projects to ensure SPA and legislative compliance.

- G. Through meaningful project sponsor involvement, drive proactive project issue management.

Attachments:

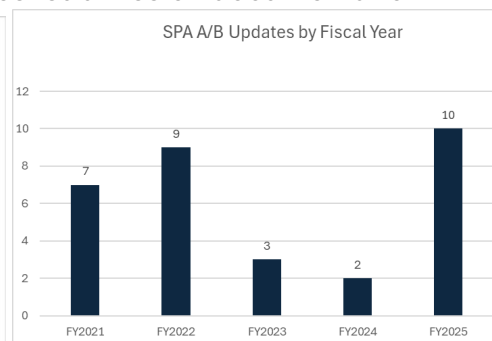
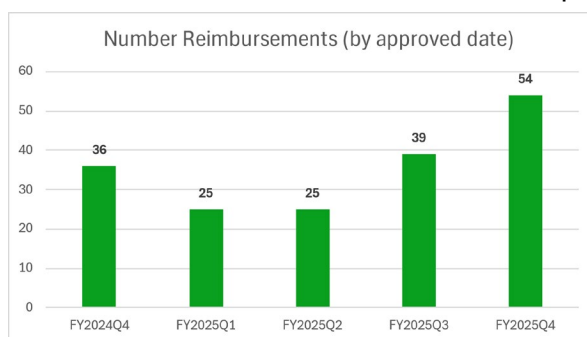
- A. Base/Proposed FY2026 Operating Budget
- B. Staffing Request Supporting Details

Northern Virginia Transportation Authority Adopted FY2026 Operating Budget & Proposed Budget Adjustments		
INCOME:	Adopted Budget FY2026	Proposed Regional Transp Planner
Budget Carryforward including Operating Reserve	\$ 1,132,440	\$ -
330000 Other Income		
Total Income	\$ 1,132,440	\$ -
EXPENDITURES:		
410000 Personnel Expenditures		
110 Salaries & Wages	\$ 3,067,669	\$ 100,000
130 Health & Dental Benefits	500,609	29,600
131 Payroll Taxes	239,781	7,893
132 Retirement VRS	232,987	4,229
133 Life Insurance	38,347	1,250
134 Flex Spending/Dependent Care	1,512	73
135 Workers Comp	3,376	110
137 Disability Insurance	33,026	1,000
138 Commuter Benefits	3,350	350
Subtotal Personnel Costs	\$ 4,120,656	\$ 144,505
420000 Professional Service		
210 Audit & Accounting	\$ 62,250	\$ -
220 Bank Service	750	-
230 Insurance	20,231	-
240 Payroll & Human Resources Service	11,640	1,040
260 Public Outreach & Regional Event Support	41,610	-
261 Legal Services/Bond Counsel	75,000	-
262 Financial Advisor Services	10,000	-
263 Bond Trustee Fees	2,900	-
264 Legislative Services	89,305	-
265 Investment Custody Fees	25,000	-
Subtotal Professional Services	\$ 338,686	\$ 1,040
430000 Technology/Communication		
310 GL Financial Rpt & Invest Monitoring/Mgt Systems	\$ 85,950	\$ -
330 IT Support Svc Incl Hosting	57,327	2,357
335 GIS/Project Monitoring & Management/Modeling	39,125	1,710
340 Phone Service	20,105	900
350 Web Development & Hosting	10,950	-
940 HW SW & Peripheral Purchase	5,725	3,725
Subtotal Technology/Communication	\$ 219,182	\$ 8,692
440000 Administrative Expenses		
410 Advertisement	\$ 3,500	\$ 1,000
405 Building/Office Related Expenses	1,000	-
411 Memberships & Subscriptions	26,945	720
412 Duplication & Printing	15,672	-
414 Hosted Meetings	7,515	-
415 Local Travel	11,150	150
416 Misc Expenses	-	-
417 Office Lease	478,940	-
418 Office Supplies	7,015	250
419 Postage & Delivery	700	-
420 Professional Development	32,940	1,000
421 Professional Outreach	24,300	-
945 Office Furniture & Fixtures	-	-
Subtotal Administrative Expenses	\$ 609,677	\$ 3,120
Expenditure Subtotal	\$ 5,288,202	\$ 157,357
Operating Reserve (20%)	\$ 1,057,640	\$ 31,471
Equipment Replacement Reserve & Replenishment	50,000	-
Reserve Subtotal	\$ 1,107,640	\$ 31,471
Total Expenditures	\$ 6,395,842	\$ 188,828
Transfer From Regional Revenue Fund	\$ 5,263,402	\$ 188,828

Staffing Request Supporting Details

Maintaining Project Delivery (PD)efforts involves:

- Closing the variance gap, and keeping it closed, involves NVTA staff continually reviewing A/B updates and reimbursement requests.
 - **Reimbursement requests** Over the past 3 quarters, we've seen an increase in reimbursement requests, with FY25Q4 being the highest quarter to date (54 requests, \$64M)
 - Approved funding programs are outpacing the close out of previous funding programs. Nearly 60% of all SPAs are active or upcoming (104), while only 42% have been closed out (75), underscoring the continued workload on project delivery oversight.
 - **Schedule and Cash Flow (A/B) Updates**
 - FY2025 saw the most updates. To keep NVTA's cash flow schedule accurate, A/B updates will continue to occur as needed.
 - A/B updates involve project sponsor engagement and back and forth communication. Timely communication is key, as an updated A/B affects reimbursement request submission documentation.



- **Continuing Project Sponsor Engagement**
 - Project sponsor engagement is on pace to occur at least twice a year with every project sponsor (Current 12 project sponsors), with some requesting quarterly meetings. Engagement requires meeting coordination, information review, and appropriate follow ups efforts
 - NVTA has a staff representative attend/review every Public Information Meeting for projects with NVTA funding, regardless of SPA status. Information from these meetings flows through to the PD team and provides a greater understanding of project status and community support.
- **Proactive Approach Towards SPA Execution**
 - NVTA has engaged project sponsors proactively for FY26 appropriation cycle- reaching out and following up appropriately and providing proactive aid towards SPA creation and quick responses tp questions.

- Resulting in all but one FY26 SPAs to be executed within Policy 29 deadline. (The outstanding SPA is near completion and will be ready for the Oct Authority meeting.)
- This is the highest compliance with the policy requirement to date.
- NVTa is now proactively reviewing applications that have noted funding requests for the upcoming FY and engage with project sponsors appropriately.
- **Project Issue Engagement**
 - Project issues are now being proactively identified and NVTa is addressing project-specific challenges in coordination with sponsors. These meetings often require additional participants such as VDOT. This engagement involves in-depth analysis and results in recurring monthly meetings focused specifically on the project experiencing difficulties.
- **Apprising SYPs**
 - Utilizing the knowledge NVTa is building through in-depth reviews of projects and proactive project sponsor engagement, we are improving our approach to current and future SYP project application evaluations.
 - Proactively tracking SPAs nearing close out and those that appear stalled and engaging with project sponsors to close out SPAs results in returned Regional Revenues that support the next SYP.
- **Monthly and Quarterly Mandatory Monitoring**
 - Every month projects with executed SPAs (61 as of 8/5/2025) are required to give us an update. We also get monthly updates from ongoing project regardless of SPA status (SPA either closed out (aka design money completed, project in ROW/CN) or SPA not yet initiated). NVTa reviews every project update thoroughly and follows up appropriately
 - NVTa staff also created a [monthly report](#) for the Authority and the public based on the updates.
 - Every quarter NVTa produces an in depth quarterly analysis to monitor project progress, track reimbursement rates, compliance with NVTa policies, and evaluate overall regional performance. Beginning in Nov 2024, this analysis is now reviewed in-depth quarterly with the RJACC.
- **PIMMS Phase 6 and Maintenance**
 - PD is overseeing PIMMS Phase 6 deliverables, and maintenance requests.
 - Maintenance requests have had a slight uptick as we learn through the PD effort (ex. Adding ability to withdraw SPAs and projects).
 - Through the PD efforts, evolving over PIMMS now 5+ year lifespan, it's time to refresh and update PIMMS. This will be driven by the PD team, who utilize PIMMS the most

PD efforts that can occur only with additional staffing:

- **Enhancements to Monthly and Quarterly monitoring**
 - Quarterly analysis can be expanded to dive into project phase specifics, review of external funding, and overall PD themes.

- Review of factors on projects such as funding gap analysis can lead to NVTAs interventions to increase project delivery through grappling with problems earlier.
- **Project Delivery Best Practices Development**
 - NVTAs is tracking common project issue themes and beginning to develop a lessons learned/best practice approach toward project concerns.
 - NVTAs is currently working to develop a forum involving project sponsors to identify/validate/document project issues affecting project delivery, enabling NVTAs staff to a more proactive (mitigation/prevention) approach.
- **Report Cards**
 - Developing a full score card system based on performance metrics on project sponsors delivery of projects.
- **Project/SPA Close out Tracking**
 - NVTAs is required to formally track closed SPAs/projects to ensure the transportation asset is used for its full economic life.
 - Tracking will also permit NVTAs to assess benefits to the region (vision is annual review).

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 4, 2025

SUBJECT: Communications Insourcing

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval for an additional communications position, titled Communications Manager, through insourcing currently contracted services.
2. **Suggested Motion:** *I move the Authority approval of a Communications Manager position and the related FY2026 budget adjustments detailed in Attachment A.*
3. **Background: Communications Insourcing:** The Authority's substantial consulting contracts include significant communications and public engagement components, yet in-house communications staff still spend considerable time ensuring consistency in messaging, format and quality, an ongoing effort that is repeated each time contractors change, and new service contracts added. By bringing more creative and oversight tasks in house, NVTa can **reduce consultant costs**, fund a new communications position largely through the **cost savings**, and add **1,146** staff hours annually for other communications duties.
 - A. As prime and subcontractors change, in-house resources must start over to ensure the messaging, format and quality standards are reintegrated with the new consultants.
 - B. Unlike transactional or technical tasks that can be executed by established standards, communications work is more nuanced—it is an art that requires direct, hands-on oversight to ensure alignment with NVTa's vision, expectations and code compliance.
 - C. Bringing creative work and oversight in-house will reduce prime and subcontractor costs, while ensuring consistent, high-quality communications. A permanent staff member will take on these responsibilities in addition to providing significant capacity to meet other demands on the current communications team.
 - D. This proposed position will focus on quality control, proactive outreach and the execution of various external deliverables. Some of the deliverables will still be undertaken by contractors but with direct supervision of the new NVTa staff person.
 - E. This proposal recognizes that some contracted functions do not make economic sense for the Authority to staff internally. This is especially important in the areas of public outreach, mass public engagement and opinion surveys.

- F. A typical employee will work 2,000 hours per year. The analysis below demonstrates that insourcing 854 hours will reduce contractor payments to provide funding for the salary of the new position, while also providing 1,146 hours of additional work hours for other duties.
- G. With projected first year operations cost of \$167,356 the proposed insourcing will have a positive first 12-month Operating Budget impact of \$15,062.
- H. With the approval of a BRT Action Plan 2.0 additional available hours will be reduced to 523 for 2.5 years a cost savings of \$292,296. This would produce a positive first 12-month Operating Budget benefit of \$124,940.

4. Analysis:

Prospective Insourcing TransAction Update

	Eligible Hours	In-souce %	Insouce Hours	Hourly Billing Avg	Contract Savings
Creative Hours	2537	12.0%	609	\$ 130	\$ 79,162
Prime Oversight Hours	1858	5.5%	204	\$ 321	\$ 65,490
Sub Oversight Hours	371	5.5%	41	\$ 163	\$ 6,646
Totals	4766		854		\$ 151,298

Action Plan for BRT 2.0

	In-souce Hours	Hourly Billing Avg	Contract Savings
Creative Hours	565	\$ 163	\$ 92,106
Oversight Hours	59	\$ 303	\$ 17,772
	623		\$ 109,878

Prior/Current Annual Operational Insourcing Savings

Annual Report	\$ 15,000
Annual Authority Photo	\$ 2,500
Hootsuite	\$ 1,200
Emmatt Web Support	\$ 1,360
Emmatt Social Media	\$ 3,360
Mention Tracking	\$ 4,500
Archive Social	\$ 3,200
Total	\$ 31,120

Cost and Hours Impact

TransAction and Operational Insourcing	\$ 182,418
Insourcing W/BRT 2.0*	\$ 292,296
Staff Hours Available	2,000
Insouce Hours Available (No BRT 2.0)	1,146
Insouce Hours Available (W/BRT 2.0)	523

*Approximately 2.5 fiscal years if BRT 2.0 is approved

- 5. Timing:** Timing is critical. The Request for Proposals (RFP) for the TransAction Update is currently being prepared for issuance. It is critical to know if the position is available for the finalization of the Scope of Work, proposal evaluations and contract development.

Attachments:

- A. Base/Proposed FY2026 Operating Budget Communications Manager

Northern Virginia Transportation Authority Adopted FY2026 Operating Budget & Proposed Budget Adjustments		
	Adopted Budget FY2026	Proposed Communications Manager
INCOME:		
Budget Carryforward including Operating Reserve	\$ 1,132,440	\$ -
330000 Other Income		
Total Income	\$ 1,132,440	\$ -
EXPENDITURES:		
410000 Personnel Expenditures		
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137 Disability Insurance	33,026	\$ 1,000
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419 Postage & Delivery	700	-
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421 Professional Outreach	24,300	-
945 Office Furniture & Fixtures	-	-
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Operating Reserve (20%)	\$ 1,057,640	\$ 33,471
Equipment Replacement Reserve & Replenishment	50,000	-
Reserve Subtotal	\$ 1,107,640	\$ 33,471
Total Expenditures	\$ 6,395,842	\$ 200,827
Transfer From Regional Revenue Fund	\$ 5,263,402	\$ 200,827

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Harun Rashid, Planning Analytics Manager

DATE: September 4, 2025

SUBJECT: Quarterly Travel Trends Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on transit, highway, and related travel trends in Northern Virginia.
- 2. Background:** NVTA staff are monitoring travel trends in Northern Virginia by comparing highway and transit metrics from calendar year 2020 onward with corresponding weeks and months in 2019. This quarterly update features a review of a recent report on the state of congestion in metropolitan areas across the nation, in addition to regular updates on highway traffic volumes and transit ridership. For regular update items, staff analyzed numbers from the second quarter of this year (April – June). The objective of these analyses is to gain a better understanding of such trends in the context of the next update to TransAction, the long-range transportation plan for Northern Virginia.
- 3. Back to #1 in Congestion Ranking:** On July 16, 2025, an online consumer data research firm (ConsumerAffairs) published a report titled *Which Cities Have The Worst Traffic?*¹ The Washington, D.C. metro area was ranked number 1 in terms of two metrics – average daily commute time (33.4 minutes), and average length of weekday congestion (6 hours, 35 minutes)². To check similar metrics for congested network conditions in Northern Virginia in 2025, staff conducted the following analyses:

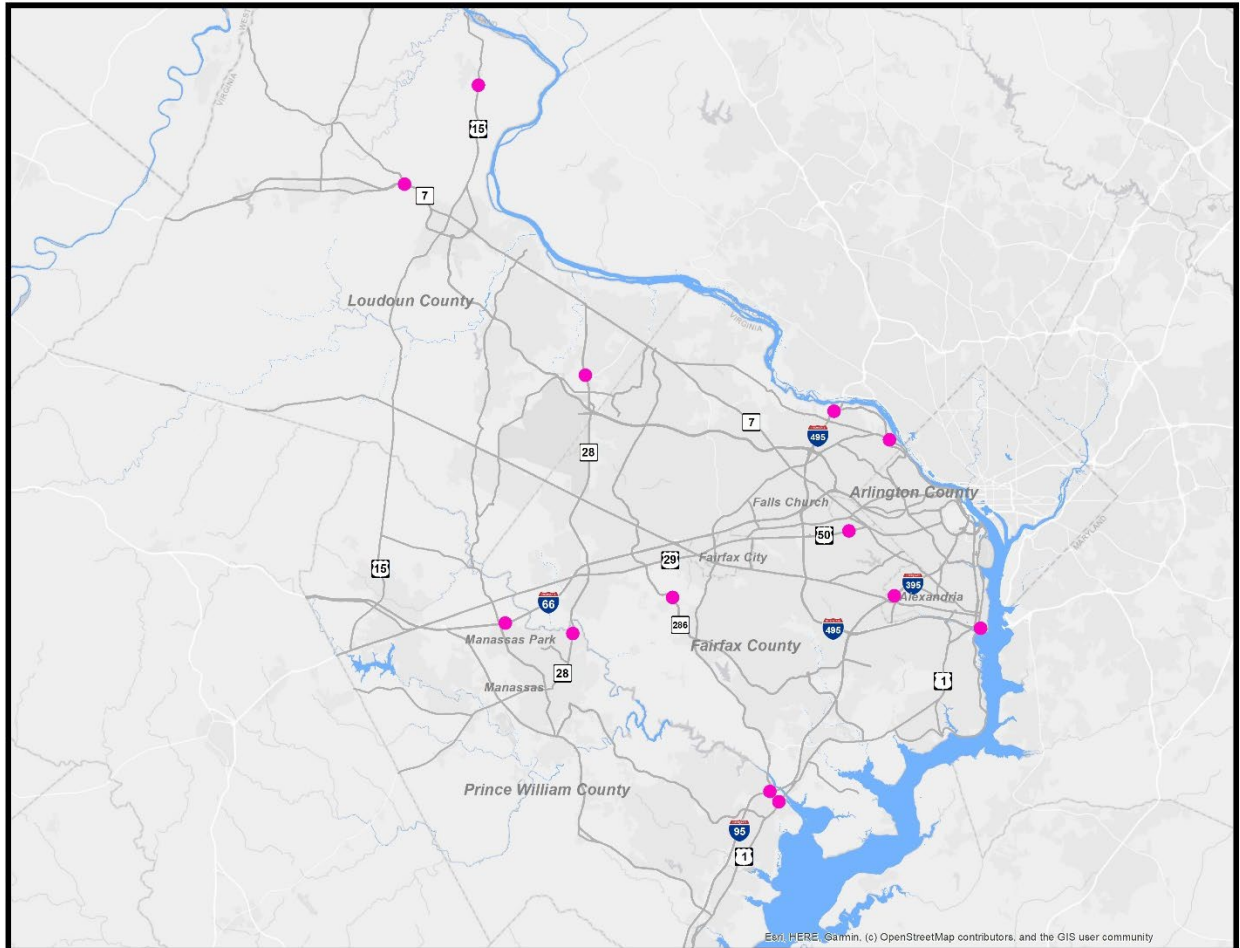
A set of highway locations were identified with substantial delays in the January – June period in 2025 (bottleneck analysis³). Map 1 below shows these bottleneck locations.

¹ Which Cities Have The Worst Traffic (2025) - <https://www.consumeraffairs.com/automotive/cities-with-the-worst-traffic.html>

² In 2019, Washington DC metro area was ranked at 3 by a report from Texas Transportation Institute, Urban Mobility Report (2019) - <https://static.tti.tamu.edu/tti.tamu.edu/documents/umr/archive/mobility-report-2019.pdf>

³ Regional Integrated Transportation Information System – Probe Data Analytics suite (RITIS-PDA) - <https://pda.ritis.org/suite/tutorials/> ; check – Bottleneck Ranking

Map1: 2025 bottleneck locations in Northern Virginia.

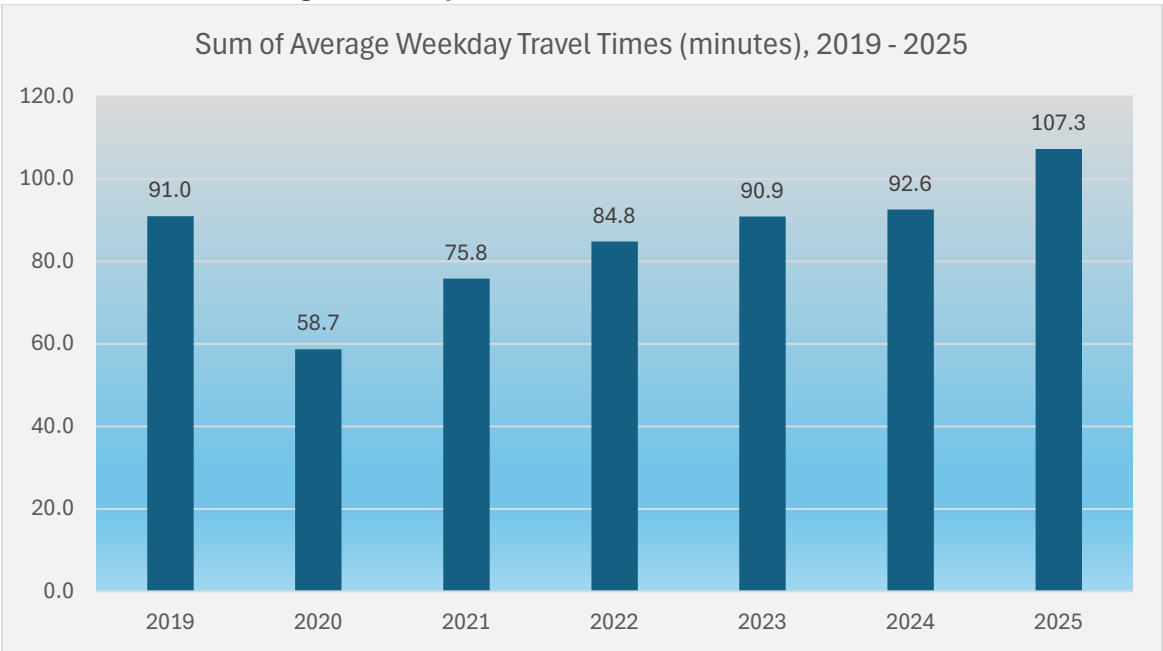


Data source: Bottleneck location analysis, Regional Integrated Transportation Information System – Probe Data Analytics suite (RITIS-PDA).

To check network congestion levels, staff analyzed travel time data for these locations. Chart 1 below shows total average weekday congested travel times, for travelers to traverse these bottleneck locations, in 2019 through 2025. Travel times have been steadily increasing after pandemic-induced lowest level in 2020, with 2025 level substantially higher than 2019.

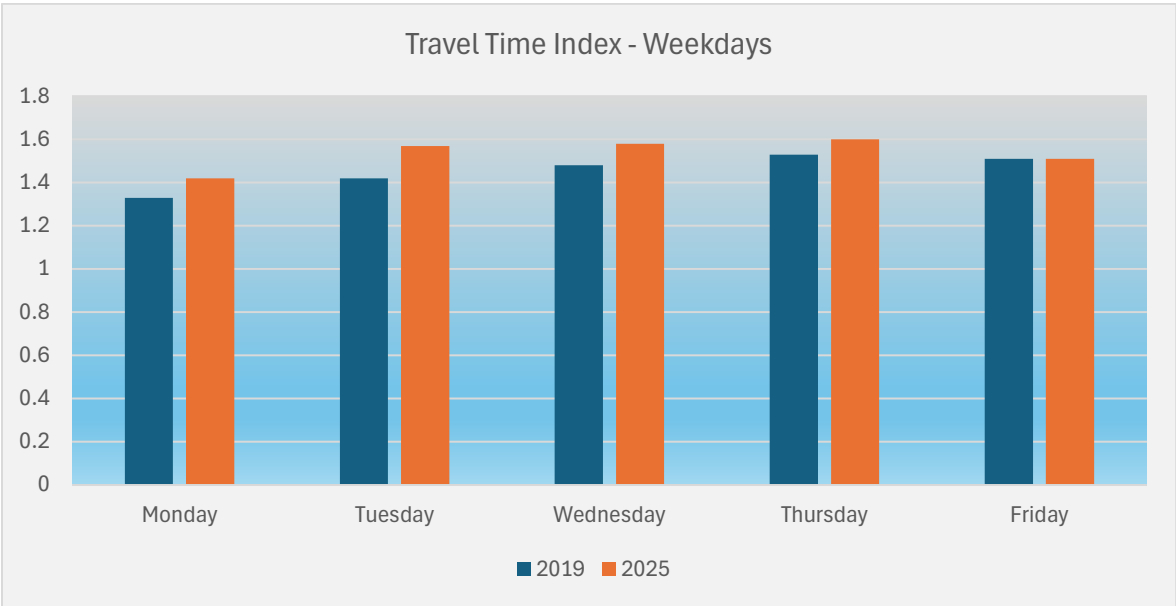
When these observed travel times are compared with ideal conditions (historic free-flow), we get a measure of congestion known as the Travel Time Index. A higher Travel Time Index shows greater delays, with values closer to 1 representing free-flowing conditions and higher values indicating significant congestion and unreliability. In 2025, we observed higher index values on all weekdays, except on Fridays (Chart 2).

Chart 1: Sum of average weekday travel times, at bottleneck locations, 2019 - 2025



Data source: INRIX travel time data on RITIS-PDA platform.

Chart 2: Ratios of observed and free-flow travel times, in 2019 and 2025



Data source: INRIX travel time data on RITIS-PDA platform.

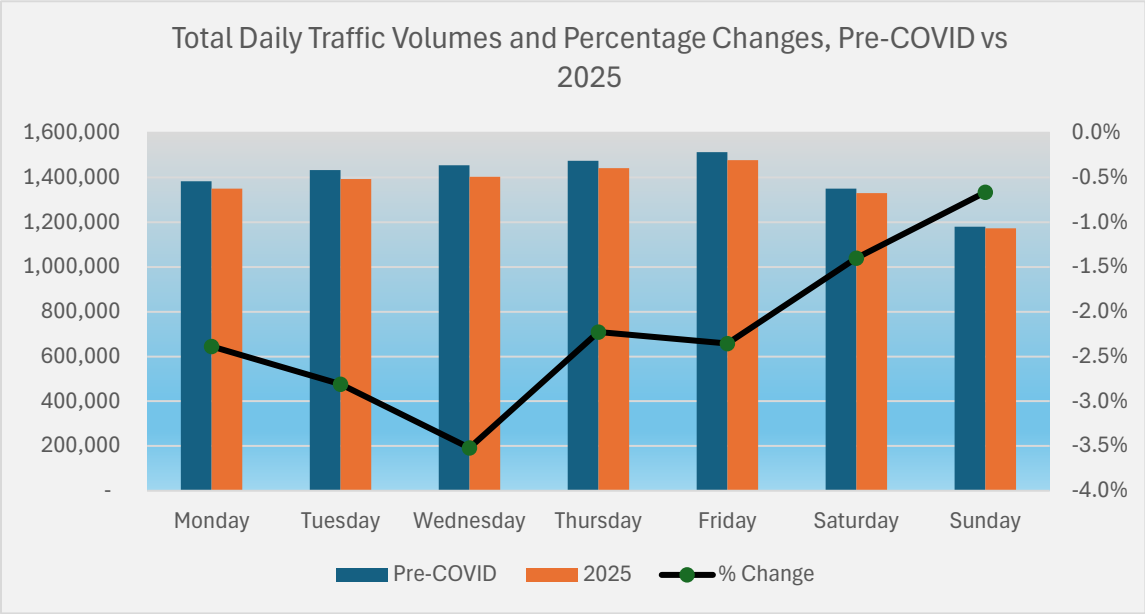
Based on these analyses, we can conclude that highways were more congested in Northern Virginia in 2025, as compared to 2019 conditions.

4. Highway Travel Volumes: In the second quarter of 2025 (April - June), during the workweek, overall traffic volumes were within 97.3% of pre-COVID level. We observe higher volumes on Thursdays and Fridays, as is the historical trend (Chart 3). In terms of percentage changes, Mondays/Thursdays/Fridays show volumes closer to pre-COVID values. Since we started this day-of-week analysis in 2024, traffic volumes on Mondays have never been this close to pre-COVID. This may be due to increasing rate of return-to-office of federal workers in the region, together with summer travel on longer weekends that include Mondays.

On a typical workday (Thursdays), we see higher traffic volumes on AM/PM peak periods, as is the historic trend (Chart 4). This is another indication of traffic patterns closer to pre-COVID conditions since during and right after COVID pandemic, the region saw more traffic during mid-day than during the AM and PM peak periods.

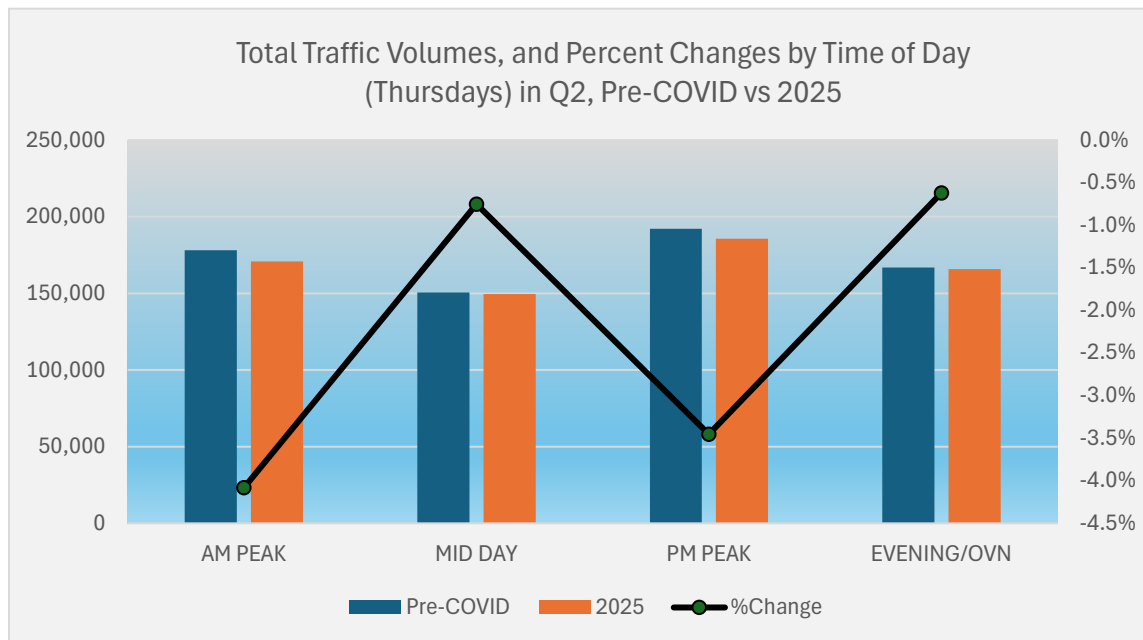
These analyses are based on traffic volumes that are tracked by the Virginia Department of Transportation’s (VDOT) permanent traffic count devices located on major highway segments in Northern Virginia. The observed pattern could also be affected by these count locations. Note that these traffic count locations do not always align with congested highway locations (bottleneck analysis) on Map1.

Chart 3: Changes in traffic volumes by day-of-week, 2nd quarter 2025 and pre-COVID.



Data source: VDOT COVID-impact tracking database, Traffic Operations Division.

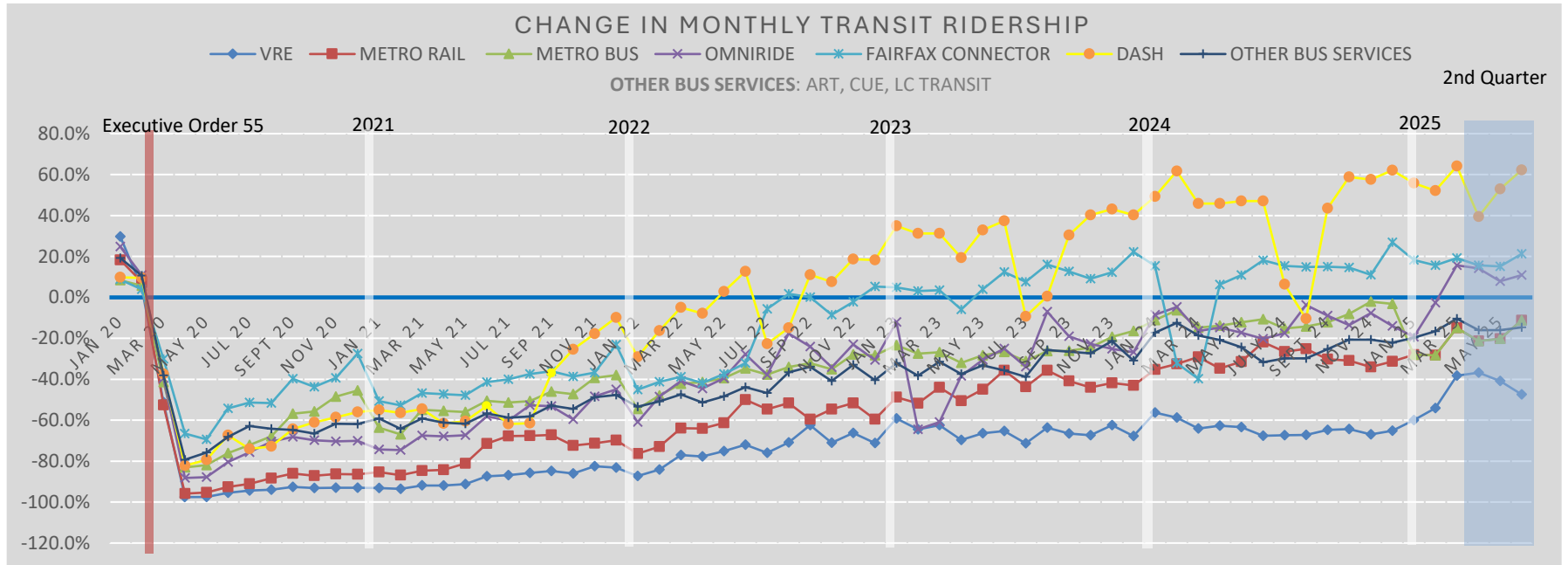
Chart 4: Changes in traffic volumes by time-of-day, 2nd quarter 2025 and pre-COVID.



Data source: VDOT COVID-impact tracking database, Traffic Operations Division.

- 5. Transit Ridership:** In the second quarter of 2025, DASH, Fairfax Connector and OmniRide services maintained ridership above 2019 levels (Chart 5). Metrobus was within 83% of 2019 ridership. Both Metrorail and VRE had higher average ridership levels, but VRE's ridership trended downward after April. This may be due to VRE's ridership aligning more closely with pre-COVID seasonal trends, with some impact from recent shifts in federal employment levels. Note that this analysis is based on ridership estimates specifically for the Northern Virginia area.

Chart 5. Transit ridership.



Data source: Monthly ridership data from DRPT and NVTC.

- 6. Next Steps:** NVTa staff will continue this trend analysis to track emerging travel patterns as the region's travelers continue to adjust their travel choices/behaviors.

CEO Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Chief Executive Officer's Report

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

2. **Discussion Items:**

A. **FY2026-2031 Six Year Program (SYP):**

NVTA approved the Call for Regional Transportation Projects for the FY2026-2031 SYP during its April meeting. The online portal for submitting applications opened on May 1, 2025. By the deadline of August 1, 2025, a total of 27 applications from eight applicants were received for a total request of \$1,265,831,274. Summary of applications by jurisdictions and primary mode are provided below. The deadline for submitting governing body resolutions in support of the applications is 5:00 p.m., October 31, 2025.

Summary by Jurisdiction

Jurisdiction	Number of Applications	% of Total	Total Project Cost	Requested NVTA Funds	% of Total Request
Arlington County	13	48%	\$ 319,627,747	\$ 115,642,747	9%
Fairfax County	1	4%	\$ 987,290,200	\$ 463,000,000	37%
Loudoun County	2	7%	\$ 409,204,000	\$ 208,488,000	16%
Prince William County	5	19%	\$ 460,542,281	\$ 351,005,800	28%
City of Alexandria	2	7%	\$ 37,656,219	\$ 36,856,219	3%
City of Falls Church	2	7%	\$ 45,000,000	\$ 45,000,000	4%
City of Manassas	1	4%	\$ 30,534,594	\$ 30,265,994	2%
Town of Herndon	1	4%	\$ 31,572,514	\$ 15,572,514	1%
TOTAL	27	100%	\$ 2,321,427,555	\$ 1,265,831,274	100%

Summary by Primary Mode

Mode	Number of Applications	% of Total	Total Project Cost	Requested NVTA Funds	% of Total Request
Roadway	6	22%	\$ 777,669,314	\$ 471,078,314	37%
Interchange/Intersection	3	11%	\$ 119,456,481	\$ 71,000,000	6%
Rail	1	4%	\$ 67,127,000	\$ 11,655,000	1%
Bus/BRT	3	11%	\$ 1,039,870,200	\$ 471,500,000	37%
Bike-ped	13	48%	\$ 312,716,813	\$ 236,010,213	19%
Technology	1	4%	\$ 4,587,747	\$ 4,587,747	0%
TOTAL	27	100%	\$ 2,321,427,555	\$ 1,265,831,274	100%

NVTA is currently reviewing the applications and meeting with the applicants. The projects will be analyzed using model and off-model tools to derive congestion reduction relative to cost (CRRRC) rating, TransAction rating, Long Term Benefit, and qualitative measures. Staff will work with the statutory committees to review the evaluation results before requesting Authority approval of public engagement activities in Spring 2026. The SYP update is anticipated to be adopted by the Authority in July 2026.

B. Regional Approach to Funding Bicycle and Pedestrian Infrastructure:

Following the approval of the response letter to the House and Senate Committee Transportation Chairs, NVTA staff began work to review the findings of the Virginia Department of Transportation's 2024 Northern Virginia Bicycle and Pedestrian Network Study and make recommendations regarding regional methods to fund the infrastructure identified in the study. As part of the initiative, NVTA held two regional coordination meetings. The first coordination meeting was held in-person on Thursday, July 31 and brought together member jurisdiction staff, regional stakeholders, and community advocates to discuss existing funding sources for bicycle and pedestrian infrastructure. The second and final coordination meeting was held virtually on Wednesday, August 27 and focused on reviewing the funding strategy approach and preliminary results.

In tandem with the development of a draft report, NVTA staff will brief the Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) for their input. The Authority will be briefed later this year to request approval of submittal to the House and Senate Transportation Committee Chairs by January 2026.

C. TransAction:

NVTA's long-range multimodal transportation plan, TransAction, is updated every five years. The Authority adopted the most recent update in December 2022. The next update is anticipated to be adopted in December 2027. Subsequent to budget approval by the Authority, NVTA staff have been working on a Request for Proposals (RFP) for professional consultant services. A non-mandatory pre-RFP Open House is scheduled for September 9, 2025, 10:00 a.m., at NVTA's offices. NVTA staff will brief attendees on TransAction and the RFP process. Subsequently, the RFP will be published.

D. ARC LINK Lab:

As part of Atlanta Regional Commission's (ARC) Leadership Involvement Networking Knowledge (LINK) program, a group of elected officials, transportation professionals, and civic and private sector leaders visited the region during the week of August 18th. NVTA hosted a subgroup of 25 participants, including Atlanta Mayor Andre Dickens, on August 22 at NVTA's offices and discussed NVTA's Bus Rapid Transit (BRT) Action Plan and the BRT projects underway in the region.

Chair Randall and Chairman McKay talked about the political, policy, and economic aspects of BRT planning and implementation in a panel moderated by CEO Monica Backmon. A second panel including Martha Coello, Deputy Director of Fairfax County's Department of Transportation (FCDOT), and Hillary Orr, Deputy Director of Alexandria's Department of Transportation & Environmental Services, moderated by NVTA Senior Manager Sree Nampoothiri, discussed several aspects of project implementation and lessons learned. This peer exchange program followed the recommendations of the BRT Action Plan adopted by the Authority in July 2025.



Outreach Events

ENO Center for Transportation

Ask the Executive Q&A Session

Toronto

On July 24th, Ms. Backmon participated in Eno's "Ask the Executive" session during the Transportation Mid-Manager: Momentum Program event. She provided insights on multimodal transportation planning, the importance of public engagement and how there is never a one-size-fits-all solution when it comes to delivering transportation solutions.



Regional Approach to Funding Bicycle and Pedestrian Infrastructure

NVTA Offices

On July 31st, NVTA hosted its first regional coordination meeting, bringing together stakeholders and advocates to discuss existing funding sources for bicycle and pedestrian infrastructure.

On August 27th, the second and final coordination meeting was held virtually and focused on reviewing the funding strategy approach and preliminary results.



Women in Construction Conference

NVTA Offices

On August 21st, NVTA hosted the Construction Management Association of America (CMAA) National Capital Chapter's Women in Construction Leadership event. The program featured a panel discussion, breakout sessions and opportunities to connect with leaders across the industry.



Atlanta Regional Commission (ARC) Link Lab

NVTA Offices

On August 22nd, NVTA hosted the Atlanta Regional Commission's Leadership Involvement Networking Knowledge (LINK) Lab at the NVTA offices.

Ms. Backmon moderated a panel discussion with Phyllis Randall, Chair, NVTA and the Loudoun County Board of Supervisors, and Jeff C. McKay, Chairman, Fairfax County Board of Supervisors, discussing the vision, leadership, funding, community engagement and governance required to advance NVTA's Bus Rapid Transit (BRT) Action Plan and other transportation projects.

As the leading funding entity for BRT projects in the Commonwealth of Virginia (\$880M+) NVTA is committed to providing high capacity travel options. Chairman McKay discussed the Route 1/Richmond Highway BRT project (The One), a project that has received \$638M from NVTA, highlighting its importance to Fairfax County and the entire region.

A second panel, moderated by Sree Nampoothiri, PhD, AICP, Senior Manager, NVTA, featured Martha Elena Coello, AICP, Deputy Director, Fairfax County Department of Transportation, and Hillary Orr, Deputy Director of Transportation, City of Alexandria. They explored the practical considerations of planning and implementing BRT projects in Northern Virginia.



NVC's Moving Greater Washington Forward Event

Tysons, VA

On August 28th, the Northern Virginia Chamber of Commerce hosted an important discussion on Moving Greater Washington Forward.

Ms. Backmon delivered the keynote, sharing NVTa's multimodal investments, economic impact, community priorities, and travel trends that shape our planning and funding decisions, in addition to transportation investments that will continue to move the region forward.

Ms. Backmon also joined a panel with Elizabeth Kersey, Transurban, Nancy H. Smith, I-66 Express Mobility Partners, Monica Bhatia, Virginia Department of Transportation NoVA District, moderated by Jason Stanford, Northern Virginia Transportation Alliance.





Project Status Update

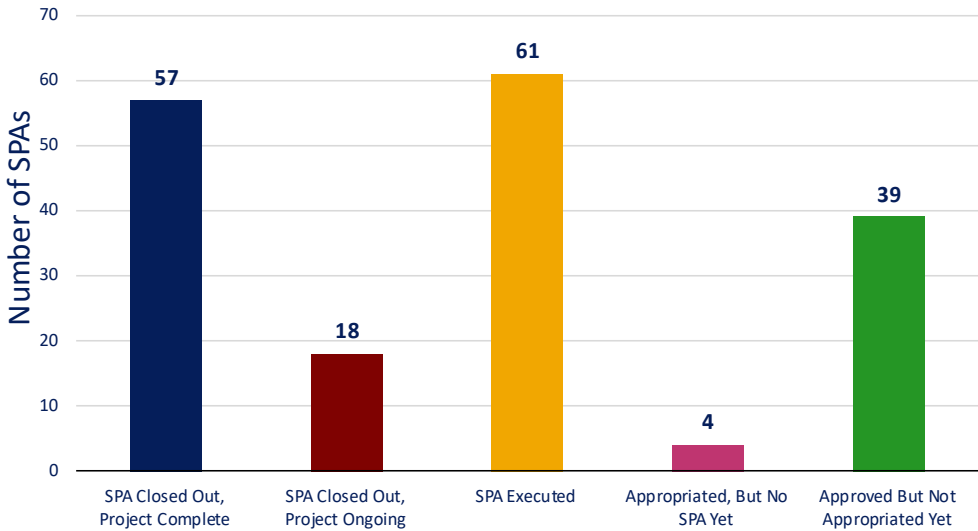
As of August 25th, 2025

NVTA reports monthly the status of projects funded through the Regional Revenue (70%) Fund. Realtime updates can also be found on Novagateway.org

Project Status – Standard Project Agreements (SPAs)

There are a number of projects that received funding for different phases across various funding cycles. This results in the establishment of a SPA (Standard Project Agreement). The stages of a SPA are listed in 5 categories below. While there are a total of 179 SPAs across the different categories, these represent 135 unique projects.

Status: Number of SPAs by Category



5 Classification Categories and Stages of a SPA

SPA closed out, Project complete: SPA has been closed out and NVTa funding has completed, and overall project has been completed.

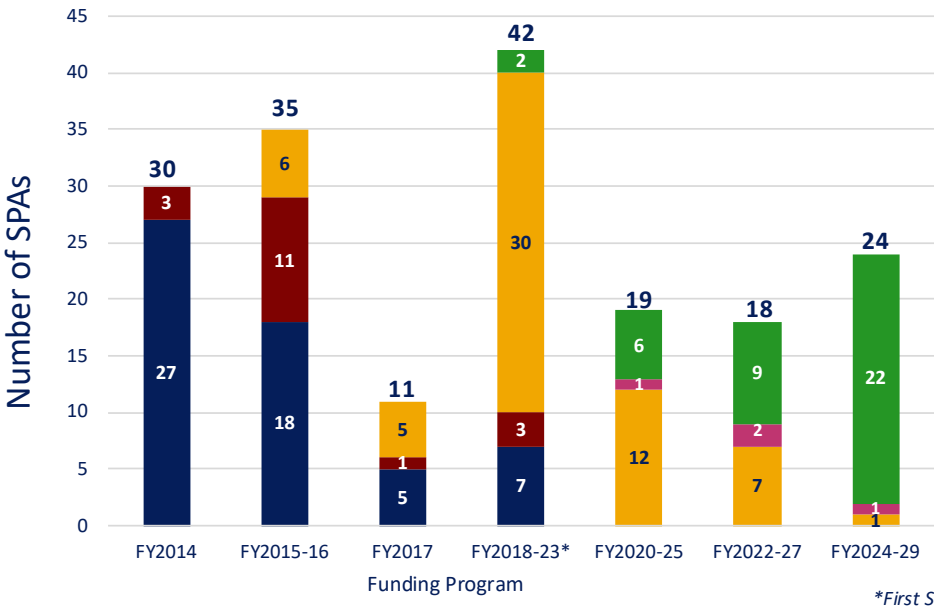
SPA closed out, Project ongoing: SPA has been closed out and NVTa funding has completed. Overall project however, is still ongoing.

SPA Executed: SPA has been approved by NVTa.

Appropriated but no SPA yet: Funding allocation has been appropriated by NVTa, but SPA has not been executed yet. (Note: NVTa appropriates the total approved funding amount at time of appropriation)

Approved but not appropriated yet: Project Application approved by NVTa, but funding allocation has not been appropriated yet.

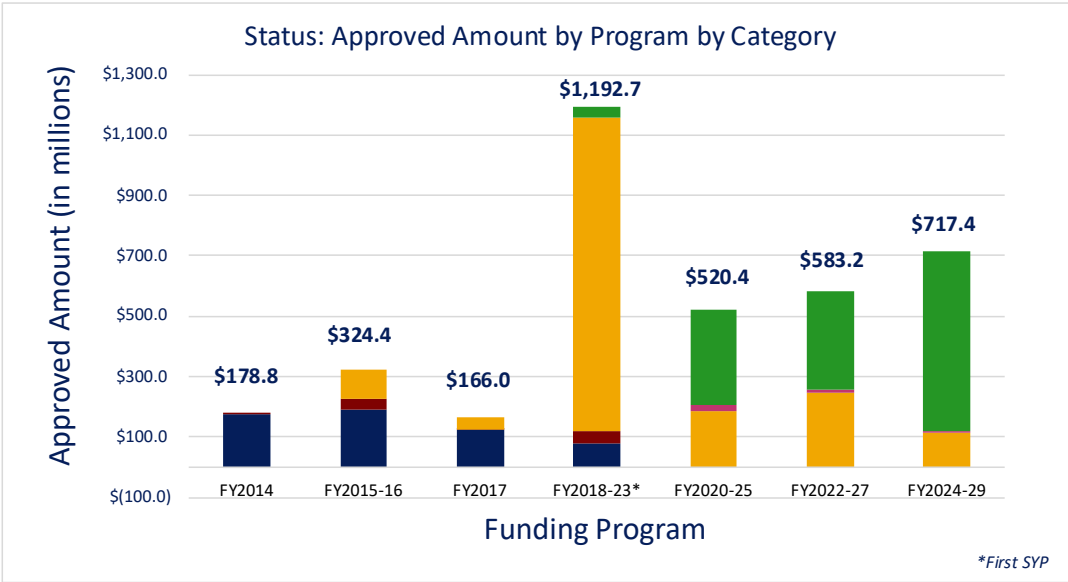
Status: Number of SPAs by Program by Category



Note: NVTa’s updates to the Six Year Program (SYP) allocate revenues from two future (outer) fiscal years (e.g., the FY2024-2029 SYP allocates funding for FY2028 and FY2029).

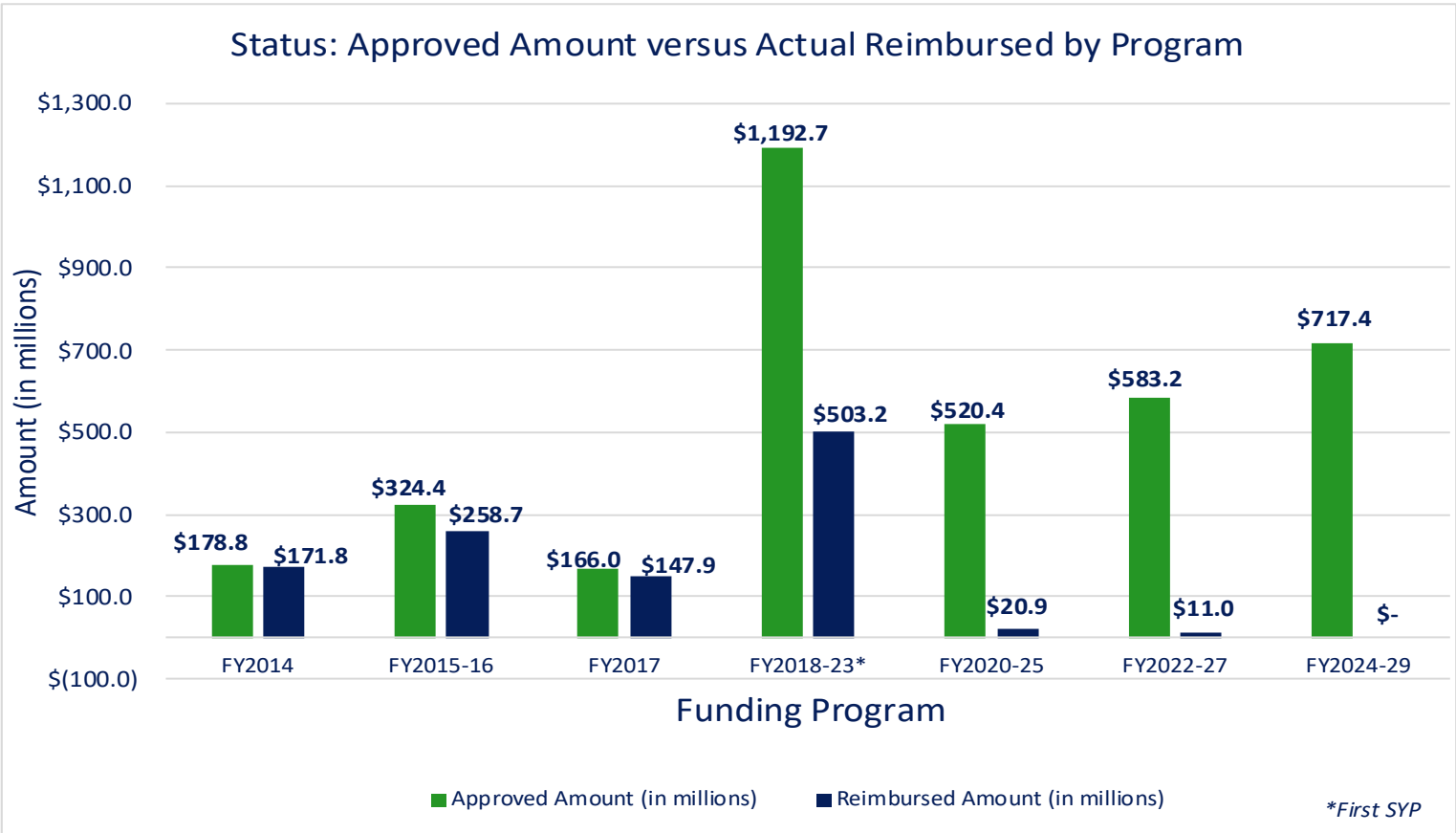
Project Status – Revenue Allocated, Appropriated and Reimbursed as of August 25th, 2025

NVTA has **approved** a total of: **\$3,683,182,918**
NVTA has **appropriated** a total of: **\$2,416,024,959**
NVTA has **reimbursed** a total of: **\$1,113,699,947**



5 Classification Categories and Stages of a SPA

SPA closed out; Project complete
SPA closed out; Project ongoing
SPA Executed
Appropriated but no SPA yet
Approved but not appropriated yet



Note: SPAs usually request NVTA funds in the out years of their approved funding period and then continue to drawdown into subsequent fiscal years. (e.g. SPAs in the FY2024-2029 SYP typically begin drawing funds by FY2029, with most not fully utilizing their allocations until FY2032.)

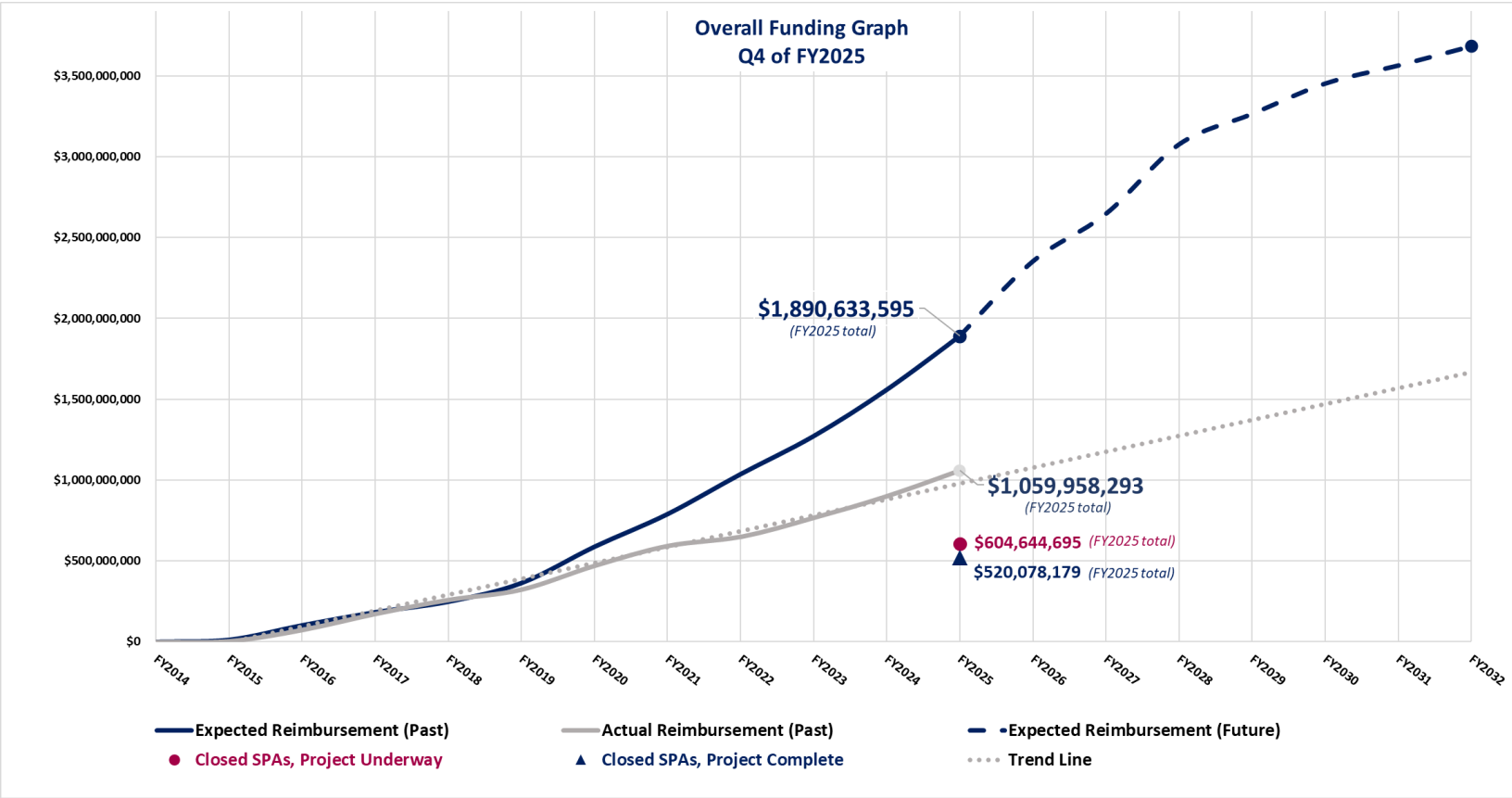
FY2025 Overall Funding

(Past and Expected)

The below graph represents the expected versus reimbursed funding across NVTAs seven funding programs. It shows the expected reimbursement amount, per executed SPAs or applications, compared to the actual reimbursed amount.

In April 2024, the Authority directed NVTAs staff to address the growing variance between the expected and reimbursed amount. **With the focus on project delivery, the variance has decreased \$470M in FY2025 alone.**

NVTA continues to close the variance by working with project sponsors to update SPA funding schedules (which affect the expected reimbursed amount) and submit timely reimbursement requests (which affect the actual reimbursed amount). **As a result, in FY2025 NVTA approved a record number of updated SPA funding schedules, and reimbursements were 33% higher than the previous record set in FY2020.**



Upcoming Public Information Meetings and Events



No meetings or events currently scheduled for NVT
Regional Revenue Funded Projects



Substantive Project Status Updates

Substantive changes to SPAs for the period July 19th, 2025, to August 25th, 2025, are outlined below.

SPAs Executed

- None

Updated Funding Schedules

- None

SPAs Closed Out

- None



Substantive Project Status Updates *Continued*

FY2026 Approved Appropriations

Following appropriation, project sponsors are expected to execute a SPA within a defined timeframe per Policy 29. NVTa continues to work with project sponsors and monitor progress to ensure timely execution of SPAs, with the current target for completion set for the September 2025 NVTa meeting.

All eight appropriations that were approved as part of NVTa’s FY2026 budget process (listed below) have executed their SPA by the September 2025 NVTa meeting.

Project Sponsor	Project Title (Program Year(s))	Amount	Date SPA Executed
Fairfax County	Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service (FY2022-27)	\$10,000,000	Jul 10, 2025
Loudoun County	Northern Virginia ITS/ICM Improvements (FY2022-27)	\$2,500,000	Going to Authority for Approval on Sep 11, 2025
City of Manassas	Liberia Avenue 3 rd Lane Eastbound (FY2022-27)	\$8,851,639	Going to Authority for Approval on Sep 11, 2025
City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design, (FY2022-27)	\$5,000,000	Jul 10, 2025
City of Alexandria	Bike and Ped Trails Construction and Reconstruction: Holmes Run Trail – Dora Kelly Fair Weather Crossing Bridge (FY2022- 27)	\$5,000,000	May 8, 2025
VPRA	Franconia-Springfield Passenger Rail Bypass, (FY2020-25)	\$22,958,821	Going to Authority for Approval on Sep 11, 2025
Prince William County	Rt 234/Sudley Manor Dr Interchange (FY2024-29) <i>*This is a forward appropriation request*</i>	\$115,000,000	Jul 10, 2025
City of Manassas	Rt 28/Sudley Rd. Roundabout, (FY2024-29) <i>*This is a forward appropriation request*</i>	\$4,020,000	Going to Authority for Approval on Sep 11, 2025
Total Funds:		\$173,330,460	

Note: NVTa appropriates the full approved funding amount at the time of appropriation. 7

Substantive Project Status Updates *Continued*

Substantive Project Updates

Substantive updates reported by the project sponsor for the period of July 19th, 2025, to August 25th, 2025, are outlined below.

Substantive changes include but are not limited to project administration advancements, start/completion of phases, major engineering progress, project completion date changes, etc.

Project Sponsor	Project Title	Updated Status	% Reimbursed (Program Year(s))
Arlington County	Columbia Pike Multimodal Street Improvements – East	Utility companies pulling underground cables and preparing for splicing in effort to switch services from above ground to underground. Project completion date pushed to 10/31/2025.	FY2015: 86%
Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	Final Design is complete. Early construction activities are complete including installation of soldier piles & lagging, excavation, and drilling of micro piles.	FY2018: SPA Closed, Project Ongoing
Arlington County	Pentagon City Multimodal Connections and Transitway Extension	Construction is underway. To expedite the work, 12th Street S from S Eads Street to S Fern Street is temporarily closed to vehicular traffic. The County continues to provide regular updates to stakeholders and the public. Project completion date pushed from 4/30/2025 to 5/2/2026.	FY2018: 28%
City of Alexandria	Alexandria Duke St Transitway	Design kickoff meeting was held on August 13. The Consultant will begin data collection within the next month.	FY2018: 14% FY2020: No SPA yet
City of Falls Church	Intersection Improvements at Eaton Place/Chain Bridge Road	Initiating ROW phase. All property owners with easements/ROW acquisitions notified.	FY2018: 2%
City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	Dominion has provided approval to install power for the signals. Old signal infrastructure still needs to be removed from Route 7. Project completion date pushed from 8/31/2025 to 10/31/2025.	FY2018: 98%
Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	Land acquisition scheduled to complete in December 2025. Project Completion anticipated in March 2028.	FY2018: 11%
VPRA	Franconia-Springfield Passenger Rail Bypass	Completion date pushed from 12/31/2026 to 12/31/2030.	FY2022: No SPA yet

Substantive Project Status Updates *Continued*

Flagged Projects – as of August 25th, 2025

Projects are flagged when there has been no update or no new information provided for three consecutive months.

Date of Last Update	Jurisdiction	Project Title	NVTA Funds	% Reimbursed
No new update since January 2025	LDN	Northstar Boulevard - Evergreen Mills Rd to Tall Cedars Parkway	\$64,805,000	FY2018: 75%

No Response Received This Cycle

Project sponsors are required to provide monthly updates on projects. NVTA did not receive a monthly update on the projects listed below.

- **Arlington County:** Glebe Road Corridor ITS Improvements (FY2015) , Intelligent Transportation System Improvements (FY2018-23)
- **Prince William County:** North Woodbridge Mobility Improvements (FY2020-25), Construct Interchange at Route 234 and Brentsville Road (FY2018-23)



CMAQ/RSTP Transfers

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) 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 Congestion Mitigation and Air Quality Improvement Program (CMAQ) 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 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 July 16, 2025, Prince William County requested the following reallocation:

- Transfer of \$31 of CMAQ funds from UPC 70716 (Balance Entry Account) to UPC 121723 (Route 123 Northbound On Ramp to I-95 Northbound 2 Lane Widening Metering).

The recipient project has been cancelled due to a larger, VDOT-administered active improvements project at the interchange. However, there is currently a deficit that must be funded before it can be closed out.

At its meeting on July 24, 2025, 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



July 16, 2025

Christina Alexander, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

RE: Request to Transfer Congestion Mitigation and Air Quality (CMAQ) Funds

Ms. Alexander,

Prince William County requests the approval of the NVTA RJACC for the transfer of \$31 in CMAQ funds from Balance Entry Account (UPC 70716) to the Route 123 Northbound On Ramp to I-95 Northbound 2 Lane Widening Metering project (UPC 121723).

The Route 123/I-95-ramp metering project has been canceled as the Interchange is under a larger, active improvements project administered by VDOT. However, the project has a \$31 deficit that must be funded before it can be closed out. Prince William requests approval to transfer funds from the County's CMAQ Balance Entry account to cover this deficit. The recipient project has been previously approved for RSTP funding, and this request only needs RJACC approval to move forward.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", with a stylized flourish at the end.

Ricardo Canizales
Director of Transportation

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

Date: 7/17/2025

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): \$1,526,838

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
70716	Prince William County CMAQ Balance Entry	CMAQ	Y		\$31.00	121723	Route 123 Northbound On Ramp to On Ramp to I-95 Northbound 2 Lane Widening Metering	Y	FY 2024				

TOTAL OF TRANSFER - \$31

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

September 11, 2025

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

Reference: Request to Transfer Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds 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 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 July 16, 2025, Prince William County requested the following:

- Transfer of \$31 of CMAQ funds from UPC 70716 (Balance Entry Account) to UPC 121723 (Route 123 Northbound On Ramp to I-95 Northbound 2 Lane Widening Metering).

The recipient project has been cancelled due to a larger, VDOT-administered active improvements project at the interchange. However, there is currently a deficit that must be funded before it can be closed out.

The RJACC approved the request on July 24, 2025, and the NVTA was informed at their September 11, 2025, 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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

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

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 Fairfax 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 August 13, 2025, Fairfax County requested the following reallocation:

- Transfer of \$2,738,469 of surplus FY05-FY23 CMAQ funds from UPC 70716 (Balance Entry account) to UPC 115550 (Richmond Highway Bus Rapid Transit)

The recipient project has a funding shortfall, which this transfer will help to address.

At its meeting on August 28, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 13, 2025

Meagan Landis, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Balance Entry Funds

Dear Ms. Landis,

Fairfax County requests the approval of the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$2,738,469 in surplus FY05-FY23 CMAQ funds from the Balance Entry account (UPC 70716) to the existing CMAQ approved Richmond Highway Bus Rapid Transit (BRT, UPC 115550) project. A supporting transfer spreadsheet has been included for additional details.

If you have any questions or concerns about this request, please contact Sara Allred at (703) 787-4972 or sara.allred@fairfaxcounty.gov.

Sincerely,



Gregg Steverson
Director

cc. Martha Coello, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT

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

Date: 8/4/2025

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,738,469

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>
70716 (99054)	Balance Entry	CMAQ	Y	FY05	\$1,317,663	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (99054)	Balance Entry	CMAQ	Y	FY05	\$329,416	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (T16610)	Balance Entry	CMAQ	Y	FY05	\$8,340	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108496)	Balance Entry	CMAQ	Y	FY06	\$54,740	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108496)	Balance Entry	CMAQ	Y	FY06	\$13,685	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108497)	Balance Entry	CMAQ	Y	FY06	\$133,156	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108497)	Balance Entry	CMAQ	Y	FY06	\$33,289	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108501)	Balance Entry	CMAQ	Y	FY06	\$31,488	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108501)	Balance Entry	CMAQ	Y	FY06	\$7,872	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108494)	Balance Entry	CMAQ	Y	FY06	\$58,086	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108494)	Balance Entry	CMAQ	Y	FY06	\$14,521	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108500)	Balance Entry	CMAQ	Y	FY06	\$2,214	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108500)	Balance Entry	CMAQ	Y	FY06	\$553	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108498)	Balance Entry	CMAQ	Y	FY06	\$40,000	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108498)	Balance Entry	CMAQ	Y	FY06	\$10,000	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108495)	Balance Entry	CMAQ	Y	FY06	\$69,510	115550	Richmond Highway Bus Rapid Transit	Y	2016				

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

70716 (108495)	Balance Entry	CMAQ	Y	FY06	\$17,378	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103283)	Balance Entry	CMAQ	Y	FY07	\$24,680	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103280)	Balance Entry	CMAQ	Y	FY07	\$102,361	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103265)	Balance Entry	CMAQ	Y	FY07	\$3,308	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103283)	Balance Entry	CMAQ	Y	FY10	\$670	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103283)	Balance Entry	CMAQ	Y	FY10	\$168	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103262)	Balance Entry	CMAQ	Y	FY10	\$261,959	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103262)	Balance Entry	CMAQ	Y	FY10	\$65,489	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108282)	Balance Entry	CMAQ	Y	FY10	\$4,105	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (108282)	Balance Entry	CMAQ	Y	FY10	\$1,026	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103285)	Balance Entry	CMAQ	Y	FY10	\$27,904	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103285)	Balance Entry	CMAQ	Y	FY10	\$6,976	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103265)	Balance Entry	CMAQ	Y	FY10	\$7,232	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103265)	Balance Entry	CMAQ	Y	FY10	\$1,809	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103282)	Balance Entry	CMAQ	Y	FY10	\$5,301	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103282)	Balance Entry	CMAQ	Y	FY10	\$1,325	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (87948)	Balance Entry	CMAQ	Y	FY10	\$27,884	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (87948)	Balance Entry	CMAQ	Y	FY10	\$6,971	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103281)	Balance Entry	CMAQ	Y	FY18	\$130	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103281)	Balance Entry	CMAQ	Y	FY18	\$33	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103284)	Balance Entry	CMAQ	Y	FY18	\$18,387	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (103284)	Balance Entry	CMAQ	Y	FY18	\$4,597	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (118665)	Balance Entry	CMAQ	Y	FY23	\$19,394	115550	Richmond Highway Bus Rapid Transit	Y	2016				
70716 (118665)	Balance Entry	CMAQ	Y	FY23	\$4,849	115550	Richmond Highway Bus Rapid Transit	Y	2016				

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

TOTAL OF TRANSFER

\$2,738,469

Attach Signed Request of Transfer Letter

September 11, 2025

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

Reference: Request to Transfer Congestion Mitigation and Air and Quality Improvement Program (CMAQ) Funds for Fairfax 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 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 August 13, 2025, Fairfax County requested the following:

- Transfer of \$2,738,469 of surplus FY05-FY23 CMAQ funds from UPC 70716 (Balance Entry account) to UPC 115550 (Richmond Highway Bus Rapid Transit).

The recipient project has a funding shortfall, which this transfer from the Balance Entry account will help to address.

The RJACC approved the request on August 28, 2025, and the NVTA was informed at their September 11, 2025, 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
Martha Coello, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax 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 Fairfax 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 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 August 26, 2025, Fairfax County requested the following reallocations:

- Transfer of \$59,952,5546 of FY2026-28 RSTP funds from UPC 120800 (Richmond Highway Widening Phase 2) to UPC 106742 (Frontier Drive Extension)
- Transfer of \$57,353,954 of FY2029-31 RSTP funds from UPC 106742 (Frontier Drive Extension) to UPC 120800 (Richmond Highway Widening Phase 2)
- Transfer of \$18,000,000 in FY2031 RSTP funds from UPC 115550 (Richmond Highway BRT) to UPC 120800 (Richmond Highway Widening Phase 2)

These transfer requests will result in a total increase of \$15,401,408 in RSTP funds for UPC 120800 (Richmond Highway Widening Phase 2) and \$2,598,546 in UPC 106742 (Frontier Drive Extension). In addition, these transfers will allow right-of-way work to advance on Frontier Drive Extension project in a timely manner and will offset cost increases on the widening project, a prerequisite for the Richmond Highway BRT project, without impacting project timelines. Fairfax County intends to seek further funding for the BRT project at a later date through utilizing future CMAQ/RSTP funding and/or NVTa 30% as the offset to the Richmond Highway BRT transfer.

At its meeting on August 28, 2025, the RJACC approved this request contingent on future repayment of CMAQ/RSTP funds for UPC 115550 (Richmond Highway BRT).

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 26, 2025

Meagan Landis, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Landis,

Fairfax County requests the approval of the Northern Virginia Transportation Authority (NVTA) to transfer RSTP funds described below.


- The following transfer request will result in a total increase of \$15,401,408 in RSTP funds for the Richmond Highway Widening Phase 2 project (UPC 120800) and an increase of \$2,598,592 in RSTP funds for the Frontier Drive Extension project (UPC 106742):
 - \$59,952,546 in FY 2026-28 funds from the Richmond Highway Widening Phase 2 project (UPC 120800) to the Frontier Drive Extension project (UPC 106742).
 - \$57,353,954 in FY 2029-31 funds from the Frontier Drive Extension project to the Richmond Highway Widening Phase 2 project (UPC 120800).
 - \$18,000,000 in FY 2031 funds from the Richmond Highway Bus Rapid Transit (BRT) project (UPC 115550) to the Richmond Highway Widening Phase 2 project (UPC 120800).

All projects have previously been approved for RSTP funding. These transfers will advance project implementation and help to fully fund projects, with any net losses in funding to be offset in the future. Exchanging later-year RSTP funds for earlier is necessary for the Frontier Drive Extension project to advance to right-of-way authorization, thus supporting full funding for this phase. The Richmond Highway Widening Phase 2 project schedule will not be impacted by the exchange of RSTP funds with the Frontier Drive Extension project. The transfer from Richmond Highway BRT to Phase 2 of the widening project helps offset cost increases on the widening project and will not impact advancement of the BRT project.

Supporting transfer spreadsheets have been included for additional details. If you have any questions or concerns about this request, please contact Sara Allred at (703) 787-4972 or sara.allred@fairfaxcounty.gov.

Meagan Landis, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee
August 26, 2025
Page 2 of 2

Sincerely,



Gregg Steverson
Director

cc. Martha Coello, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT

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

Date: 8/28/2025

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$59,393,552

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal</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>
106742	Frontier Drive Extension	RSTP	N	FY29	18,843,638	120800	Richmond Highway Widening Ph2	Y	FY17				
106742	Frontier Drive Extension	RSTP	N	FY30	22,441,292	120800	Richmond Highway Widening Ph2	Y	FY17				
106742	Frontier Drive Extension	RSTP	N	FY31	16,069,024	120800	Richmond Highway Widening Ph2	Y	FY17				

TOTAL OF TRANSFER \$57,353,954.00

Attach Signed Request of Transfer Letter

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

Date: 8/28/2025

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$137,254,805

From (Donor):					To (Recipient):								
<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal</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>
115550	Richmond Highway Bus Rapid Transit	RSTP	N	FY31	\$18,000,000	120800	Richmond Highway Widening Ph2	Y	FY17				

TOTAL OF TRANSFER \$18,000,000.00

Attach Signed Request of Transfer Letter

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

Date: 8/28/2025

Name of Jurisdiction/Agency Requesting: Fairfax County

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

\$102,471,581

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal</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>
120800	Richmond Highway Widening Ph 2	RSTP	N	FY26	31,200,974.00	106742	Frontier Drive Extension	Y	FY23				
120800	Richmond Highway Widening Ph 2	RSTP	N	FY27	20,000,000.00	106742	Frontier Drive Extension	Y	FY23				
120800	Richmond Highway Widening Ph 2	RSTP	N	FY28	8,751,572.00	106742	Frontier Drive Extension	Y	FY23				

TOTAL OF TRANSFER

\$59,952,546.00

Attach Signed Request of Transfer Letter

September 11, 2025

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

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) Funds
for Fairfax 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 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 August 26, 2025, Fairfax County requested the following:

- Transfer of \$59,952,5546 of FY2026-28 RSTP funds from UPC 120800 (Richmond Highway Widening Phase 2) to UPC 106742 (Frontier Drive Extension)
- Transfer of \$57,353,954 of FY2029-31 RSTP funds from UPC 106742 (Frontier Drive Extension) to UPC 120800 (Richmond Highway Widening Phase 2)
- Transfer of \$18,000,000 in FY2031 RSTP funds from UPC 115550 (Richmond Highway BRT) to UPC 120800 (Richmond Highway Widening Phase 2)

These transfer requests will result in a total increase of \$15,401,408 in RSTP funds for UPC 120800 (Richmond Highway Widening Phase 2) and \$2,598,546 in UPC 106742 (Frontier Drive Extension). In addition, these transfers will allow right-of-way work to advance on Frontier Drive Extension project in a timely manner and will offset cost increases on the widening project, a prerequisite for the Richmond Highway BRT project, without impacting project timelines. Fairfax County intends to seek further funding for the BRT project at a later date through utilizing future CMAQ/RSTP funding and/or NVTA 30% as the offset to the Richmond Highway BRT transfer.

The RJACC approved the request on August 28, 2025, contingent on future repayment of the CMAQ/RSTP funds for UPC 115550. The NVTA was informed at their September 11, 2025, meeting and has not objected to these reallocations.

Mr. William Cuttler
September 11, 2025
Page Two

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
Martha Coello, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

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

- 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 the City of Fairfax.
- 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 August 27, 2025, the City of Fairfax requested the following reallocation:

- Transfer of \$462,847 of RSTP funds from UPC 119674 (FY24 Roadbed Reconstruction) to UPC 119590 (FY21 Roadbed Rehabilitation).

The City of Fairfax has requested this transfer to provide additional funding for the recipient project after determining that there is a funding deficit when receiving bids. The donor project will be cancelled as its current value will be \$0.

At its meeting on August 28, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



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

August 27, 2025

Ms. Meagan Landis
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

Dear Ms. Landis:

The City of Fairfax requests RJACC approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds between two previously approved RSTP projects:

- Transfer \$462,847 in FY 24 RSTP funds from UPC 119674 (FY 24 Roadbed Reconstruction) to UPC 119590 (FY 21 Roadbed Rehabilitation). Bids have been received for this project and the city requires additional funding to fully fund the project.

This will leave UPC 119674 with \$0. This project should be cancelled.

If you have any questions about this request, please feel free to contact me at wendy.sanford@fairfaxva.gov or (703) 385-7889.

Sincerely,

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

Wendy Sanford
Director of Transportation

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

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

Date: 8/25/2025

Name of Jurisdiction/Agency Requesting: City of Fairfax

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$462,847.00

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
119674	Roadbed Reconstruction	RSTP			\$462,847.00	119590	Roadbed Rehabilitation	Y	FY 21				

TOTAL OF TRANSFER \$462,847.00

Attach Signed Request of Transfer Letter

September 11, 2025

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

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) Funds
for the City of Fairfax.

Dear Mr. Cuttler,

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality 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 August 27, 2025, The City of Fairfax requested the following:

- Transfer of \$462,847 of RSTP funds from UPC 119674 (FY24 Roadbed Reconstruction) to UPC 119590 (FY21 Roadbed Rehabilitation).

The City of Fairfax determined that there is a funding deficit on the recipient project when receiving bids. This transfer will meet that need and the donor project will be cancelled.

The RJACC approved the request on August 28, 2025, and the NVTA was informed at their September 11, 2025, 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
Wendy Sanford, Director of Transportation, City of Fairfax
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA
Carol Sinclair, VDOT NoVA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Manassas

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Manassas.
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 August 28, 2025, the City of Manassas informed the RJACC of the following reallocation:

- Transfer of \$350,000 of RSTP funds from UPC T24168 to UPC T31014.

The City of Manassas has transferred funds between two linked projects for Dean Drive, with UPC T31014 being a breakout of UPC T24168. The scope of the breakout project is to complete preliminary work (30% design), which will allow for the determination of funding needs for the parent project, which has a budget deficit.

Because these projects are linked, neither RJACC nor NVTA approval was required.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



August 28, 2025

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

RE: Transfer of Regional Surface Transportation Program Funds

Dear Ms. Backmon:

The City of Manassas notifies the Regional Jurisdiction and Agency Coordinating Committee (RJACC) of the completed transfer of \$350,000 in Regional Surface Transportation Program (RSTP) funds.

The funds were transferred from UPC T24168 to UPC T31014. UPC T31014 is a breakout of UPC T24168 and the project scope is to complete preliminary work for the Dean Drive project. This transfer will allow the project to be advanced to 30% design so that the scope and cost estimate can be refined while additional funding is sought. Since these projects are linked, RJACC/NVTA approval is not required.

If you have any questions or concerns about this request, please contact Chloe Delhomme at (703) 257-8235.

Sincerely,

Matt Arcieri
Assistant City Manager

cc. Lance Kilby, City of Manassas
Carol Bondurant, VDOT

Transfer of Funds - (Allocation Journal)

Date:7/31/2025

Locality/Co/Jurisdiction:Manassas

District/Region:NOVA

Requested by:Locality

Approved by:Carol Bondurant

Processed by:Monique Bailey 08/05/2025

CTB:☐

- 1) Additional Financing
- 2) Close Completed Project
- 3) Finance Deficit
- 4) Other - Explain in the Comments

FROM (DONOR):						TO (RECIPIENT):					
UPC	State Project #	FY	Allocation Type	Split	Amount	UPC	State Project #	FY	Allocation Type	Split	Code
T24168	U000-155-326	FY26	3120101	80	\$280,000	T31014	9999-155-326	FY26	3120101	80	4
T24168	U000-155-326	FY26	3020111	20	\$70,000	T31014	9999-155-326	FY26	3020111	20	4

TOTAL OF JOURNAL ALLOCATION:

\$350,000

DISTRICT COMMENTS (include reason for transfer & other pertinent info):

T24168 & T31014 are linked projects. UPC T31014 is a breakout UPC and the scope of this project is to complete preliminary work (30% design) so we can then determine the correct estimate and seek the proper funding to fully fund T24168 which currently has a deficit. Since these projects are linked, RJACC/NVTA approval is not required.

IID COMMENTS:

September 11, 2025

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

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) Funds
for the City of Manassas.

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 August 28, 2025, The City of Manassas informed the RJACC of a transfer between two UPCs for the same project:

- Transfer of \$350,000 of RSTP funds from UPC T24168 to UPC T31014.

The City of Manassas has transferred funds between two linked projects for Dean Drive, with UPC T31014 being a breakout of UPC T24168. The scope of the breakout project is to complete preliminary work (30% design), which will allow for the determination of funding needs for the parent project, which has a budget deficit.

Because these projects are linked, neither RJACC nor NVTA approval was required. 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
Chloe Delhomme, Senior Planner, City of Manassas

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: Fairfax County Department of Transportation (FCDOT) and City of Manassas
Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds
Exchange Agreement

- 1. Purpose.** To formalize the agreement between Fairfax County and the City of Manassas regarding distribution of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in FY2026 and FY2029.
- 2. Background:** On June 12, 2025, the Northern Virginia Transportation Authority (NVTA) recommended the Commonwealth Transportation Board (CTB) adopt proposed FY2026 and FY2029 CMAQ and RSTP allocation adjustments based on updated budgets.

Working with the Regional Jurisdiction and Agency Coordination Committee (RJACC) and VDOT, NVTA staff had developed recommended project allocation adjustments and highlighted that the reallocations included an agreement between jurisdictions.

Fairfax County and the City of Manassas had agreed to exchange CMAQ funds to reduce disruptions on ongoing projects. Fairfax County agreed to transfer \$30,264 of their designated FY2026 CMAQ funds to the City of Manassas for use in the Stonewall Park Trail Extension project (UPC T22573). In exchange, the City of Manassas agreed to later transfer \$30,264 from their designated FY 2029 CMAQ funds for use in Fairfax County's Richmond Highway Bus Rapid Transit project (UPC 115550).

As this agreement has already been approved by the RJACC and NVTA, no further action is required.

Attachments:

- A.** Fairfax County Concurrence Letter

Coordination: Regional Jurisdiction and Agency Coordinating Committee



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 13, 2025

Meagan Landis, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

Re: Swap of Congestion Mitigation Air Quality (CMAQ) funds

Dear Ms. Landis,

I'm writing to indicate the Fairfax County Department of Transportation's (FCDOT) concurrence with the City of Manassas's request to exchange Congestion Mitigation and Air Quality Improvement (CMAQ) funds between the County and the City. Fairfax County will transfer \$30,264 of their designated FY 2026 CMAQ funds to the City of Manassas for use in the Stonewall Park Trail Extension project (UPC T22573). In exchange, the City of Manassas will transfer \$30,264 from their designated FY 2029 CMAQ funds for use in Fairfax County's Richmond Highway Bus Rapid Transit project (UPC 115550).

This exchange will allow the projects to continue without delays to the schedule. If you have any questions or concerns about this request, please contact Sara Allred at (703) 787-4972 or sara.allred@fairfaxcounty.gov.

Sincerely,

Gregg Steverson
Director

cc. Martha Coello, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT
Chloe Delhomme, City of Manassas