

Northern Virginia Transportation Authority Meeting

Thursday, July 10, 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. Website Modernization Update: New NVTA Website Debut

Ms. Hillerich, Communications and Public Affairs Manager

Consent Agenda

- **4. Approval of June 12,2025, Meeting Summary Minutes**Chair Randall

 Recommended Action: Approval of the June 12, 2025, Meeting Summary Minutes
- **5.** Approval of Fairfax County De-Appropriations Mr. Longhi, Chief Financial Officer Recommended Action: Approval of Fairfax County De-Appropriations
- 6. Approval of Standard Project Agreement (SPA) for Vienna-Carter Library Parking Garage (formerly, Mill St NE Parking Garage) (SPA #2018-57-1 Town of Vienna)

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA #2018-57-1 Vienna-Carter Library Parking Garage

7. Approval of Standard Project Agreement (SPA) for Route 234 and Sudley Manor Interchange (SPA 2024-343-1 Prince William County)

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA #2024-343-1

8. Approval of Standard Project Agreement (SPA) 2022-328-1 for the City of Alexandria's West End Transitway Phase 1b: South Van Dorn Street and Bridge Design

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA #2022-328-1

9. Approval of Standard Project Agreement (SPA) 2022-324-1 for Fairfax County's Purchase of Eight New Buses for Fairfax Connector's Tysons to Franconia Service

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA #2022-324-1

10. Approval of I-66 Outside the Beltway Concessionaire Funds Transfer for Prince William County (Route 234/Balls Ford Road Interchange

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of I-66 Concessionaire Funds Transfer for Prince William County

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

Recommended Action: Approval of Recommendation for CMAQ/RSTP Funds Reallocation for Virginia Railway Express

Action Items

12. Approval of Bus Rapid Transit (BRT) Action Plan

Mr. Jasper, Principal, Transportation Planning and Programming Recommended Action: Approval of the BRT Action Plan

Discussion/Information Items

13. Finance Committee Report

Vice Chair Snyder, Finance Chair

- A. Investment Portfolio Report Ms. Sen, Investment & Debt Manager
- B. Monthly Revenue Report Mr. Longhi, Chief Financial Officer
- C. Monthly Operating Budget Report Mr. Longhi, Chief Financial Officer
- D. **Revenue Stabilization and PayGo Protection Tools** Mr. Longhi, Chief Financial Officer

14. Planning and Programming Committee Report

Mayor Davis-Younger

15. Planning Coordination Advisory Committee Report

Mayor Colbert

16. Transportation Technology Committee Report

Vice Chair Snyder

17. Technical Advisory Committee Report

Chair Boice



18. CEO Report

Ms. Backmon, Chief Executive Officer

19. Chair's Comments

Chair Randall

- A. Other Business
- B. Closed Session (if necessary)

20. Adjournment

Chair Randall

Next Meeting:

Thursday, **September 11**, 2025 7:00 p.m. EST 2600 Park Tower Drive, Suite 601 Vienna, VA 22180



SUMMARY MINUTES

Thursday, June 12, 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
 - ✓ Vice Chair Synder called the meeting to order at 7:04 p.m.
- 2. Roll Call Ms. Henderson, Board Secretary
 - ✓ Membership Attendees: Vice Chair David Snyder, Chairman Jeff McKay, Chair Deshundra Jefferson, Supervisor Michael Turner (designee for Chair Randall), Board Member Matt de Ferranti, Mayor Catherine Read, Mayor Michelle Davis-Younger, Mayor Alanna Mensing, Delegate Brianna Sewell (left at 7:47 p.m.), Mayor Linda Colbert, Mr. D. J. Gribbin (arrived at 7:20 p.m.), Mr. Bill Cuttler, and Mr. Todd Horsley. Absent: Mayor Alyia Gaskins, Delegate Karrie Delaney, Senator Jennifer Boysko
 - ✓ 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, Gary Armstrong, Senior Accountant; Margaret Duker, Accounting Assistant; Executive Assistant to the CEO Quinn Haley, and Board Secretary Lee Ann Henderson.
 - ✓ Council of Counsel Attendees: Ms. Christina Brown-City of Alexandria, Mr. Daniel Robinson-Fairfax County, and MinhChau Corr-Arlington 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 <u>NVTA's YouTube Channel</u>.

- 3. VDOT 495 Southside Express Lanes Presentation Michelle Shropshire, P.E., DBIA, Northern Virginia Megaprojects Director, Virginia Department of Transportation
 - ✓ Ms. Shropshire reviewed the proposed 495 Southside Express Lanes project. The
 presentation included information on current conditions and identified the areas in
 need of improvement.
 - ✓ She reviewed the Project Development and Project Delivery process used by the Virginia Department of Transportation, noting that the next step in the process will look

- at detailed design.
- ✓ The recommended alternative would provide two buffer-separated express lanes in each direction, include bike/pedestrian improvements, fund new bus transit service, preserve space on the Woodrow Wilson Bridge for future rail transit, and provide a potential funding source for new/expanded transit services and other improvements that will benefit the corridor.
- ✓ Next steps include briefing the Commonwealth Transportation Board (CTB) on the preferred alternative in July of 2025 with CTB action expected in September 2025, and a vote for inclusion in the Visualize 2050 plan before the end of 2025. A public hearing on the Environmental Assessment will be scheduled sometime in late 2025 with a Federal decision on the preferred alternative to occur in early 2026.
- 4. Draft Bus Rapid Transit (BRT) Action Plan Update

Mr. Jasper, Principal, Transportation Planning and Programming

- ✓ Mr. Jasper introduced Kevin Pullis from WBA Associates and Dalia Levin with Cambridge Systematics.
- ✓ He stated that the BRT Action Plan evaluated 28 potential BRT lines and created a
 visionary blueprint that will enable the region to incrementally implement an integrated
 BRT system over the next decade or two
- ✓ He noted that NVTA has already invested over \$850 million in five BRT lines, which include Arlington/Alexandria Metroway Extensions, Fairfax County's Richmond Highway ("The One"), West End Transitway in Alexandria, Duke Street Transitway in Alexandria, and the Route 7 line (Fairfax/Falls Church/Arlington/Alexandria).
- ✓ Mr. Pullis described the 10 pop up events that were hosted in close proximity to more than one proposed BRT route. The pop up events resulted in 4,614 interactions.
- ✓ Mr. Pullis reviewed the BRT survey that looked at the BRT system and how it would address transit needs, people's likelihood of using it, preferred features, and usage patterns. He noted that younger respondents tended to believe that the system would reach all or most places they want to go, as opposed to people over the age of 35.
- ✓ Mr. Jasper stated that there was generally positive support from community members.
- ✓ He also noted that many of the proposed BRT lines would likely be in the "competitive range" for NVTA funding if submitted for evaluation under NVTA's Six Year Program process.
- ✓ Next steps include additional evaluation, development of guidelines/best practices, ongoing outreach/education, and exploring funding opportunities.

Consent Agenda

5. Approval of May 8, 2025, Meeting Summary Minutes

Chair Randall

6. Approval of Prince William County Route 28 Bypass Project Cancellation

Mr. Longhi, Chief Financial Officer



- 7. <u>Approval of Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs</u>
 <u>Boulevard Project Withdrawal</u> Mr. Longhi, Chief Financial Officer
- 8. Approval of Letters of Support for Prince William County's Congressionally Directed
 Spending Requests for FY2026 Ms. Backmon, Chief Executive Officer
- Approval of the Allocation Adjustments for FY2026 and FY2029 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation (RSTP) Funds
 Ms. Beyer, Regional Transportation Planner
 - ✓ On a motion by Chair Jefferson, seconded by Chairman McKay, the Consent Agenda was approved unanimously.

Discussion/Information Items

10. Quarterly Travel Trends Update

- Mr. Rashid, Planning Analytics Manager
- ✓ Mr. Rashid noted that a return to office was mandated by the Federal Government and is affecting commuter patterns, most notably increasing numbers for some transit providers.
- 11. Finance Committee Report

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi stated that the Investment Portfolio continues to do well and is the second largest source of NVTA revenue.
- ✓ Mr. Longhi addressed revenue stabilization and PayGo protection tools that the authority maintains.
- 12. <u>Planning Coordination Advisory Committee Report</u>

Mayor Colbert

- ✓ Mayor Colbert stated that they had no action items, but the committee received a
 presentation on the Draft Bus Rapid Transit (BRT) Action Plan.
- 13. <u>Technical Advisory Committee Report</u>

Chair Boice

- ✓ Ms. Backmon stated that the TAC also had no action items and received a presentation on the Draft Bus Rapid Transit (BRT) Action Plan.
- 14. CEO Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that staff will be working with several jurisdictions/agencies that
 have projects that were appropriated in FY2026, to get their Standard Project
 Agreements in place.
- ✓ She noted the deadlines for the Call for Projects and reminded everyone that NVTA can only fund projects in the current long-range plan, TransAction.
- ✓ She noted that there will be a kickoff committee meeting for the Bike/Ped Funding analysis that was requested by the Virginia House and Senate Transportation Committee Chairs.



- ✓ She stated that tonight is Mr. Horsley's last meeting noting that he will be moving from the region. Vice Chair Snyder thanked Mr. Horsley for his long-term commitment to the region.
- ✓ Ms. Backmon stated that she is been working with the RJACC to find ways the region can improve its performance with respect to SMART SCALE. Mr. Gribbin stated the region is underperforming, but the CTB is looking at what other regions are doing to increase the chances of funding.

15. Chair's Comments

Chair Randall

- ✓ Vice Chair Snyder noted the passing of Gerry Connolly and Catherine Hudgins, both of whom were instrumental in improving transportation in the region.
- ✓ Chairman McKay noted that this is the 250th Anniversary of the United States Army.

16. Adjournment

Chair Randall

✓ There being no further business before the Authority, Vice Chair Snyder adjourned the meeting at 8:45 p.m.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: June 10, 2025

SUBJECT: Approval of Fairfax County Project De-Appropriations

1. Purpose: To seek the Northern Virginia Transportation Authority (NVTA) approval of Fairfax County's voluntary de-appropriation requests for the Richmond Highway (Route 1)/CSX Underpass Widening and Rock Hill Road Bridge projects.

2. Suggested Motion: I move Authority approval of Fairfax County's request to voluntarily de-appropriate \$12,000,000 from Richmond Highway (Route 1)/CSX Underpass Widening project (2018-12-1) and \$20,604,670 from Rock Hill Road Bridge project (2018-17-1).

3. Background:

- A. Richmond Highway (Route 1)/CSX Underpass Widening
 - I. The Richmond Highway (Route1)/CSX Underpass Widening project was approved by the Authority in the FY2018-2023 Six Year Program, adopted on June 14, 2018. The project was appropriated in the FY2023 budget. To date, no Standard Project Agreement (SPA) has been executed.
 - II. As part of the Richmond Highway Widening and the Transforming Rail in Virginia initiative (formerly Atlantic Gateway), the CSX bridge was originally planned for replacement with an expanded facility to accommodate three tracks. The project was to be funded in equal parts, with Fairfax County securing one-third of the total cost. However, significant cost escalations during design led to the project being divided into two phases, with the underpass widening to become part of Phase 2.
 - III. Fairfax County has indicated the Commonwealth of Virginia has been unable to secure their funding. Therefore, the County is requesting to de-appropriate the NVTA funding to allow the Commonwealth time to secure their share. Fairfax County states re-appropriation may not be needed until 2030. The letter requesting de-appropriation is attached.
- B. Rock Hill Road Bridge

- I. The Rock Hill Road Bridge project was approved by the Authority in the FY2018-2023 Six Year Program. The project was appropriated in the FY2023 budget. To date, no Standard Project Agreement (SPA) has been executed.
- II. The Rock Hill Road Bridge will be a new connection between Fairfax County and Loudon County over the Dulles Toll Road, connecting Sunrise Valley Drive to Innovation Avenue and the Innovation Transit Station Area. This project is important to the region, but is complex, as it impacts three jurisdictions- the Town of Herndon, Loudoun County, and Fairfax County as well as the Commonwealth of Virginia.
- III. Fairfax County has identified the need for ongoing discussions with partners and additional time is needed for project development. Therefore, the County is requesting to de-appropriate the funding. Fairfax County states reappropriation may not be needed until FY 2030. The letter requesting deappropriation is attached.
- C. NVTA staff recommend Authority approval of both requests.

Attachments:

- A. Fairfax County Richmond Highway (Route 1)/CSX Underpass Widening Deappropriation Request
- B. Fairfax County Rock Hill Road Bridge De-appropriation Request



County of Fairfax, Virginia

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

June 9, 2025

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

Dear Ms. Backmon:

I am writing to formally request the de-appropriation of Northern Virginia Transportation Authority (Authority) funding allocated for the Fairfax County Route 1 / CSX Underpass Widening Project. This project was approved for \$12,000,000 in funding under the Authority's FY 2018-2023 Six-Year Program. The funding was appropriated automatically in 2023, but it is our understanding that the policy changed shortly thereafter, providing more flexibility in appropriations.

As part of the Richmond Highway widening and the Transforming Rail in Virginia initiative (formerly known as Atlantic Gateway), the CSX bridge was intended to be replaced with a new, expanded facility accommodating three tracks. Based on original discussions with the Commonwealth, costs for the project were to be split three ways, with the County securing one-third of the necessary funding. However, due to cost escalations during the design phase, the project was divided into two phases, with the underpass widening shifting to become part of Phase 2.

While the Commonwealth has applied for federal funding to advance Phase 2, they have been unable to secure the additional funding needed for the project. This has resulted in significant delays. The project is important for the region, improving the clearance of, and widening, the Richmond Highway cross section to eventually accommodate six lanes of traffic and facilitate alternative modes of transportation in this highly congested corridor. However, it is also vital to east coast mobility, enabling higher speeds for Amtrak trains and reducing congestion with freight traffic in this busy section of the rail corridor.

The County believes that it is essential that this project be a priority for Virginia, and that the Commonwealth must fulfill its responsibility in funding and advancing this project. Accordingly, Fairfax County requests that the allocated funding be de-appropriated and



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Monica Backmon, Chief Executive Officer June 9, 2025 Page 2 of 2

reassigned for utilization in the 2030 construction cycle to allow the Commonwealth time to provide the needed funding.

Fairfax County appreciates the funding received from the Authority for this and other projects. Please contact Sara Allred at (703) 787-4972 or at sara.allred@fairfaxcounty.gov if you have any questions about this request.

Sincerely,

Gregg Steverson

Director

cc: Noelle Dominguez, Chief, Coordination and Funding Division (CFD), Fairfax County Department of Transportation (FCDOT)

Sara Allred, Senior Transportation Planner, CFD, FCDOT



County of Fairfax, Virginia

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

June 9, 2025

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

Dear Ms. Backmon:

I am writing to formally request the de-appropriation of the Rock Hill Road Bridge project, a Northern Virginia Transportation Authority (Authority) funded Fairfax County project, and reservation of the funds to be reappropriated in Fiscal Year (FY) 2030. The Authority approved \$20,604,670 in funding for the project in its FY 2018-2023 Six Year Program. The Rock Hill Road Bridge will be a new connection between Fairfax County and Loudon County over the Dulles Toll Road, connecting Sunrise Valley Drive to Innovation Avenue and the Innovation Transit Station Area. The project reduces congestion and delays on Route 28 and Centreville Road. Due to ongoing discussions with partners, additional time is needed for project development. This project is important to the region, but is complex, as it impacts three jurisdictions – the Town of Herndon, Loudoun County, and Fairfax County – as well as the Commonwealth of Virginia.

This project funding was appropriated automatically in 2023, but it is our understanding that the policy changed shortly thereafter, providing more flexibility in appropriations. We request this change to allow the project's partners to work together to advance this vital project.

Fairfax County appreciates the funding received from the Authority for this and other projects. Please contact Sara Allred at (703) 787-4972 or at sara.allred@fairfaxcounty.gov if you have any questions about this request.

Sincerely,

Gregg Steverson

Director

cc: Noelle Dominguez, Chief, Coordination and Funding Division (CFD), Fairfax County

Department of Transportation (FCDOT)

Sara Allred, Senior Transportation Planner, CFD, FCDOT

www.fairfaxcounty.gov/transportation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of Standard Project Agreement 2018-57-1 for the Town of Vienna's

Vienna-Carter Library Parking Garage (formerly, Mill St NE Parking Garage)

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval of Standard Project Agreement (SPA) 2018-57-1 for the Town of Vienna's Vienna-Carter

Library Parking Garage (formerly, Mill St NE Parking Garage) for \$2,300,000.

2. Suggested Motion: I move Authority approval of the proposed Standard Project
Agreement 2018-57-1, Town of Vienna's Vienna-Carter Library Parking Garage
(formerly, Mill St NE Parking Garage), in accordance with NVTA's approved Project
Description Sheet as appended to the Standard Project Agreement; and authorize the
Chief Executive Officer sign on behalf of the Authority.

3. Background: This project was adopted as part of the FY2018-2023 Six Year Program (SYP) and received a FY2023 appropriation for \$2,300,000 on April 21, 2022.

The original approval and the SPA are for the use of \$2,300,000 for the project's construction phase. The original project approval was for 63 parking spaces within a parking garage to be built by a private developer at 223 Mill St NE. Changes to the developer's plans for the site made the original plan infeasible.

The Town subsequently reached an agreement with Fairfax County to include 84 commuter parking spaces in the County's planned Vienna-Carter Parking Garage, at 101 Maple Ave E with expected completion in summer 2027. These 84 parking spaces provide more commuter parking than the initially approved 63 spaces, and the new location is expected to provide the same transportation benefits as the original location. The Town and County have executed a License, Operation, and Maintenance (LOM) Agreement to ensure the commuter parking spaces are available for dedicated commuter parking. NVTA's Council of Counsels worked with the Town and County on the commuter parking aspects of the LOM Agreement. The linked SPA (containing the LOM Agreement) has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: SPA for NVTA Project Number 2018-57-1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of Prince William County's Route 234 and Sudley Manor Drive

Interchange Standard Project Agreement 2024-343-1

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval of Prince William County's Route 234 and Sudley Manor Drive Interchange-Standard Project Agreement (SPA) 2024-343-1 for \$115,000,000.

- 2. Suggested Motion: I move Authority approval of the proposed Standard Project Agreement 2024-343-1, Prince William County's Route 234 and Sudley Manor Drive Interchange, 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 FY2026 appropriation for \$115,000,000 on April 10, 2025.

The original approval and the SPA are for the use of \$115,000,000 for the design, right-of-way and construction phases of the project. The linked SPA presented by Prince William County is consistent with the project previously submitted by Prince William 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 2024-343-1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>M E M O R A N D U M</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of City of Alexandria's West End Transitway Phase 1b: South Van

Dorn Street and Bridge Design Standard Project Agreement 2022-328-1

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval of City of Alexandria's West End Transitway Phase 1b: South Van Dorn Street and Bridge Design Standard Project Agreement (SPA) 2022-328-1 for \$5,000,000.

- 2. Suggested Motion: I move Authority approval of the proposed Standard Project Agreement 2022-328-1, City of Alexandria's West End Transitway Phase 1b: South Van Dorn Street and Bridge Design, 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 \$5,000,000 on April 10, 2025.

The original approval and the SPA are for the use of \$5,000,000 for the design phase of the project. The linked SPA presented by City of Alexandria is consistent with the project previously submitted by City of Alexandria 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 2022-328-1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>M E M O R A N D U M</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of Fairfax County's Connector Buses (8 New) - Fairfax Connector

Buses for Tysons to Franconia Service Standard Project Agreement 2022-

324-1

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval of Fairfax County's Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service Standard Project Agreement (SPA) 2022-324-1 for \$10,000,000.

- 2. Suggested Motion: I move Authority approval of the proposed Standard Project
 Agreement 2022-324-1, Fairfax County's Connector Buses (8 New) Fairfax Connector
 Buses for Tysons to Franconia Service, 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 \$10,000,000 on April 10, 2025.

The original approval and the SPA are for the use of \$10,000,000 for the purchase of eight Zero Emission Vehicle battery electric transit buses to support bus service connecting Tysons, Dunn Loring and Franconia-Springfield. The linked SPA presented by Fairfax County is consistent with the project previously submitted by the 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 2022-324-1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of Recommendation to Reallocate Transform 66 Outside the

Beltway Concession Funding for Prince William County

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Transform 66 Outside the Beltway Concession Payment funds for Prince William County.

- 2. Suggested Motion: I move Authority approval to recommend Commonwealth Transportation Board approval of the reallocation of \$5,275,000 in I-66 Concession Funds from Route 234/Balls Ford Road Interchange project (UPC 112815) to the Devlin Road Widening Project (UPC 118253) for Prince William County.
- 3. Background: As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).

Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. VDOT also recommended that the funding be used to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects. Since this action, the Authority has subsequently reviewed and recommended approval of additional transfers on some of the preciously approved projects.

- **4. Discussion:** On June 3, 2025, Prince William County requested the following reallocation:
 - A. \$5,275,000 in I-66 Concession Funds from Route 234/Balls Ford Road Interchange project (UPC 112815) to the Devlin Road Widening Project (UPC 118253) for Prince William County.

The donor project, Route 234/Balls Ford Road Interchange, has been completed. Prince William County is hoping to transfer the remaining funds to an ongoing and previously approved recipient project, Devlin Road Widening, to cover additional expenses identified during preliminary engineering. This transfer would allow Devlin Road widening project to proceed on schedule for completion in Fall 2027.

At its meeting on June 26, 2025, the RJACC recommended approval of the request.

5. Next Steps: Upon Authority recommendation of approval, the transfer request will be sent to the Commonwealth Transportation Board to be included in the transfer report.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee





Department of Transportation
Ricardo Canizales
Director of Transportation

June 3, 2025

Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

RE: I-66 Outside the Beltway Concessionaire Fund Transfer

Ms. Backmon:

In 2017, NVTA selected the Route 234/Balls Ford Road Interchange project in Prince William County for recommendation to the Commonwealth Transportation Board (CTB) for I-66 Outside the Beltway Concessionaire funding. The CTB subsequently approved this recommendation and the allocation of \$145 million in funds to the project in 2018.

In 2020, the contract award was approximately \$40 million below estimate and with NVTA recommendation and CTB approval, the project scope was expanded to include widening Devlin Road from Jennell Drive to University Boulevard to create a consistent four-lane roadway to the Balls Ford Commuter Lot and I-66 Express Lane, further improving access to multimodal transportation options and reducing congestion along the corridor. The expanded scope had an estimated cost of \$25 million and the remaining \$15 million of the surplus was to return to the state balance entry account.

The Route 234/Balls Ford Road Interchange project (UPC 112815) is now complete and an additional surplus of \$5,275,000 has been identified. Prince William County is requesting NVTA's approval to transfer these funds to the Devlin Road Widening project (UPC 118253) that was previously approved for Concessionaire funds. Design has been finalized for the Devlin Road Widening project and the transfer will cover additional expenses identified during preliminary engineering and allow the project to proceed on schedule for completion in Fall 2027.

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

Ricardo Canizales

Sincerely

Director of Transportation

July 10, 2025

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

Reference: Request to Transfer Transform 66 Outside the Beltway Concession Funding

for Prince William County.

Dear Mr. Cuttler,

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

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

On June 3, 2025, Prince William County has requested the following reallocation:

• \$5,275,000 in I-66 Concession Funds from Route 234/Balls Ford Road Interchange project (UPC 112815) to the Devlin Road Widening Project (UPC 118253).

The donor project, Route 234/Balls Ford Road Interchange, has been completed and Prince William County is hoping to transfer these funds to the ongoing and previously approved recipient project, Devlin Road Widening, to cover additional expenses identified during preliminary engineering. This transfer would allow Devlin Road widening project to proceed on schedule for completion in Fall 2027.

Mr. William Cuttler July 10, 2025 Page Two

On July 10, 2025, the Authority recommended Commonwealth Transportation Board approval of the request noted above. Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA

Ricardo Canizales, Director of Transportation, Prince William County



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>M E M O R A N D U M</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2024

SUBJECT: Approval of Recommendation to Reallocate Congestion Mitigation and Air

and Quality Improvement Program (CMAQ) and Regional Surface

Transportation Program (RSTP) funds for the Virginia Railway Express (VRE)

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the Virginia Railway Express (VRE).

- 2. Suggested Motion: I move Authority approval to recommend the reallocation of \$1,635,250 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds and \$69,678 of Regional Surface Transportation Program (RSTP) funds (inclusive of state match) totaling \$1,704,928 from UPC T14919 (VRE Quantico Station Pedestrian and Parking Improvements) to UPC T30975 (VRE Rippon Station Improvements for the Virginia Railway Express).
- 3. 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). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
- **4. Discussion:** On June 12, 2025, VRE requested the following reallocation:
 - A total of \$1,704,928 from UPC T14919 (VRE Quantico Station Pedestrian and Parking Improvements) to UPCT30975 (VRE Rippon Station Improvements), through transferring:
 - \$1,635,250 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds
 - \$69,678 of Regional Surface Transportation Program (RSTP) funds (including state match)

Both the donor and recipient rail station projects are located within Prince William County. The donor project (UPC T14919) is no longer advancing, and redirecting these

funds will allow effective use of federal transportation dollars. The recipient project (VRE Rippon Station Improvements) is a new project that has no allocated CMAQ or RSTP funding; these funds would be used for design improvements.

At its meeting on July 26, 2025, the RJACC recommended approval of the request.

Attachments:

- A. VRE Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler
- C. Air Quality Calculations
- D. Letter of Concurrence from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



June 12, 2025

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

Re: Request to Transfer CMAQ and STBG/RSTP Funds to the Virginia Railway Express (VRE) Rippon Station Improvement Project

Dear Ms. Backmon:

VRE requests the approval from the NVTA Board to transfer Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG, formerly Regional Surface Transportation Program or RSTP) funds.

The request is to transfer a total of \$1,635,250 in CMAQ funds and \$69,678 in STBG/RSTP funds (inclusive of state match), for a total of \$1,704,928, allocated by the NVTA on December 12, 2013, from the Quantico Station Pedestrian and Parking Improvements Project, UPC T14919, to a new project, the Rippon Station Improvements Project, for design of the improvements. Both of these VRE rail station projects are in Prince William County, and the receiving project is a new project that has no allocated CMAQ or STBG/RSTP funding. As a result, NVTA Board approval is needed.

If you have any questions or comments regarding this request, please contact our Chief Financial Officer, Mark Schofield, at 571-351-0340 or mschofield@vre.org.

Sincerely,

Rich Dalton

Chief Executive Officer

cc: Mark Schofield, VRE Chief Financial Officer

Brittany Sumpter, VRE Capital Budget and Grants Manager Christine Hoeffner, VRE Director of Planning and Environmental Policy Cynthia Porter-Johnson, PRTC Manager of Grants and Procurement Ric Canizales, Prince William County Director of Transportation

CMAQ/RSTP Transfer Request Form

ATTACHMENT 11.B

(One Sheet Needed Per Donor Project)

Date: 6/12/2025		
Name of Jurisdiction/Agency Requesting:	Virginia Railway Express	
Current Balance of CMAQ/RSTP Funds Curren	rly Allocated to Donor Project (Prior to this Transfer):	\$1,704,928

From (Donor): To (Recipient):

	Trom (Boner).				10 (Recipient).								
<u>UPC</u>	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	<u>Transfer Amount</u>	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
T14919	VRE Quantico Station Pedestrian and Parking Improvements	CMAQ	N	FY20	\$1,635,250.00	None	VRE Rippon Station Improvements	N					
		RSTP	N	FY20	\$69,678.00	None	Improvements VRE Rippon Station Improvements	N					

TOTAL OF TRANSFER \$1,704,928.00

Attach Signed Request of Transfer Letter

July 10, 2025

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

Reference: Request to Reallocate Congestion Mitigation and Air and Quality

Improvement Program (CMAQ) and Regional Surface Transportation

Program (RSTP) funds for the Virginia Railway Express (VRE)

Dear Mr. Cuttler,

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

The Virginia Railway Express (VRE) requested the following reallocation:

- A total of \$1,704,928 from UPC T14919 (VRE Quantico Station Pedestrian and Parking Improvements) to UPC T30975 (VRE Rippon Station Improvements), through transferring:
 - \$1,635,250 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds
 - \$69,678 of Regional Surface Transportation Program (RSTP) funds (including state match)

Both the donor and recipient rail station projects are located within Prince William County. The donor project (UPC T14919) is no longer advancing, and redirecting these funds will allow effective use of federal transportation dollars. The recipient project (VRE Rippon Station Improvements) is a new project that has no allocated CMAQ or RSTP funding; these funds would be used for design improvements.

On July 10, 2025, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program.

Mr. William Cuttler July 10, 2025 Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA

Rich Dalton, CEO, VRE Mark Schofield, CFO, VRE

Christine Hoeffner, VRE Director of Planning and Environmental

Policy

Cynthia Porter-Johnson, PRTC Manager of Grants and Procurement Ricardo Canizales, Prince William County, Director of Transportation



CMAQ Emissions Calculator Tool Kit	Transit Bus S	Service and I	Fleet Expan	sion				
	This calculator will estimate the reduction in emissions from projects which expand transit bus service and fleets, including new routes, new schedules, and new vehicles. Emissions reductions are associated with the mode shift from passenger vehicle to transit activity. Users are recommended to forecast activity by mode with an external travel demand model.							
Navigator		INPUT						
Transit Bus Service and Fleet Expansion	(1) What is your project evaluation year?	2030]					
Model Year Distribution	(2) Please input the number of days that the bus	250	-]					
Fuel Type Distribution	service is operated annually	Note: Default is 365 days per year. For weekdays only, enter 260 days per year.						
Road Type Distribution	Transit Bus Information	For weekends only, enter 105 days per year						
	(3a) Enter the estimated vehicle miles traveled annually b	y the transit buses before and after the tra	nsit project is completed.					
	Transit Bus	Before 236,400	After 413,700	Miles				
	(3b) Enter the VMT allocations of your transit bus fleet on the separate tabs before and/or after project completion. If desired, default national average distributions can be used to fill these tables.							
	Model Years							
	Fuel Types							
	Road Types							
	Passenger Vehicle Information							
	(4a) Enter the annual passenger vehicle activity information traveled, or number of passenger trips diverted. The pass			her in terms of vehicle miles				
	Passenger	Passenger Activity Type Passenger Vehicle Miles Traveled						
	Vehicle	Passenger Vehicle Trips						
	Vehicle	Before 47,118,500	After 113,528,610	Miles				
	Average One-Way		Miles					
		Note: National Default value is 4.52						
	(4b) Do you expect most passenger vehicle trips to be linked with bus trips as a result of the service or ○ Yes, passengers will drive to transit hubs to use the expanded transit bus service or fleet.							
	be linked with bus trips as a result of the service or fleet expansion? On, the expansion will eliminate full passenger vehicle trips (reduction of running and start activity)							
	OUTPUT FLEET PERFORMANCE							
	Transit Bus VMT increase	177,300	Miles					
	Passenger Vehicle Trip Reduction Passenger Vehicle VMT reduction	-2,240,557 -66,410,110	Trips Miles					
	Passenger Venicle VW1 reduction EMISSION REDUCTIONS	-00,410,110	MIIICS					
		Pollutant	Total					
		Carbon Monoxide (CO)	kg/day -463.192					
		Particulate Matter <2.5 μm (PM _{2.5})	-1.637					
		Particulate Matter <10 μm (PM ₁₀)	-9.019	-				
		Nitrogen Oxide (NOx) Volatile Organic Compounds (VOC)	-14.061 -3.316					
		J. 25	3.510	_				
		Carbon Dioxide (CO ₂)	-81,102.507					
		Carbon Dioxide Equivalents (CO ₂ e) Total Energy Consumption (MMBTU)	-81,273.541 -1,068.371	-				

ATTACHMENT 11.E



Department of Transportation Ricardo Canizales Director of Transportation

May 28, 2025

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

RE: Letter of Concurrence- Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds and Surface Transportation Block Grant (STBG) Funds to Rippon Station Improvements Project

Ms. Backmon, Monica,

I am writing to express that Prince William County (PWC) concurs with the Virginia Department of Transportation's (VDOT) request to reallocate \$1,635,250 in CMAQ funds and \$69,678 in STBG funds from the discontinued Quantico Station Parking project to the Rippon Station Improvements Project.

The Rippon Station Improvements Project aligns with Prince Willaim County's long standing transportation priorities. Enhancing multimodal connectivity and improving transit. The project supports regional mobility goals by expanding capacity, reducing congestion, and promoting transit-oriented development in the Route 1 corridor. These enhancements are especially critical as the station serves as a key access point for residents commuting along the I-95 corridor and supports the anticipated growth in eastern Prince William County.

Given the Quantico Station Parking project is no longer advancing, redirecting these funds to the Rippon Station Improvements Project ensures effective use of federal transportation dollars in support of improved air quality and reduced congestion, two of the core objectives of the CMAQ and STBG programs.

Thank you for your consideration, and we appreciate NVTA's continued support in advancing regional transportation solutions. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely

Ricardo Canizales

Director of Transportation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Mayor Davis-Younger, Planning and Programming Committee Chair

DATE: July 3, 2025

SUBJECT: Approval of Bus Rapid Transit (BRT) Action Plan

1. Purpose: To seek Northern Virginia Transportation Authority (NVTA) approval of the Bus Rapid Transit (BRT) Action Plan.

2. Suggested Motion: I move the Authority approval of the Bus Rapid Transit (BRT) Action Plan.

3. Background:

- A. This draft BRT Action Plan (previously referred to as a Preliminary Deployment Plan for a regional BRT system) continues NVTA BRT work from the TransAction update adopted in December 2022 and builds upon NVTA's more than \$880 million BRT investments to date to create a regionally connected BRT system providing fast, frequent and reliable transit service.
- **B.** Developed with the help of a multi-agency BRT Planning Working Group established by NVTA in early 2021, the Action Plan evaluated the impact of, and opportunities and challenges with, 28 potential BRT routes serving multiple areas in Northern Virginia, as well as popular destinations in Maryland and Washington, DC.
- C. The work for the Action Plan kicked off on October 31, 2023, and had three phases. Phase 1 included data collection, reviewing nationwide BRT studies and projects to identify best practices, conducting a perception survey, holding focus group meetings, administering an online survey, and organizing a two-part Authority work session that took place in June/July 2024. Phase 2 involved developing a network of 28 routes and evaluating their transportation impacts as well as understanding the operational, financial, and governance impacts. Phase 3 included public engagement through focus group meetings and online feedback form. Pop-up events across the region were held to promote the opportunity.
- **D.** The Action Plan provides a strong blueprint for jurisdictions and agencies to develop BRT lines incrementally in addition to supplying the information necessary to demonstrate how they can successfully function as an integrated system once fully implemented.

- E. The Plan, when fully implemented, is expected to serve approximately 47 million riders each year by 2045, including a shift of almost 27,000 trips from driving to transit every day, resulting in 12,000 person-hours of delay, 23 tons of CO₂ emissions daily, and significantly improving accessibility and safety.
- F. The public engagement shows strong positive support.
- G. NVTA's two Statutory Committees Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) and Planning and Programming Committee (PPC) were briefed periodically on various aspects of the Plan development. The staff briefed the Authority and sought feedback twice formally and provided periodic updates through the monthly CEO Report.

4. Committee Endorsements:

- **A.** Technical Advisory Committee (TAC): The TAC met on Wednesday, June 18, 2025, and endorsed the BRT Action Plan unanimously.
- **B.** Planning Coordination Advisory Committee (PCAC): The PCAC met on Wednesday, June 25, 2025, and unanimously endorsed the BRT Action Plan but with the Conclusion and Recommendations section as draft. The members provided additional comments and directed NVTA staff to incorporate them into the Recommendations section.
- C. Planning and Programming Committee (PPC): The PPC met on Wednesday, July 2, 2025, and unanimously endorsed the BRT Action Plan with edits in the Recommendations section that incorporated the comments received from Authority and PCAC members.
- **5. Next steps:** Following the approval of the BRT Action Plan, NVTA staff will publish the Action Plan. Subsequently, the full Technical Report will be published in Fall, 2025.

Attachment: Draft Bus Rapid Transit Action Plan





TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 Background	1
1.2 What is BRT?	2
1.3 Purpose of the Action Plan	2
2.0 LOCAL AND NATIONAL BRT EXAMPLES	3
2.1 Local BRT Projects	3
2.2 Lessons from National Peer BRT Systems	4
3.0 A GROWING REGION	7
4.0 BRT SYSTEM DEFINITION AND FEATURES	8
4.1 BRT Types and Service Levels	9
4.2 BRT System by Route and Type	11
5.0 EVALUATION OF BRT SYSTEM	14
5.1 Evaluation Methodology	14
5.2 Key Findings: BRT System Evaluation	15
5.3 Key Findings: Individual Route Evaluation	17
6.0 MANAGING UNCERTAINTY	19
7.0 IMPLEMENTING A REGIONAL BRT SYSTEM	22
7.1 Project Development Process and Governance	22
7.2 Funding	23
7.3 BRT Operating Considerations	24
8.0 CONCLUSIONS AND RECOMMENDATIONS	26
8.1 How the BRT Action Plan will be Used	27
8.2 Recommendations	27

1.0 INTRODUCTION

1.1 Background

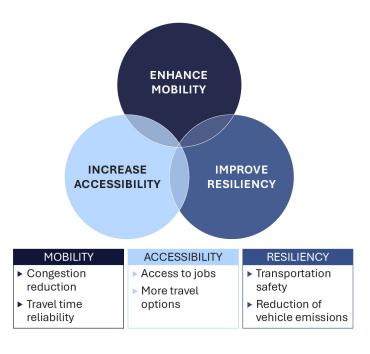
The Northern Virginia Transportation Authority (NVTA) is a regional organization responsible for preparing Northern Virginia's long-range transportation plan, TransAction. NVTA uses its revenues to fund multimodal projects that reduce congestion safely, sustainably, and equitably.

The latest update to TransAction was approved in December 2022 and identified a vision for a high-capacity Bus Rapid Transit (BRT) system stretching across Northern Virginia and beyond to meet the mobility needs of Northern Virginians, while reducing congestion and dependency on driving.

NVTA has already invested more than \$880 million towards building five different BRT routes in the region, which are at different stages of implementation. These include Crystal City-Potomac Yard Transitway (Metroway), The One (Richmond Highway BRT), Duke Street Transitway, West End Transitway, and Route 7 BRT.

This BRT Action Plan (previously referred to as a Preliminary Deployment Plan for a regional BRT system) builds upon NVTA's BRT investments to date to create a regionally connected BRT system providing fast, frequent and reliable transit service. Developed with the help of a multi-agency BRT Planning Working Group established by NVTA in early 2021, the Action Plan evaluates the impact of, and opportunities and challenges with, 28 potential BRT routes serving multiple areas in Northern Virginia, as well as popular destinations in Maryland and Washington, DC.

NVTA recognizes that a high-quality regional BRT system is best achieved in a collaborative manner that maximizes the return on investments. This will require coordinated efforts from a range of entities in the region, including NVTA, each of the local member jurisdictions, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE), the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Council of Governments/Transportation Planning Board (MWCOG/TPB), and the Northern Virginia Transportation Commission (NVTC). Coordination with neighboring jurisdictions and agencies in Washington, DC, and Maryland will also be necessary to integrate a Northern Virginia BRT system into the larger regional transit network. With so many collaborators, each entity will have important and unique roles to play in the process.



This Action Plan provides a strong blueprint for jurisdictions and agencies to develop BRT routes incrementally in addition to supplying the information necessary to demonstrate how they can successfully function as an integrated system once fully implemented.

1.2 What is BRT?

BRT is a high-quality bus-based transit system that delivers fast, frequent, and reliable transit service. The defining characteristics of a BRT system include high-frequency service, expansive service hours, limited-stop routes, bus priority features, and improved customer facilities. These features support high-ridership capacity and increased reliability over local bus service. A connected BRT system will provide Northern Virginia with:

- New travel options/alternatives to driving
- Reduced travel times
- Improved access to jobs and destinations
- ♦ Increased economic growth



1.3 Purpose of the Action Plan

To achieve NVTA's regional transportation goals, this Action Plan for BRT will serve as an important step in the process of building out a regional BRT system. The Action Plan's primary goal is to facilitate the development of a consistent and comprehensive regional approach to BRT deployment over the next 10 years and to encourage a seamless connection between current and planned future BRT segments across the region.

The Action Plan will serve as a vital link between TransAction and NVTA's Six Year Program to spur BRT planning and implementation efforts by the jurisdictions and other entities in Northern Virginia and across the larger metro Washington, DC region. By evaluating potential BRT routes, both individually and as a system, the Action Plan will help to identify the most promising BRT options in the region. The Action Plan will lay the groundwork for NVTA's member jurisdictions and regional partners to further develop BRT plans and projects and pursue a range of federal, state, regional, and local funding sources.



2.0 LOCAL AND NATIONAL BRT EXAMPLES

2.1 Local BRT Projects

NVTA has invested about \$880 million to fund various phases of five separate BRT routes through multiple funding programs using regional revenues. This section discusses those five BRT routes, of which Metroway is already operating and the remainder are in the project development stage.

Metroway (Crystal City-Potomac Yard)



The 4.5-mile Metroway route in the Crystal City-Potomac Yard corridor is the first BRT route with dedicated lanes in Northern Virginia.¹

The project was part of a broader effort to improve public transportation options along the Route 1 corridor. Alexandria and Arlington played key roles in constructing the infrastructure, while WMATA manages operations. Metroway was implemented in two phases. The first phase, completed

in 2014, involved early operations in Alexandria, with buses running partially in mixed traffic. The second phase, completed in 2015, involved Arlington's portion, which shifted more of the service into dedicated lanes for improved speed and reliability. NVTA is funding northern and southern extensions of Metroway. Metroway operates all day service (16 hours on weekdays, 14 hours on weekends) with service every 12 minutes during the peak hours and every 20 minutes outside of the peak. Based on the FY 2024 Metrobus Annual Line Performance Report, Metroway carried 379,000 passengers between July 2023 and June 2024.

The One (Richmond Highway BRT)

Fairfax County is developing a BRT service on Richmond Highway between Huntington Metrorail Station and Ft. Belvoir (branded as "The One"), that will include 7.4-miles of dedicated BRT lanes.²



Richmond Highway is a dynamic corridor characterized by diverse land uses and significant transportation demands. The comprehensive approach to improvements in the Richmond Highway corridor is commonly referred to as Embark Richmond Highway and has three elements: road widening by VDOT (including bicycle/pedestrian improvements), land use changes, and planning and design of the BRT system. Richmond Highway BRT will be implemented by the Fairfax County Department of Transportation (FCDOT) with support from other county, state, and federal agencies. In addition to funding The One, NVTA is also funding the road-widening element.

NVTA's Investments So Far

- Metroway: \$36 Million
- The One (Richmond Highway): \$638 Million
- ♦ Envision Route 7: \$102 Million
- ♦ Duke Street Transitway: \$87 Million

♦ West End Transitway: \$20 Million



https://metrowayva.com/

² https://www.fairfaxcounty.gov/transportation/richmond-hwy-BRT

Envision Route 7

NVTC has been leading a multiphased transportation planning process for Envision Route 7, a BRT system designed to connect the Mark Center in Alexandria to Tysons via Bailey's Crossroads, Seven Corners and Falls Church along 14-miles of the Route 7 corridor.³ There are a total of nine phases of the project; the first phase, mode feasibility, was initiated over 10 years ago,



while Phase 4, mobility study, is ongoing. In 2021, Fairfax County DOT approved the Plan Amendment to incorporate the proposed BRT corridor, and stations were included in the Comprehensive Plan. Fairfax County commenced a subsequent effort of the Route 7 BRT project in Fall 2022, which is examining right-of-way impacts of the BRT along Route 7 from the West Falls Church Metrorail Station to the Spring Hill Metrorail Station, via International Drive.

Duke Street Transitway

The Duke Street corridor focuses on establishing BRT service along the 4.5-mile stretch of Duke Street between the Landmark Mall redevelopment and the King Street Metro Station. Duke Street is a critical east-west route through Alexandria, serving local communities, retail centers, and major employment hubs. The project seeks to deliver reliable transit service, reduce travel times, and promote multimodal accessibility along Duke Street. In 2023, conceptual designs were refined, narrowing options based on technical analysis and community input. The new design scope of work was approved by the City of Alexandria in 2025.



West End Transitway



The West End Transitway seeks to improve north-south connectivity between the Van Dorn Metro Station, the Landmark Mall redevelopment (West End), and the Pentagon via high-frequency BRT service. This 5.3-mile corridor, including 2.7-miles of dedicated bus lanes, will link Alexandria's rapidly growing neighborhoods and key employment centers, as well as to the Duke Street Transitway and Route 7 BRT.

2.2 Lessons from National Peer BRT Systems

A review of peer systems was conducted including 21 BRT corridors or networks from across North America (including local peers). Peers were selected to represent a wide range of both operating environments and service types; several key peers were identified that operated in environments similar to Northern Virginia, as noted in the next graphic. An extensive literature review was also conducted. Information from these reviews is used to support the findings summarized in this section.

https://www.alexandriava.gov/transportation-planning/west-end-transitway



https://novatransit.org/programs/route7/

⁴ https://www.alexandriava.gov/DukeInMotion

BRT-Supportive Land Use and Density: For most peers, the land use along BRT routes changes based on proximity to the corridor and stations. Corridor-adjacent and station area developments typically include mixed-uses, office and commercial spaces, multi-family residential complexes (e.g., garden apartments, condominiums, and townhouses), shopping districts, and industrial uses. The densest areas are at route termini and other important activity anchors along the corridor. Meanwhile, service areas further from stations are less dense with single-family residential neighborhoods. In Grand Rapids, Michigan and Aspen, Colorado, service areas also include rural land uses.

Key Relevant Peers

- Pace Pulse—Chicago Region, IL: A planned network of BRT, with two lines already in service, in a suburban environment similar to Northern Virginia. Activity Density: 10,300
- IndyGo Red, Blue, and Purple Lines—Indianapolis, IN: The overlap between these routes and existing high-ridership, local routes make the system an ideal peer. Activity Density: 18,600
- ◆ The Rapid Silver and Laker Lines—Grand Rapids, MI: The inter-jurisdictional alignment of these routes and larger variation in density along the alignments makes the system a valuable peer. Activity Density: 11,100



Specific density metrics along BRT corridors also vary. Overall, the threshold for activity densities (population and employment) and land use mixes within ½ mile of stations from a set of 10 key recommended peers was identified as greater than 11,000 people and jobs per square mile. For example, the existing Metroway BRT route in Arlington and Alexandria has an average activity density of almost 24,000 people and jobs per square mile near its stations. Other possible benchmarks for density and land use are shown below.

Possible Benchmarks for Density and Land Use⁶



⁶ DRPT Multimodal System Design Guidelines, 2020.

BRT Operations: Characteristics of BRT implementation vary widely across North America and can be deployed in a flexible manner to suit local needs and circumstances. Across the studied peers, BRT operations typically include measures to ensure a fast, frequent, and reliable service across much of the day. Combining high-frequency service (e.g., every 8–10 minutes during peak periods), extended service hours (e.g., 24-hour service), and bus priority features contributes to a successful BRT system. Additionally, bus priority features, such as dedicated lanes, traffic queue jump signals, and raised platform boarding, improve reliability of BRT service. Furthermore, to increase the speed and reliability of service, BRT stops are spaced further apart than stops on standard local bus routes. This is especially true if local service is meant to overlap the BRT route(s) and serve intermediate stops.

Maximizing Ridership: The majority of peers implement BRT where zoning, density, and land use mix are supportive of transit. They utilize and enforce bus lanes and other transit priority strategies, which make BRT a more reliable and efficient travel option, and therefore attract riders. Peer systems also rely on connections to high-demand activity centers to generate ridership. Common examples of key trip generators are shown below. Pedestriansupportive urban, station, and vehicle design and a comprehensive public educational campaign also are key aspects of BRT implementation for most peers. These efforts make BRT a more convenient and attractive transit option and help to accommodate more riders.



Key Trip Generators for BRT



Key Takeaways

- BRT should be considered in areas with strong demand for transit, such as activity centers, Central Business Districts, universities, and shopping districts.
- To encourage multimodal transportation, BRT should operate on corridors that are bikeable and pedestrian friendly (e.g., surface streets and not on limited access roads or freeways).
- High-frequency service with extensive operating hours is a cornerstone of BRT.
- Transit priority strategies help to keep BRT efficient and reliable.



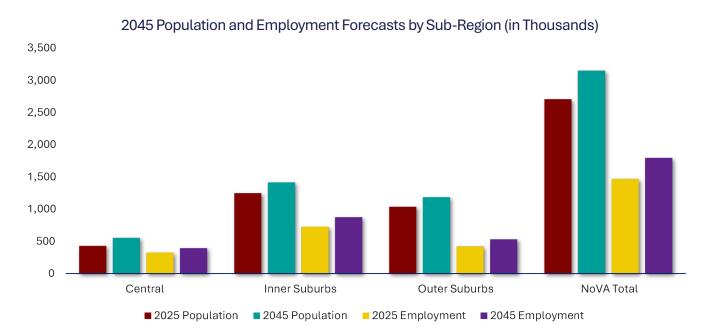
3.0 A GROWING REGION

Northern Virginia continues to be an attractive place to live, given the growing and diverse job market in the region. Growth in population and employment must be accompanied by improvements to the multimodal transportation system in order to provide mobility options and access to everything the region has to offer.

The Washington metropolitan region develops long-range forecasts of population and employment growth through MWCOG in coordination with each of the region's jurisdictions. The most recent of these forecasts (called the Round 10.0 Cooperative Forecasts) estimate that the population of Northern Virginia is projected to grow by 16 percent in the next 20 years, from 2.71 million people in 2025 to 3.15 million people by 2045. Total employment in Northern Virginia is projected to grow by 22.1 percent, from 1.47 million jobs in 2025 to 1.79 million jobs by 2045. Not all areas of Northern

Why BRT Now? Northern Virginia is a growing region that requires flexible mobility options to meet travel needs. TransAction called for a BRT system to connect the region, which is supported by public outreach findings. This Action Plan lays out a path forward to realize the vision of a BRT system throughout Northern Virginia.

Virginia are projected to grow in the same way. Population forecasts show that the central jurisdictions (Arlington County/City of Alexandria) are expected to have the highest percentage growth, while the inner suburbs (Fairfax County/City of Falls Church/City of Fairfax) are expected to have the highest increase in absolute terms. While the outer suburbs (Loudoun County/Prince William County/City of Manassas/City of Manassas Park) are expected to have the lowest percentage and absolute population growth, they are expected to have the highest percentage growth of employment at 25.9 percent.



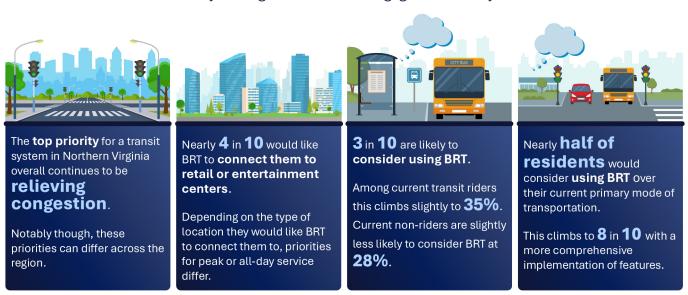
Source: MWCOG Round 10.0 Cooperative Forecasts.

Recent population and employment growth and future growth patterns impact where and how people and goods travel. Northern Virginia continues to grow and congestion remains a challenge. Increased levels of telework in the region, which is further explored in the scenario analysis, impacts both commuting and non-commuting travel patterns across the region. Additionally, the development of mixed-use activity centers around the region that are more transit-oriented presents the opportunity for BRT to connect people to work and non-work destinations.

4.0 BRT SYSTEM DEFINITION AND FEATURES

NVTA conducted a comprehensive public participation process to gain a better understanding of the public's transportation needs, particularly related to BRT. During the initial round of community engagement held between November 2023 and June 2024, activities included a perception survey with 600 respondents, four virtual focus groups, and an online survey with 1,239 respondents. The findings of these efforts, when considered together, highlighted that many Northern Virginia residents would consider BRT service as an alternative to driving alone or other travel options. However, the findings also indicate that many Northern Virginians do not know enough about what BRT is and the benefits it offers to riders. With increased familiarity, there is substantial support for and interest in BRT. The focus groups and online survey also indicated that potential riders might want to travel to a wide variety of potential destinations on BRT, depending on the time of day and day of the week. More key findings from the 2024 online engagement survey are illustrated below.

Key Findings from the 2024 Engagement Survey



These findings have guided the development of a regional BRT system that provides service to a range of destinations across the region and provides appropriate features to make BRT a fast, frequent and reliable option.





4.1 BRT Types and Service Levels

BRT systems can be deployed in a number of different ways based on local context. BRT operations typically include measures that ensure fast, frequent, and reliable service throughout the day. Stations are typically spaced farther apart than regular local fixed-route bus stops. However, BRT service can operate at different intensities with varying amenities and priority treatments.

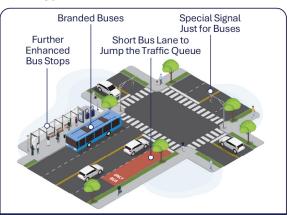
Five potential BRT types that would be suitable for operations in Northern Virginia have been identified: Basic, Improved, Advanced, Dedicated, and Express BRT. These BRT types were developed to provide a framework for conceptual planning as part of this process. The passenger amenities and bus priority treatments expand from Basic (least amenities) to Dedicated (most amenities), but with all routes having all-day, frequent service.

Key Attributes of the Five Types of BRT



BASIC

Shares the road with regular traffic, with some intersection priority and enhanced passenger amenities at popular locations.



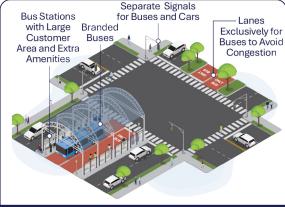
IMPROVED

Provides faster service with level boarding, off-board fare payment, priority at most intersections, and some dedicated lanes, along with significant passenger amenities.



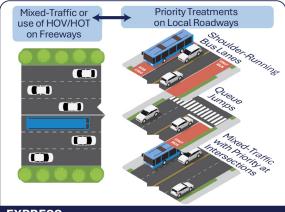
ADVANCED

Operates in dedicated lanes that are not fully separated from traffic, with high-quality stops and stations, advanced technology, and passenger amenities.



DEDICATED

Runs in fully dedicated, bus-only lanes separated from traffic, ensuring the highest level of service reliability, with premium stops, stations, and passenger amenities.



EXPRESS

Provides point-to-point express service that often uses limited access roadways.



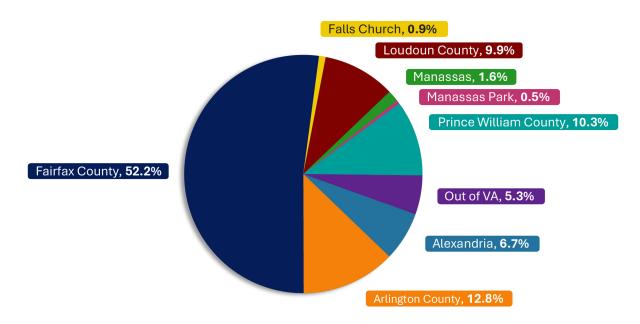
4.2 BRT System by Route and Type

The proposed BRT system includes 700 miles of bidirectional BRT corridors that connect Northern Virginia by supplementing existing rail networks and improving transit connections within and between jurisdictions. It also facilitates travel between key origin-destination pairs and local points of interest, such as airports, employment centers, and hospitals. The system design encourages transfers to Metrorail and VRE to extend the reach of high-capacity and commuter transit options throughout the region. The BRT system includes each of NVTA's member jurisdictions and provides connections into neighboring jurisdictions in Maryland and Washington, DC. This regional BRT system was developed in coordination with NVTA's BRT Planning Working Group and was designed to incorporate planning efforts that were already underway at the start of this study. The system will evolve as additional planning efforts continue to fine-tune routings, station locations, BRT Types, and other specifics of each route.

This vision of a connected, BRT network across Northern Virginia includes:



Regional BRT System Service Provided by Jurisdiction

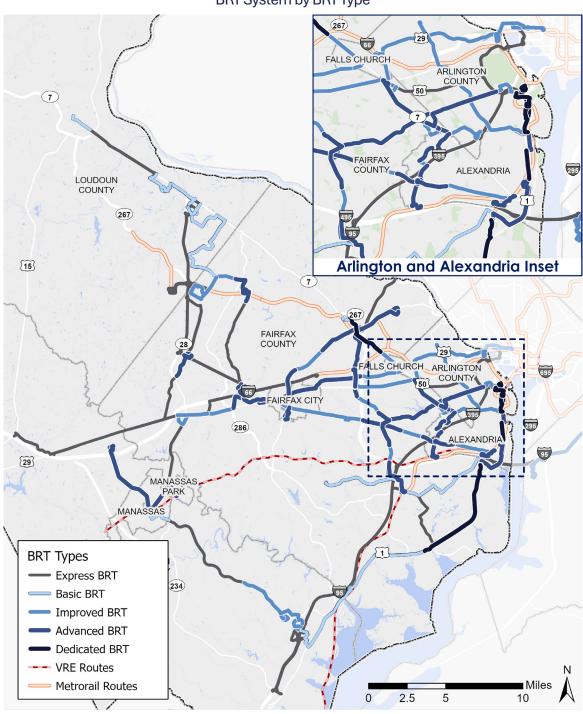


BRT System by Route

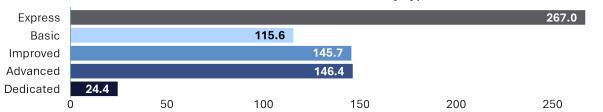




BRT System by BRT Type



Bidirectional Miles of BRT by Type

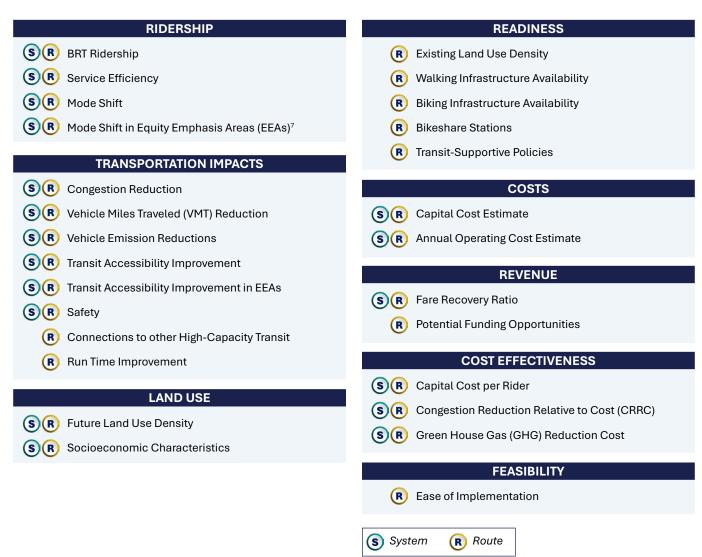


300

5.0 EVALUATION OF BRT SYSTEM

5.1 Evaluation Methodology

One of the main purposes of the Action Plan is to evaluate the potential benefits, costs, and impacts of implementing a regional BRT system in Northern Virginia and to identify the relative strengths of each proposed BRT route to inform decisions about implementation, phasing, and funding. This evaluation was conducted using the set of performance measures shown in the table below. These measures represent a comprehensive high-level overview of the potential benefits, tradeoffs, opportunities, and challenges associated with implementing BRT across Northern Virginia. These measures were developed to align with criteria for potential funding sources—including NVTA's TransAction measures, the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) criteria, and Virginia's SMART SCALE criteria—and incorporate input from the general public and from NVTA's partner jurisdictions via the BRT Planning Working Group.



⁷ Equity Emphasis Areas are areas with higher than average concentrations of low income households and people of color.



Given that building a regional BRT system could take a long time, the majority of these measures were analyzed for the future year of 2045. These measures were evaluated using the latest version of the NVTA travel demand model, which incorporates the MWCOG Round 10.0 Cooperative Land Use Forecasts and assumptions about changes to the underlying transportation network based on the regional Constrained Long Range Plan (CLRP) in addition to projects that have already been fully funded by NVTA. A few measures, such as project readiness and demographics are best evaluated for existing conditions instead.

The BRT system shown on page 12 was evaluated as a comprehensive regional system, in addition to evaluating each of the 28 routes individually to understand the benefits of the overall system and the relative merits of each route. It should be noted that the numbers used in this Action Plan to reference the BRT routes do not indicate priorities or rankings.

5.2 Key Findings: BRT System Evaluation

The initial analysis considered the BRT system as a whole and evaluated the ridership, costs, benefits, and impacts of implementing the 28 BRT routes together by 2045. This regional BRT system is forecast to have more than 143,000 boardings on an average weekday in 2045—or more than 47 million riders annually. For reference, in FY2024 (the twelve month period ending on June 30, 2024), bus ridership in Northern Virginia was approximately 33.6 million, and rail ridership was 60.2 million. This would be more riders the bus systems in either the Pittsburgh or Phoenix regions, which each carried approximately 39 million passengers in 2023. By design, not all of these BRT riders would be new transit passengers; some would be shifting their travel from existing services—primarily



from local bus services. However, the regional BRT system would shift 27,000 trips from driving to transit daily. This shift in travel mode would be accompanied by decreases in vehicle miles traveled (nearly 138,000 VMT avoided), congestion (nearly 12,000 person-hours of delay avoided), and emissions (nearly 23 tons of CO₂) every day.

Key Benefits of the Regional BRT System:



Increase in New Transit Trips

Shift almost **27,000 trips** from driving to transit every day – more than **35%** of those new transit trips will be made from an Equity Emphasis Area



Congestion & Emissions Reduction

The shift from driving to transit results in 12,000 person-hours of delay removed daily and 23 tons of CO₂ emissions avoided daily



Increase in Transit Accessibility to Jobs

On average, Northern Virginians will be able to access more than **17,000 additional jobs** within 60 minutes by transit – and

residents of Equity Emphasis Areas will see even bigger improvements



Crash Avoidance Savings

Northern Virginia could save almost \$10M* annually in damages/injuries from crashes avoided

*savings in 2024 dollars



Fare Revenues

Fare Revenues are expected to cover **15%** of the **BRT systems** operating costs – although this varies from 1% to 42% by route

Implementing a complete, regional BRT system at this visionary scale will require significant investment to build new infrastructure, acquire new vehicles, and operate the service. Construction of the complete system is estimated to cost approximately \$4.2 billion (in 2024 dollars), which includes:

- More than 170 miles of dedicated bus lanes
- Upgrades/new constructions of more than 270 stops
- 550 vehicles
- Two new park-and-ride lots
- Signal and design improvements to hundreds of intersections to allow buses to travel faster and more reliably

The implementation of this BRT system would also necessitate construction of additional bus storage and maintenance facilities across the region; depending on the specific facilities needed, this could add an additional \$725 million to the total cost. More details about facility needs can be found on page 25.

The high-quality service proposed for this regional BRT system—including frequent service that operates all day, seven days per week—would require approximately \$192 million per year to operate (in 2024 dollars). This planning-level estimate does not include potential savings from reducing service levels for the local bus service currently operating on these corridors; the impact on the region's total operating costs for transit are likely to be lower than this total.

In addition to this technical evaluation, a third survey was conducted as part of the public comment period on the Draft version of this Action Plan during the Spring of 2025. Response to the BRT System was very positive, and of the more than 1,500 comments received, more than 30% were positive/supportive while only 5% were negative. As shown below, most of the respondents felt that the proposed BRT system would meet their needs. Because of this, 72% of respondents indicated that they would be very/extremely likely to use the BRT System if it was available. While we know that the public is likely to overstate their likelihood of changing their behavior in this kind of survey, this still represents a significant interest in the BRT System by riders and non-riders.

Findings from Spring 2025 Survey

How well would you say this proposed BRT system meets your needs?

63%

The BRT system goes to most/all of the places I would want or need to go.

85%

The BRT system operates at most/all of the times of day when I would want or need it to.

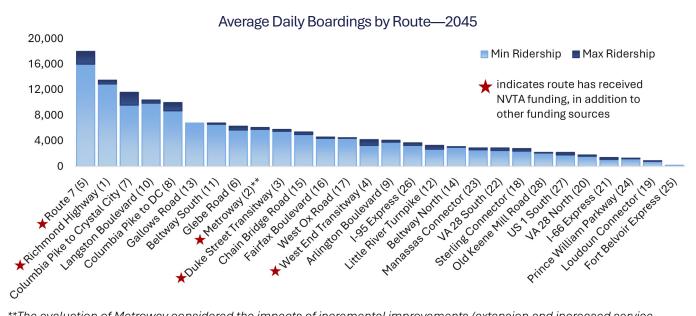
82%

The BRT vehicles will come as frequently/ nearly as frequently as I would want or need them to.



5.3 Key Findings: Individual Route Evaluation

Each BRT route was evaluated across the full list of performance measures shown on page 14. Average weekday ridership in 2045 on the BRT routes varied significantly, as shown in the graph below. Generally, higher ridership routes tend to be in areas with higher planned density. These ridership estimates show a range based on whether the route is implemented alone or as part of a complete regional BRT system. Based on that implementation, ridership on each route would be expected to be somewhere between the top and bottom of the dark blue bar. Some BRT routes are expected to see higher ridership when implemented in conjunction with the other routes in the system, as the network effects of transfer opportunities make those routes more attractive to riders.



**The evaluation of Metroway considered the impacts of incremental improvements (extension and increased service levels) over the existing Metroway service.

As noted, a portion of these riders are likely to be passengers who would otherwise be using other types of transit, especially in corridors where there is significant local bus service, like Route 7 and Richmond Highway. Encouraging travelers to change their trips from driving to transit—or mode shift—tends to be successful on routes with higher ridership, but also on some routes where the BRT represents the debut of high-quality, high-capacity transit in the community. While routes such as the Manassas Connector and VA Route 28 South may not have the highest ridership, a high percentage of that ridership is comprised of trips that would have otherwise been taken as drive alone trips. Similarly, the BRT routes that provide the biggest improvements to job accessibility by transit are those that tend to be where high-quality transit would not exist without it, such as the Prince William Parkway and Manassas Connector routes.

For some other key measures, performance tends to be highest in areas with the most opportunity for improvement. For example, the routes that reduce congestion the most tend to be in the inner jurisdictions where congestion is worst, including Langston Boulevard the Route 29 East and Duke Street Transitway. Cost efficiency also tends to be higher in areas with denser land use and shorter distances between destinations. Some of the longer routes in the outer jurisdictions can be more expensive to operate simply due to the distances covered.

The table below shows how each of the BRT routes performed in each evaluation category. Each route was rated as a high, medium, or low based on how its performance compares to the other 27 routes evaluated. For all categories, High Performance is always better than Low Performance. Detailed results are available in the route profiles located in the appendix.

	Route	Ridership	Transportation Impacts	Land Use	Readiness	Costs	Revenue	Cost Effectiveness	Feasibility
1. Rich	nmond Highway	A	-	A	-	∇	A	-	A
2. Meti	roway**	A	-	A	A	A	A	A	∇
3. Duk	e Street Isitway	-	A	A	A	A	A	A	A
4. Wes	st End sitway	-	-	A	-	A	A	∇	-
5. Rout	te 7	A	A	-	A	∇	A	A	∇
6. Gleb	be Road	A	∇	-	A	A	A	∇	A
	umbia Pike to stal City	_	A	A	A	-	A	A	-
8. Colu	umbia Pike to	A	-	A	A	∇	A	∇	∇
9. Arlin	ngton Boulevard	-	A	-	A	-	A	A	-
10. Lang	gston Boulevard	A	A	-	A	∇	A	A	-
11. Beltv	way South	∇	A	A	-	A	A	A	-
12. Little	e River Turnpike	-	∇	-	-	-	-	∇	-
13. Gall	lows Road	A	A	-	_	∇	A	-	A
14. Belt	way North	∇	∇	A	-	A	-	∇	-
15. Cha	in Bridge Road	-	∇	∇	-	-	_	∇	-
16. Fairf Boul	fax levard	-	∇	∇	-	∇	-	∇	A
17. Wes	st Ox Road	A	-	A	A	_	A	-	A
18. Ster	ling Connector	-	∇	∇	∇	∇	-	∇	-
19. Loud	doun Connector	∇	∇	∇	∇	A	∇	-	A
20. VA 2	28 North	∇	∇	∇	∇	∇	∇	∇	∇
21. I-66	Express	∇	-	∇	∇	_	_	_	A
22. VA 2	28 South	_	-	∇	∇	∇	-	∇	∇
23. Man Con	nassas nnector	-	A	∇	∇	-	-	A	∇
	ce William kway	∇	-	∇	∇	A	∇	∇	A
25. Fort	Belvoir Express	∇	∇	∇	∇	A	∇	∇	A
26. I-95	Express	∇	-	A	-	∇	-	∇	-
27. US 1	1 South	∇	-	∇	∇	∇	-	∇	-
28. Old	Keene Mill Road	∇	-	∇	∇	A	∇	-	A

▲ High Performance - Medium Performance ▼ Low Performance

^{**} The evaluation of Metroway considered the impacts of incremental improvements (extension and increased service levels) over the existing Metroway service.





6.0 MANAGING UNCERTAINTY

The analyses discussed so far are based on forecasts which assume that travel behaviors in the future are similar to travel behaviors prior to 2020. This includes growth assumptions for the region along with some changes to the transportation network but does not fully consider the many ways life and travel could change between now and 2045. What if the future is significantly different in some important ways? To test the regional BRT system's robustness and adaptability to an uncertain future, sensitivity tests looked at three alternative scenarios, each analyzing the BRT system's performance under different potential futures.

NVTA developed three scenarios, in addition to the standard travel forecasts, to answer some of the "what if" questions and understand the potential for the regional BRT system in Northern Virginia if major changes in land use, travel behavior, and/or policy across multiple levels of government were to occur. Each scenario is a plausible future, but not necessarily preferred or the most likely outcomes; they are also not the only potential futures. The three scenarios tested are shown in the figure below.



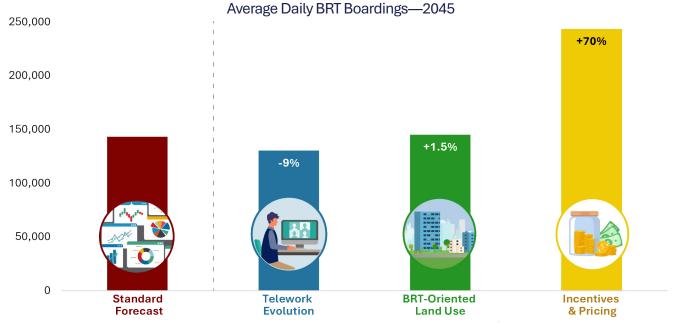
The scenarios and the resulting analysis are described in more detail on the table on the next page. These three scenarios are based on assumptions about ways that the future could be different from today, some of which the region has more control over than others. For example, the long-term evolution of telework levels in the region may be determined by a combination of available technology, the individual preferences of millions of workers, and employer policies that will continue to evolve through 2045 (including, but not limited to the federal government as an important employer in the region). On the other hand, the types of policies and strategies included in the Incentives & Pricing scenario can only be implemented through proactive action by governments at the local, regional, state, and federal levels.

Scenario	Description	2045 Assumptions	BRT System Impacts
Telework Evolution	Illustrates a future in which long-term travel behaviors evolve to reduce travel for several purposes, including shopping, commuting, and other work-based trips. Those trips are replaced by technology-enabled solutions such as telework, virtual meetings, and deliveries. NVTA has minimal influence over this scenario.	 Increase in telework for workers that are able to telework, especially office workers. Reduction of other work-related trips. Reduction of shopping trips. Increase in delivery trips. 	 Lower BRT ridership: 130,000 daily riders is 9 percent lower than the 'standard' forecast. Less congestion, lower VMT and emissions on the roads for BRT to mitigate.
BRT-Oriented Land Use	Focuses on concentrating growth and development along BRT corridors. Individual jurisdictions with authority over land use planning have the most influence over this scenario.	 Within jurisdictions, align future growth to 2045 with BRT stations. Does not remove growth from areas near Metrorail or VRE stations. Focus on tested routes that do not currently meet recommended density thresholds. 	 Additional 31,000 jobs and 46,000 residents will be within ½ mile of BRT—moving ~15 percent of growth between 2030 and 2045. Moderate ridership increase of 1.5 percent on BRT system. Biggest impacts to routes in areas that do not currently meet recommended density thresholds.
Incentives & Pricing	Centers on policy strategies to change travel behavior to mitigate congestion and its negative impacts. The scenario incorporates a number of monetary inducements designed to encourage a reduction/reversal on driving alone.	 VMT pricing on all roads with discounts for lower-income households. Increase in parking costs across the region. Free transit (no fares). Incentives to shift travel times out of peak periods. 	 More than 200,000 trips shifted from driving to transit on an average day. Average daily BRT boardings of more than 243,00070 percent higher than without incentives/pricing. Combined, incentives/pricing and BRT remove almost 110,000 personhours of delay and 880 tons of CO₂ emissions.

Each of these scenarios was analyzed using the NVTA model to understand how the regional BRT system performance in 2045 might change if these futures came to pass. The chart below shows the projected average daily BRT boardings⁸ in 2045 when the three scenarios were tested. While the Telework Evolution scenario shows reduced BRT ridership of 9 percent compared to the standard forecast due to the reduction in commuting and increase in deliveries, BRT-Oriented Land Use sees a slight increase of 1.5 percent based on increasing the number of residents and jobs within walking distance of BRT stops. The Incentives & Pricing scenario shows the highest increase in 2045 average daily BRT boardings due to the scenario's policies making transit and BRT a more attractive option than driving.

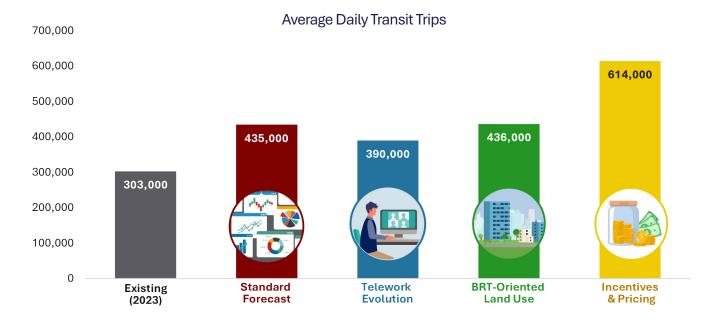
⁸ A 'boarding' is defined as every time a person boards a BRT vehicle, or an unlinked trip. A transit trip that includes transfers will include multiple boardings.





Note: Percentages show % increase over Standard Forecasts

It should be noted that these scenarios would have an impact on all transit in the region, not only BRT. Overall, the total number of transit trips, or the number of end-to-end trips taken using transit regardless of transfers, forecasted for the region mirrors the trends for BRT ridership, with the Telework Evolution scenario showing a 29 percent increase in transit trips compared to existing transit use but 10 percent lower than the standard forecast for 2045. The BRT-Oriented Land Use scenario shows a slight increase of 0.3 percent compared to the standard forecast, which is still a 44 percent increase compared to existing transit use. The Incentives & Pricing scenario again drives the largest increase in transit usage, with a 41 percent increase compared to the standard forecast and a 103 percent increase compared to existing transit use.



Additional impacts observed based on the scenario assumptions are highlighted in the summary table on page 20. All three scenarios improved conditions for some of the key performance metrics compared to the standard forecasts for 2045. The scenarios all reduce congestion and improve accessibility to jobs, although they achieve these improvements in different ways. The underlying assumptions in the Incentives & Pricing scenario were found to have the biggest potential impact on mode shift to transit (impacting all transit in the region, not just BRT), and therefore has the biggest reduction in congestion, VMT, and vehicle emission reductions.

The scenario analysis illustrates the continued demand for BRT service across Northern Virginia, although some individual routes may be more resilient to changing conditions than others. Conditions and travel trends in Northern Virginia should be monitored over time to consider where and when investments in BRT will be most beneficial and cost effective. Ultimately, the BRT system envisioned in this Action Plan will still be able to provide benefits to the region regardless of how the future evolves. In all scenarios, the proposed BRT system provides tangible benefits to the region, helping to decrease congestion, improving accessibility, and reducing emissions while reducing our reliance on driving alone.

7.0 IMPLEMENTING A REGIONAL BRT SYSTEM

The implementation of a high-quality, regional BRT system is best done in a coordinated way that maximizes the return on investments and provides a cohesive experience for customers across routes, operators, and modes. Beyond planning the routes themselves, several issues must be considered and incorporated into the overall system development and will need to be addressed collaboratively by a range of stakeholders in Northern Virginia. Issues of governance, funding, facilities, local service planning, and technology are all inherently interrelated. For example, decisions about funding sources will often impact the chosen form of governance for a transit agency, and vice versa. This section provides a high-level overview of these issues individually, but decisions on these subjects cannot be made independently.

7.1 Project Development Process and Governance

Public transportation governance refers to the processes, structures, and practices through which decisions are made and implemented regarding public transit systems. It involves the coordination and management of various organizations, including government bodies, transit agencies, and sometimes private operators across a variety of important functions, including:

- Decision-making and Policy-making: Decision-making and policy for most BRT services is overseen by a body associated with the agency operating the BRT service. These bodies may consist of appointees or elected officials from key stakeholders in the service area such as transit agencies, regional agencies, local governments, and/or state representatives. This governance structure ensures that decision-making allows for a balance between local needs and overarching regional objectives.
- Funding Sources: Funding for BRT systems usually comes from a mix of federal, state, regional, and local sources (as discussed in Section 7.2).
- **Project Development:** The development of BRT projects is typically managed by transit operating agencies, in partnership with local government entities, consulting firms, and private construction firms.
- Asset Ownership: In many BRT systems, the operating agency owns the operational assets while local or state entities own the infrastructure which allows transit agencies to focus on the operational side of the system, while local governments manage infrastructure maintenance and improvements.



The transit governance models can vary widely depending on multiple factors such as efficiency, accountability, and funding. The typical models include integrated regional authorities, local government service providers, Public-Private Partnerships, and intergovernmental agreements. Ultimately, the form of transit governance is especially important for this regional BRT system which will require decision-making and operational coordination across multiple jurisdictions to meet the needs of the community.

Bus service in Northern Virginia is provided and overseen by several regional and local bus systems that collectively operate fixed routes, commuter buses, on-demand and accessible transit. Except for WMATA and PRTC, all transit agencies in the NVTA area are associated with a single local county or city government. PRTC provides OmniRide transit services for Prince William County and the Cities of Manassas and Manassas Park, as well as some service areas outside of Northern Virginia. Governance and funding of these local bus systems is accomplished through the local government structure and budgets. Although not an operator, NVTC also plays a critical role in the funding, oversight, and planning of transit service in Northern Virginia. NVTC manages state and regional funding for six bus systems, Metrorail, and VRE; the latter of which, it co-owns with PRTC. Additionally, NVTC and PRTC work across jurisdictional boundaries to coordinate transit service in Northern Virginia. At the state level, both DRPT and VDOT play key roles in transit governance in Northern Virginia. Both have roles in transit oversight and funding (see Section 7.2 for more details), while VDOT also owns many of the assets that transit operators need to operate, including roadways and traffic signals.

Transportation Entities in the Region

County/City Transit Agencies

- Arlington Transit (ART), Arlington County
- CUE, City of Fairfax
- DASH—Alexandria Transit Company, City of Alexandria
- Fairfax Connector, Fairfax County
- Loudoun County Transit, Loudoun County

Statewide Agencies

- ◆ DRPT
- VDOT

Regional Transit Agencies

- WMATA
- ♦ OmniRide
- ◆ VRE

Regional Organizations

- ♦ NVTC
- ♦ PRTC
- MWCOG/TPB

7.2 Funding

Implementing a BRT system for Northern Virginia will require a significant capital investment to construct stations, build bus lanes, and support technologies, as well as to purchase buses and build facilities to store and maintain bus fleets. Once constructed, operating the service and maintaining the vehicles and facilities will incur ongoing costs that must be planned for. Different elements of these costs could be funded through various federal, state, regional, and/or local funding sources. Generally, BRT capital and operating costs are funded by a mix of sources to ensure resilience to changes in policies and economic conditions.

Federal funding could come from formula (statutory-based) and discretionary (competitive) programs. The Federal Highway Administration (FHWA) and FTA administer federal formula funding programs which follow statutory standards to determine funding recipients and amounts. The FHWA, FTA, and the US Department of Transportation (USDOT) administer competitive discretionary federal funding programs following criteria-based rubrics to award funding to proposed projects. Eligibility and competitiveness for these programs depends on the funding program and the nature of the project, which may be subject to changes in federal policy.

Potential Federal Funding Sources for BRT

Federal Formula Funding Programs

- ♦ FTA Section 5339 Grants for Buses and Bus Facilities
- FTA Section 5307 Urbanized Area Formula Program Funding
- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funding
- ♦ FHWA Surface Transportation Block Grants
- ♦ FHWA Transportation Alternative Program (TAP) Funds

Discretionary Federal Funding Programs

- ♦ FTA Section 5309 Capital Improvement Grants
- USDOT Better Utilizing Investments to Leverage Development (BUILD) Grants
- FHWA Carbon Reduction Program (CRP) Funding
- ♦ FTA Section 5339 Discretionary Grant Programs

The Commonwealth of Virginia provides capital funding for transportation capital projects, including BRT, through the SMART SCALE and MERIT programs. While SMART SCALE evaluates potential transportation projects across all modes, MERIT funds are exclusively allocated to transit projects.

The largest source of regional funding for transportation projects in Northern Virginia is NVTA, which funds transportation capital improvements through a competitive evaluation conducted for its Six Year Program. To date, NVTA has already provided significant funds to support planning and construction of five BRT corridors. Certain BRT projects may also be eligible for funding from toll revenues administered by NVTC if those projects meet certain criteria and benefit the toll facility users of the I-395 or I-66 toll road corridors. Additionally, local funds might be available from city or county tax revenues or other local sources.

There are two major initiatives currently underway in Northern Virginia that will shape the future of transit governance in the region. The DMVMoves initiative is being led by the Metropolitan Washington Council of Governments (MWCOG) and WMATA to develop a unified vision and sustainable funding model for public transit across the metropolitan Washington, DC region. Senate Joint Resolution 28 (SJ28), passed by the General Assembly in March 2024, established the Northern Virginia Growing Needs of Public Transit Joint Subcommittee to study long-term, sustainable, dedicated operations and capital funding in Northern Virginia. Both of these initiatives will provide direction and options for sustainable funding for public transportation in the future.

7.3 BRT Operating Considerations

Local Bus Service Impacts

The regional BRT system will necessitate coordination with the design and operations of local bus service. Considering the unique features of BRT and the needs of each individual corridor, the introduction of BRT service will require reconsideration of local bus service along a few different lines:



- Relationship with Parallel Local Services: Where BRT is implemented in corridors with existing, well-utilized local transit service. In these cases, transit agencies must decide on the respective roles of BRT and local service and how to modify parallel local services, if at all. The options include the removal of the parallel service; reduction in the parallel service; and, no changes to parallel service. In deciding among these options, there are several factors to be considered such as ridership and potential for new ridership in the corridor, station/stop spacing, physical attributes of the route, and transfer convenience/demand. These factors must all be balanced with the available funding, and the decision to remove or reduce local service should be made with support from the public in order to ensure the success of the system.
- Connections with Local Services: Local arterial bus services and feeder bus services operate in conjunction with BRT services to extend the benefits of BRT and to integrate BRT into the overall transit network. To take maximum advantage of BRT, these routes may need to be modified to reflect the presence of BRT. These modifications could include route diversions, route extensions, the elimination of route sections, and timing changes. How the BRT services and local transit services connect will depend on the overall objectives and design of the BRT system and the preferred service design structure. Other influencing factors may include passenger demand and station location.

The evaluation conducted as part of this study did not make these type of decisions about changing local bus service, as they require detailed analysis at the local level. The outcome of these decisions could impact estimates of costs, ridership, and other evaluation measures.

Facilities

The introduction of additional BRT service will necessitate the purchase of additional vehicles in order to operate the proposed levels of service. All vehicles will require adequate storage and maintenance facilities that include vehicle storage, employee parking and break spaces, office space, and both indoor and outdoor maintenance facilities. NVTC's 2024 Northern Virginia Regional Bus Transit Analysis identified more than a dozen existing bus operations and maintenance (O&M) facilities in Northern Virginia owned and/or used by the various bus operators in the region, with the capacity to store over 1,100 buses. As noted, the regional BRT system would require as many as 550 vehicles to operate, including approximately 150 articulated buses. As discussed in the previous section, the introduction of BRT service could result in reductions in local service in some corridors, which would result in a reduction in the number of vehicles required to operate local service. Therefore, new facility space is unlikely needed to accommodate the entire 550 vehicle fleet. However, significant investments in new bus O&M facilities would be necessary.

To make a decision about where to locate these facilities, and whether to construct a single large facility or multiple smaller facilities, multiple factors need to be considered. For example, a single facility to house 550 BRT vehicles would require almost 500,000 square feet of building space and more than 57 acres of property. Finding sites of this size can be difficult and/or prohibitively expensive in some portions of the region. Locating this type of facility in the outer suburbs where space may be more readily available could put the vehicles further from where the service is being operated, increasing the amount of non-revenue driving between the facility and the starting point of a route also known as "deadhead." This type of "deadhead" can increase operating costs for the service, as fuel, labor, and vehicle wear-and-tear accrue. These considerations must be balanced with considerations about the phasing of BRT implementation across the region, and the reality of which agencies will be operating the service.

⁹ https://novatransit.org/uploads/studiesarchive/2024NVTC_RegBusTrtAnlys_FinalReport.pdf

Technology

BRT service is often differentiated from traditional bus service by the technologies it uses to augment service and operations. These features comprise of a variety of technologies, treatments, and strategies that result in improvements to the operations of transit systems and the customer experience. Technology can be leveraged by BRT systems in a number of ways as shown in the table below. Many of these technologies should be coordinated and implemented at a regional level in order to ensure compatibility across BRT routes, regardless of operator or jurisdictional boundaries.

Technology Needs

System Operator

- Automatic vehicle location technology
- Transit signal priority
- Automatic passenger counters
- Computer-aided dispatch
- Lane control technology
- Fleet management system
- Automated bus lane enforcement technology

Vehicle

- Collision avoidance systems
- Lane Guidance
- Precision docking

Stations

- Emergency call phones
- Public address (PA) systems
- Real-time arrival signage
- Lighting
- Climate control

Customer

- ♦ Fare collection technologies
- Passenger Wi-Fi
- On-board charging outlets
- Security Systems such as CCTVs and alarms
- Commercial passenger information and advertising
- ♦ Customer-facing mobile application

Transit technology for system operators tends to be focused on helping to deliver high-quality transit service that is fast and reliable, and to improve the customer experience. For example, Automatic Vehicle Location (AVL) Technology is required in order to provide accurate, real-time arrival information. Transit signal priority helps BRT vehicles avoid traffic congestion at intersections, and should be coordinated across jurisdictions so that BRT vehicles that may operate across jurisdictional boundaries can take advantage of these benefits. Coordination of customer facing technologies such as fare payment, trip planning, and passenger information systems is essential at a regional scale to provide a seamless customer experience. Setting standards for technology at stations can help standardize passenger expectations associated with the BRT brand, thereby improving customer's comfort with using BRT routes across Northern Virginia.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This Action Plan supports the advancement of a regional BRT system that, when fully deployed, will provide a new high quality travel option to reduce congestion and reliance on driving alone in Northern Virginia. The Action Plan developed a more detailed picture of what a regional BRT system could look like, evaluated the performance of BRT routes individually and as a system, and explored deployment and operational challenges/opportunities for the system. The Action Plan ensures a consistent and holistic approach to development and incremental deployment of the regional BRT system over the next two decades. Ultimately, Northern Virginians will benefit from having new transportation options, reducing congestion while improving their quality of life, and reducing dependency on driving thereby achieving the Authority's vision and goals.



The planning process to develop the Action Plan has shown the following:

- Building a full regional BRT system would provide significant regional benefits, including shifting trips from driving to transit, reducing traffic congestion, improving access to jobs and other activities, reducing fatalities and injuries from automobile crashes, and reducing CO₂ emissions.
- ♦ The regional BRT system identified in this Action Plan would provide new high-quality transit option to many communities that lack that service today, improving access to jobs and other activities for low-income residents, people of color, and households without access to a car.
- There is broad support from the public for a more efficient transit system, and particularly for the features of BRT that make travel faster and more reliable.
- Many of the corridors in Northern Virginia have the land use density and travel demand to warrant increased investment in rapid transit. On other corridors, increasing land use density could also improve ridership forecasts.
- Developing a regional system rather than separate individual BRT routes allows for greater connections to activity centers, and an improved customer experience. However, not all of the BRT routes can be implemented simultaneously, and some may not be ready for implementation by 2045.
- There is a need for ongoing outreach and education on BRT and the NVTA Action Plan, as public engagement showed increased support for BRT when more information was provided.

8.1 How the BRT Action Plan will be Used

The Action Plan bridges the gap between TransAction and NVTA's Six Year Program, by facilitating the development of funding requests by transit, highway, and other relevant agencies for components of the regional BRT system and highlighting those BRT corridors that might be the most successful in applying for funding from NVTA and other sources.

The Action Plan will not necessitate a redesign of current BRT initiatives, nor is it intended to duplicate regular local service enhancements initiated by local transit agencies. Instead, NVTA is providing a regional overlay for an integrated regional BRT system that can incrementally advance a regional vision in collaboration with NVTA's local partners.

NVTA's biennial Call for Regional Transportation Projects (CfRTP) for its FY2026–2031 Six Year Program opened in early May 2025. In this Six Year Program cycle, and in subsequent funding cycles, the Action Plan can be referenced by eligible applicants to submit BRT-related funding requests.

8.2 Recommendations

Significant progress has been made towards developing a regional BRT system, starting with the five corridors that NVTA has already funded, and which are in various stages of development and operations. Continuing this progress will require more detailed planning and implementation – both for each individual BRT route and for the regional BRT system as a whole. It will also require continued collaboration between NVTA and the numerous jurisdictions and agencies that have played such a foundational role to date in the development of this Action Plan.

The following recommendations summarize the focus areas for more detailed planning and related activities. Some of these recommendations apply to NVTA and others to NVTA's jurisdictional partners. Selected NVTA recommendations are beyond the capacity and/or capabilities of NVTA staff and will require additional external support.

Recommendations for NVTA

1. Identifying Funding Sources

Securing funding for both the construction and operations of the regional BRT system is an essential step toward making the system a reality. A wide range of funding sources are available, and the mix of sources used to fund any particular BRT route may vary between federal, state, regional, and local sources. As directed by NVTA's enabling legislation and the guidance provided by the Authority, NVTA will continue to advocate for, support, and work with jurisdictions and agencies to secure federal and state funding such as Capital Investment Grants (CIG), Better Utilizing Investments to Leverage Development (BUILD) grants, Congestion Mitigation and Air Quality Improvement Program (CMAQ), SMART SCALE, etc. Identifying potential funding sources early in the planning process is important, as different funding sources may carry different types of requirements. For example, federal funding through the CIG program has a stringent set of ridership forecasting requirements; each route will need to consider the tools and approaches necessary to meet these requirements, which may include development of forecasting tools using FTA's Simplified Trips-on-Project Software (STOPS). A regional framework for development of such tool(s) needs to be established to capture the full benefit of the regional BRT vision. An approved Action Plan will better position the region in its pursuit of external funding, including from federal and state sources.

Currently, there are two key public transportation funding initiatives that may impact funding options for BRT in Northern Virginia. The first is SJ28, a Virginia state bill passed in the 2024 General Assembly Session, which established a joint subcommittee to study long-term, sustainable, dedicated funding for Northern Virginia's public transportation. Additionally, DMVMoves, a joint initiative of MWCOG and WMATA, is seeking to create a unified vision and sustainable funding model for the Washington Metropolitan region's transit network and is scheduled to publish final recommendations by the end of 2025.

It is recommended that NVTA continues to participate in both the SJ28 and DMVMoves initiatives and incorporate key findings into consideration of funding for BRT.

2. Additional Evaluation

This Action Plan sets out a vision for a regional BRT system that serves as a starting point for refining each of the BRT routes. More detailed planning, including more targeted engagement with the community, will be necessary to ensure that each BRT route includes the optimal routing, station locations, termini, and operational plan to meet the needs of the community it will serve. This process is already underway for the BRT routes that have been previously funded by NVTA and will need to be undertaken for each corridor as it moves toward implementation. As the region evolves, additional routes may be suggested to further enhance the vision of regional BRT. While detailed development of specific BRT routes will be led at the local level, it is recommended that NVTA conduct evaluations of alternative routes, alignments, station locations, and termini as requested by jurisdictions, agencies, and others.

Beyond route-specific planning efforts, NVTA will continue to actively participate in existing regional working groups, as a key partner and stakeholder, and lead additional efforts necessary to fill gaps and areas that will directly impact NVTA's long range planning and funding, including the BRT-supportive technology applications that are essential to provide seamless operations and positive customer experience. The region will also need to consider and make decisions about how this multi-jurisdictional BRT system should be operated and governed as it gets built out. It is recommended that NVTA, in collaboration with jurisdictions and agencies across Planning District 8 and in alignment with ongoing efforts, give consideration to various topics such as who will operate each route, and how infrastructure will be used.

3. Knowledge Transfer

It is recommended that NVTA, in collaboration with regional partners, while minimizing duplication, document best practices and lessons learned from a wide range of sources to help ensure that Northern Virginia's regional BRT system is implemented efficiently, effectively, and to the benefit of citizens and stakeholders. Valuable knowledge can be gleaned from agencies that are currently operating, constructing, or planning BRT systems, both in the Washington Metropolitan region and across the country. Continued communication with peer agencies can take many forms, including building off of the existing NVTA BRT Planning Working Group. NVTA will continue to participate in existing efforts across the Washington, DC metropolitan region, as a key partner and stakeholder, and lead additional efforts for knowledge transfer from/to outside the DC region, including peer exchanges.



4. Development of Guidelines and Best Practices

Development of the BRT Action Plan highlights the fact that the design of each BRT route will be unique to meet the needs and constraints of each specific corridor and community. The development of best practices and guidelines for a range of topics that will need to be considered in the design of every BRT route will improve the efficiency of the design process and ensure a more consistent customer experience. These guidelines could cover a range of topics, including but not limited to bus priority treatments, stations, mobility hubs, use of technology, wayfinding, and electrification. For example, common branding themes and other resources will allow streamlined transfers that get riders to their destinations efficiently.

NVTA will continue to participate in existing efforts across the Washington, DC metropolitan region, as a key partner and stakeholder, and lead additional efforts to fill gaps and areas that may impact NVTA's long range planning and funding.

5. Ongoing Outreach

Building and implementing a regional BRT system will require ongoing and consistent outreach with diverse audiences across Northern Virginia. Public engagement is essential as planning continues for each individual BRT route but should also be considered as part of developing branding and marketing materials that speak to public audiences. This Action Plan highlights the importance of ongoing education about what BRT is and its benefits to encourage behavioral changes in choice of travel modes, and the region's efforts to expand high-quality, efficient, affordable transit solutions across Northern Virginia. In collaboration with jurisdictions and agencies, minimizing duplication, NVTA will educate key stakeholders and partners across Planning District 8, to build community champions and the knowledge necessary to advance BRT; in addition to the optimization of bus service more broadly.

Recommendations for Jurisdictions and Agencies

1. Planning and Coordination

Since NVTA does not implement or operate the initiatives that it plans and funds, there is an ongoing role that jurisdictions and agencies must continue to play to advance the Action Plan. Although development and implementation of the BRT system are expected to occur incrementally over several decades, there are some steps that local jurisdictions can take in the near future. First, it is recommended that local jurisdictions consider the BRT routes as they update their respective Comprehensive Plans, Transit Plans, and other relevant plans, by incorporating BRT-related facilities as appropriate. Second, since NVTA can only fund projects included in TransAction, the long-range transportation plan for Northern Virginia, it is recommended that jurisdictions and agencies confirm that BRT routes and related facilities are correctly identified in the TransAction project list. If they are not correctly identified, jurisdictions and agencies should ensure they are included in the next TransAction update.

When submitting future BRT-related funding requests to NVTA through its biennial Six Year Program, it is recommended that jurisdictions and agencies ensure that they demonstrate how such requests are consistent with the Action Plan, including for implementation and operation, in many cases across jurisdictional boundaries.

2. Project Development

In keeping with established practice, it is recommended that jurisdictions and agencies continue to take the lead in the local development of BRT routes and BRT-related facilities. Such an approach enables NVTA to fulfill a regional planning role, while local jurisdictions will always be best placed to address the local perspective. Since trip-making patterns in Northern Virginia are not generally constrained by jurisdictional boundaries, it is further recommended that BRT development be advanced on a multi-jurisdictional basis where necessary.

As part of the evaluations conducted under this Action Plan, NVTA has assumed that existing local bus services remain unchanged, except in a few specific instances involving express BRT. In practice, the future implementation of BRT routes may necessitate a broad review, and possible restructuring, of existing local bus services. It is recommended that local jurisdictions and agencies take the lead, at the appropriate time, in determining the need for, and implementation of, any identified service restructuring.

3. Coordination with NVTA

It is recommended that local jurisdictions and agencies continue to coordinate with NVTA on the development and implementation of a regional BRT system through participation and engagement in the BRT Planning Working Group.





Northern Virginia Transportation Authority 2600 Park Tower Drive, Suite 601 Vienna, VA 22180

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Vice Chair David Snyder, Finance Committee Chair

DATE: July 3, 2025

SUBJECT: Finance Committee Report

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Finance Committee (Committee).

2. Background: The most recent Committee meeting was held on June 12, 2025. The next meeting scheduled for July 10, 2025, has been cancelled.

3. Discussion/Information Items:

- **A. Monthly Investment Portfolio Report**: The Committee received the Monthly Investment Performance update, highlighting the following key points:
 - The NVTA portfolio continues to deliver strong performance, with a yield that outpaces key benchmarks—exceeding the ICE BofA 18-month average by 23 basis points and the LGIP Extended Maturity pool by 69 basis points.
 - While the portfolio yield dipped slightly by one basis point from April, this modest adjustment reflects a measured response to current market trends.
 - The investment strategy remains focused on high-quality 3–4-year bonds, complemented by continued diversification into AAA-rated supranational securities, such as those issued by the World Bank.
 - To date, the portfolio has generated \$72 million in earnings, with year-end projections reaching \$85 million—well above budget expectations.
- **B. Monthly Revenue Report:** The Committee received the monthly revenue update, with the following key points noted:
 - The sales tax revenues exceeded budget projections by 7%, a slight increase from last month's 6.5%.
 - The Interstate Operations and Enhancement Program has concluded for the fiscal year, based on VDOT's reporting. The Regional Congestion Relief Fee also showed modest improvement, narrowing its decline from -32% to -31%. The fixed \$20 million annual transfer remains on schedule. Overall, the positive budget variance rose from 0.21% in the previous month to 0.66%.
 - On the investment side, the portfolio has earned \$72 million to date—well above the original estimate of \$32 million—and is now projected to close the year at \$85 million. Additionally, grantor tax revenues rebounded in May following a weaker performance in April.

- **C. Monthly Operating Budget Report:** The Committee received and reviewed the Monthly Operating Budget Report as provided in the packet.
- **D. FY25 Audit Planning Letter:** The Committee received an update on the FY25 Audit Planning Letter, noting that the annual audit process has commenced, with the preliminary audit completed. Committee members are encouraged to direct any questions to the auditors, preferably through the Finance Committee Chair.

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Dev Priya Sen, Investment & Debt Manager

DATE: July 3, 2025

SUBJECT: Investment Portfolio Report

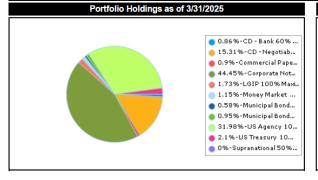
- **1. Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through April 30, 2025.
- 2. Background: This report is on investment activity through April 30, 2025, and affirms the portfolio's investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTA Investment Policy.
 - **A.** Current Period Reports: The <u>safety</u> of the portfolio is reflected in the actual composition of the portfolio as shown below.

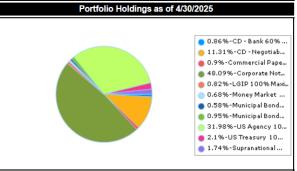


Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

Begin Date: 3/31/2025, End Date: 4/30/2025

			•	•
	Asset C	ategory Allocation		
Asset Category	Book Value 3/31/2025	% of Portfolio 3/31/2025	Book Value 4/30/2025	% of Portfolio 4/30/2025
CD - Bank 60% Maximum	17,145,895.36	0.86	17,145,895.36	0.86
CD - Negotiable 25% Maximum	306,801,063.53	15.31	226,800,000.00	11.31
Commercial Paper 35% / 5% Maximum	18,021,277.15	0.90	18,086,677.57	0.90
Corporate Notes 50% Maximum	890,754,941.31	44.45	963,933,157.75	48.09
LGIP 100% Maximum	34,690,144.91	1.73	16,417,984.56	0.82
Money Market 60% Maximum	23,005,096.71	1.15	13,684,659.03	0.68
Municipal Bonds - US 30% Maximum	11,532,375.74	0.58	11,526,104.34	0.58
Municipal Bonds - Virginia 30% Maximum	18,988,601.19	0.95	18,988,147.62	0.95
US Agency 100% Maximum	640,930,306.04	31.98	640,939,299.25	31.98
US Treasury 100% Maximum	42,022,075.53	2.10	42,102,838.29	2.10
Supranational 50% Maximum	0.00	0.00	34,798,080.33	1.74
Total / Average	2,003,891,777.47	100.00	2,004,422,844.10	100.00





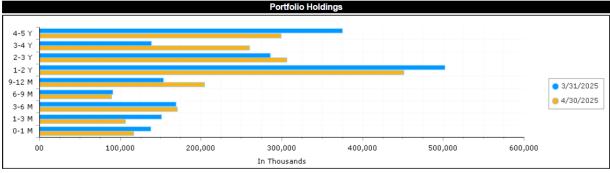
B. The <u>liquidity</u> of the portfolio is reflected in the portfolio's duration as 1.92 (1.0 = 1 year) and the maturity schedule is shown below.



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

Begin Date: 3/31/2025. End Date: 4/30/2025

Maturity Range Allocation											
Maturity Range	Book Value 3/31/2025	% of Portfolio 3/31/2025	Book Value 4/30/2025	% of Portfolio 4/30/2025							
0-1 Month	137,696,305.15	6.87	116,720,725.56	5.82							
1-3 Months	150,865,055.35	7.53	106,739,149.39	5.33							
3-6 Months	169,361,134.95	8.45	171,126,270.42	8.54							
6-9 Months	91,205,490.20	4.55	89,364,391.97	4.46							
9-12 Months	153,146,654.55	7.64	204,309,676.19	10.19							
1-2 Years	501,927,431.35	25.05	451,029,392.76	22.50							
2-3 Years	286,236,123.61	14.28	306,097,539.98	15.27							
3-4 Years	138,439,957.04	6.91	260,020,068.21	12.97							
4-5 Years	375,013,625.27	18.71	299,015,629.62	14.92							
Total / Average	2,003,891,777.47	100.00	2,004,422,844.10	100.00							

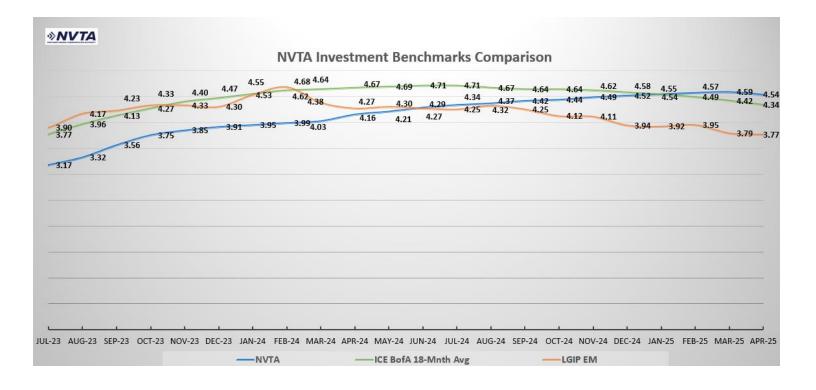


C. The <u>yield</u> on the portfolio at the end of April 2025 was 4.54%. The policy required benchmarks are shown below for yield performance comparison.

NVTA	Apr-25
Investment Benchmarks	Month End
LGIP Extended Maturity Pool	3.77%
ICE BofA 1-3 Year (18-Month Avg)	4.34%
NVTA Performance	4.54%

Source: Bloomberg/NVTA Statements

- 3. Portfolio Analysis & Statistics Overview:
 - A. Safety: The portfolio is invested primarily in:
 - Local Government Investment Pools (1.73% to 0.82%)
 - Commercial Paper (0.90% to 0.90%)
 - Collateralized bank money market accounts (2.01% to 1.54%)
 - Negotiable CD's (15.31 % to 11.31%)
 - AAA/AA rated investment grade corporate bonds (44.45% to 48.09%)
 - Treasuries and Agencies (34.08% to 34.08%)
 - VA & US Municipals (1.53% to 1.53%)
 - **B.** Liquidity: The NVTA Portfolio duration is 1.92 in April 2025 (1.0 = 1 year). At the May 2025 meeting, the Federal Reserve (Fed) maintained the federal funds rate at its current range of 4.25% to 4.50%, in line with market expectations. The Fed reaffirmed its cautious, wait-and-see approach. Meanwhile, market volatility spiked in April to levels not seen since the early days of the pandemic, largely driven by unexpectedly aggressive tariff announcements.
 - C. Yield: Staff continue to ladder monthly maturities in the range of \$80-\$100 million in securities, alongside managing up to \$20 million per month in positive cash flow, following these strategies:
 - By investing in bonds with maturities between three and four years, our strategy positions NVTA to benefit from falling market rates while balancing returns and managing risk.
 - NVTA's portfolio outperformed the ICE B of A 18-month average index benchmark by 20 basis points, demonstrating slightly stronger returns in a declining rate environment.
 - We are also diversifying the portfolio by exploring Commercial Paper and Supranational asset category, such as the World Bank, which not only broadens our asset class exposure but also offers a wider range of maturities and yields. Supranational now have a higher credit rating than US Treasuries.
 - Staff created a maturity chart outlining investments for the next five years, identifying months with fewer maturities and enabling the selection of instruments or securities to meet those needs.
 - Staff consistently monitor Federal Reserve actions, market trends, and economic indicators to make informed decisions, strategically positioning the portfolio to capitalize on market shifts and emerging opportunities.



- **4. Custodian Certification:** Truist Bank is the custodian of all NVTA's investment purchases and is where all NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- **5. Policy Required Reports:** The attached Compliance GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority's Annual Financial Statements and annual audit. The attached report documents:
 - Compliance Investment Policy, Summary: The report shows the percentage of the portfolio by each type of investment.
 - Investment Portfolio By Maturity Range: The report shows the yield to maturity and percentage of the portfolio which each type of investment represents.
 - **Portfolio Holdings by Custodian:** This report shows each depository, investment firm, or custodian holding NVTA securities or cash.

Attachment: Compliance - GASB 40 Report

ATTACHMENT 13.A



Portfolio Holdings Compliance - GASB 40 Report - As of 4/30/2025

Portfolio Holdings Compliance - GASB 40 Report - As of 4/30/2025													
Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
CD - Bank 60% Maximum									•				
John Marshall Bank 4.29 1/15/2027	JMBCD011624	10,000,000.00	10,000,000.00	10,000,000.00	None	None	0.50	625	625	1/15/2027		4.290	1.71
John Marshall Bank 4.7 4/19/2027	JMBCD041924	7,145,895.36	7,145,895.36	7,145,895.36	None	None	0.35	719	719	4/19/2027		4.700	1.97
Sub Total / Average CD - Bank 60% Maximum		17,145,895.36	17,145,895.36	17,145,895.36			0.85	664	664			4.461	1.82
CD - Negotiable 25% Maximum													
Credit Agricole 4.32 2/18/2026	22536HPV5	39,000,000.00	39,000,000.00	39,000,000.00	Fitch-AA-	Moodys-Aa3	1.94	294	294	2/18/2026		4.320	0.79
Credit Agricole 4.92 6/22/2026	22536HHY8	25,000,000.00	25,000,000.00	25,000,000.00	S&P-A1	Moodys-P1	1.24	418	418	6/22/2026		4.920	1.11
Credit Agricole 5.62 8/22/2025	22536C3A6	25,000,000.00	25,000,000.00	25,060,250.00	S&P-A1	Moodys-P1	1.24	114	114	8/22/2025		5.620	0.31
Credit Industriel Et Commercial 4.55 9/2/2025	22536WHN9	38,000,000.00	38,000,000.00	38,004,940.00	S&P-A1	Moodys-P1	1.89	125	125	9/2/2025		4.550	0.35
Lloyds Bank 5.17 7/18/2025	53947BZ60	35,000,000.00	35,000,000.00	35,044,800.00	S&P-A1	Moodys-P1	1.74	79	79	7/18/2025		5.170	0.22
Mizuho Bank 4.34 3/13/2026	60710TH20	15,800,000.00	15,800,000.00	15,812,324.00	S&P-A1	Moodys-P1	0.78	317	317	3/13/2026		4.340	0.88
Natixis 5.56 5/2/2025	63873Q2W3	29,000,000.00	29,000,000.00	29,001,740.00	S&P-A1	Moodys-P1	1.44	2	2	5/2/2025		5.560	0.01
Natixis 5.83 9/8/2025	63873QN83	20,000,000.00	20,000,000.00	20,066,400.00	S&P-A1	Moodys-P1	0.99	131	131	9/8/2025		5.830	0.36
Sub Total / Average CD - Negotiable 25% Maximum	,	226,800,000.00	226,800,000.00	226,990,454.00		,	11.26	176	176			4.992	0.48
Commercial Paper35% / 5% Maximum		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,	.,,									
MUFG Bank 0 10/21/2025	62479LXM2	18,466,000.00	18,086,677.57	18,084,492.44	S&P-A1	Moodys-P1	0.92	174	174	10/21/2025		4.360	0.48
Sub Total / Average Commercial Paper35% / 5% Maximum		18,466,000.00	18,086,677.57	18,084,492.44			0.92	174	174			4.360	0.48
Corporate Notes 50% Maximum			,,,,,,	,,,,,									
Amazon.com, Inc. 3.15 8/22/2027-27	023135BC9	30,000,000.00	29,284,441.73	29,491,800.00	S&P-AA	Fitch-AA-	1.49	844	752	8/22/2027	5/22/2027	4.260	2.23
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	26,000,000.00	25,962,075.57	26,402,220.00	S&P-AA	Fitch-AA-	1.29	945	915	12/1/2027	11/1/2027	4.610	2.43
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	20,000,000.00	19,980,292.57	20,309,400.00	S&P-AA	Fitch-AA-	0.99	945	915	12/1/2027	11/1/2027	4.590	2.43
Apple 1.2 2/8/2028-27	037833EC0	22,500,000.00	20,621,163.35	20,961,675.00	S&P-AA+	Moodys-Aaa	1.12	1,014	952	2/8/2028	12/8/2027	4.520	2.73
BlackRock Funding 3.2 3/15/2027-27	09247XAN1	15,000,000.00	14,653,431.70	14,809,500.00	S&P-AA-	Moodys-Aa3	0.74	684	656	3/15/2027	2/15/2027	4.520	1.83
BlackRock Funding 4.6 7/26/2027-27	09290DAH4	15,000,000.00	15,030,620.71	15,199,200.00	S&P-AA-	Moodys-Aa3	0.74	817	787	7/26/2027	6/26/2027	4.502	2.13
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,959,774.09	12,932,920.00	S&P-AA+	Moodys-Aa2	0.65	54	54	6/23/2025	0,20,202,	3.320	0.15
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	9,420,275.04	9,407,207.04	S&P-AA+	Moodys-Aa2	0.47	54	54	6/23/2025		3.829	0.15
Guardian Life 3.246 3/29/2027	40139LBF9	11,000,000.00	10,740,304.10	10,831,260.00	S&P-AA+	Moodys-Aa1	0.55	698	698	3/29/2027		4.585	1.87
Guardian Life 3.246 3/29/2027	40139LBF9	25,000,000.00	24,354,504.29	24,616,500.00	S&P-AA+	Moodys-Aa1	1.24	698	698	3/29/2027		4.710	1.87
Hanwha Q Cells 5 7/27/2028	41136TAA5	11,580,000.00	11,652,514.47	11,784,155.40	S&P-AA	Moodys-Aa2	0.57	1,184	1,184	7/27/2028		4.785	3.00
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	25,000,000.00	24,635,287.25	24,801,250.00	S&P-AA+	Moodys-Aa3	1.24	312	312	3/8/2026		5.230	0.85
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	10,000,000.00	9,860,220.99	9,920,500.00	S&P-AA+	Moodys-Aa3	0.50	312	312	3/8/2026		5.150	0.85
Mass Mutual Global Funding 4.5 4/10/2026	57629W6F2	9,000,000.00	8,947,769.08	9,017,100.00	S&P-AA+	Moodys-Aa3	0.45	345	345	4/10/2026		5.157	0.93
Mass Mutual Global Funding 4.5 4/10/2026	57629W6F2	16,000,000.00	15,973,991.66	16,030,400.00	S&P-AA+	Moodys-Aa3	0.79	345	345	4/10/2026		4.680	0.93
Mass Mutual Global Funding 4.85 1/17/2029	57629W5B2	10,000,000.00	10,009,974.12	10,165,900.00	S&P-AA+	Moodys-Aa3	0.50	1,358	1,358	1/17/2029		4.820	3.40
Mass Mutual Global Funding 5.05 12/7/2027	57629WDL1	14,000,000.00	14,165,066.91	14,319,200.00	S&P-AA+	Moodys-Aa3	0.69	951	951	12/7/2027		4.550	2.43
Mass Mutual Global Funding 5.1 4/9/2027	57629W4S6	15,000,000.00	15,120,440.84	15,277,650.00	S&P-AA+	Moodys-Aa3	0.74	709	709	4/9/2027		4.652	1.87
Met Tower Global Funding 4 10/1/2027	58989V2J2	31,100,000.00	30,817,221.03	30,887,276.00	S&P-AA-	Moodys-Aa3	1.54	884	884	10/1/2027		4.401	2.32
MetLife 3.45 12/18/2026	59217GBY4	14,899,000.00	14,419,617.34	14,702,035.22	S&P-AA-	Moodys-Aa3	0.74	597	597	12/18/2026		5.620	1.58
MetLife 3.45 12/18/2026	59217GBY4	14,088,000.00	13,815,426.12	13,901,756.64	S&P-AA-	Moodys-Aa3	0.70	597	597	12/18/2026		4.730	1.58
MetLife 4.4 6/30/2027	59217GFB0	15.000.000.00	14,839,956.18	15,095,550.00	S&P-AA-	Moodys-Aa3	0.74	791	791	6/30/2027		4.942	2.06
MetLife 4.85 1/16/2027	58989V2G8	25,000,000.00	25,035,320.18	25,243,250.00	S&P-AA-	Moodys-Aa3	1.24	626	626	1/16/2027		4.760	1.64
MetLife 5.05 1/6/2028	592179KF1	7,100,000.00	7,215,029.68	7,266,566.00	S&P-AA-	Moodys-Aa3	0.35	981	981	1/6/2028		4.400	2.51
Morgan Stanley 4.754 4/21/2026	61690U4T4	10,000,000.00	9,908,036.60	10,035,300.00	Fitch-AA-	Moodys-Aa3	0.50	356	356	4/21/2026		5.780	0.96
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	15.000,000.00	15,233,134.86	15,359,100.00	Fitch-AA-	Moodys-Aa3	0.74	548	518	10/30/2026	9/30/2026	4.759	1.46
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	20,000,000.00	20,301,216.46	20,478,800.00	Fitch-AA-	Moodys-Aa3	0.74	548	518	10/30/2026	9/30/2026	4.793	1.46
Nestle Holdings 1.15 1/14/2027-26	641062AV6	8,000,000.00	7,560,824.82	7,634,160.00	Moodys-Aa3	S&P-AA-	0.99	624	518	1/14/2027	12/14/2026	4.793	1.46
New York Life3.25 4/7/2027	64952WEQ2	15,000,000.00	14,729,413.57	14,774,400.00	S&P-AA+	Moodys-Aaa	0.40	707	707	4/7/2027	12/14/2020	4.231	1.89
New York Life4.7 1/29/2029	64952WEQ2 64952WFF5	21,000,000.00	20,914,909.23	21,251,580.00	S&P-AA+	Moodys-Aaa Moodys-Aaa	1.04	1,370	1,370	1/29/2029		4.231	3.44
New York Life4.7 1/29/2029 New York Life4.7 4/2/2026	64952WFF5	10,000,000.00	9,936,086.84	10,038,700.00	S&P-AA+	Moodys-Aaa Moodys-Aaa	0.50	337	337	4/2/2026		5.450	0.91
New York Life4.7 4/2/2026 New York Life4.7 4/2/2026	64952WFB4	11,890,000.00	11,808,804.14	11,936,014.30	S&P-AA+	Moodys-Aaa Moodys-Aaa	0.50	337	337	4/2/2026		5.450	0.91
New York Life4.7 4/2/2026 New York Life4.9 4/2/2027	64952WFB4 64953BBM9	20,000,000.00	20,000,000.00	20,269,600.00	Fitch-AAA	Moodys-Aaa Moodys-Aaa	0.59	702	702	4/2/2026		4.900	1.85
	64953BBM9 64953BBF4		, ,		S&P-AA+		0.99	506	702 506	9/18/2027			1.85
New York Life5.45 9/18/2026	_	11,000,000.00	11,004,689.30	11,187,440.00		Moodys-Aaa		506	506 506			5.416 4.950	1.34
New York Life5.45 9/18/2026	64953BBF4	12,500,000.00	12,579,457.81	12,713,000.00	S&P-AA+	Moodys-Aaa	0.62	506	506	9/18/2026		4.950	1.34

Description	CUSIP/Ticker	Face	Book Value	Market Value	Credit	Credit	% of	Days To	Days To	Maturity	Next Call	YTM @	Duration To
•		Amount/Shares			Rating 1	Rating 2	Portfolio	Maturity	Call/Maturity	Date	Date	Cost	Maturity
Northwestern Mutual Global 1.75 1/11/2027	66815L2F5	25,000,000.00	23,829,948.72	24,031,750.00	S&P-AA+	Moodys-Aaa	1.24	621	621	1/11/2027		4.726	1.67
Northwestern Mutual Global 4.11 9/12/2027	66815L2T5	5,650,000.00	5,600,016.33	5,641,468.50	S&P-AA+	Moodys-Aaa	0.28	865	865	9/12/2027		4.510	2.27
Northwestern Mutual Global 4.35 9/15/2027	66815L2K4	9,354,000.00	9,320,547.97	9,393,848.04	S&P-AA+	Moodys-Aaa	0.46	868	868	9/15/2027		4.510	2.27
Northwestern Mutual Global 4.35 9/15/2027	66815L2K4	15,000,000.00	14,953,410.06	15,063,900.00	S&P-AA+	Moodys-Aaa	0.74	868	868	9/15/2027		4.488	2.27
Northwestern Mutual Global 5.07 3/25/2027	66815L2R9	21,000,000.00	21,024,782.84	21,320,040.00	S&P-AA+	Moodys-Aaa	1.04 0.74	694 694	694 694	3/25/2027		5.000	1.83
Northwestern Mutual Global 5.07 3/25/2027 Nuveen 4 11/1/2028-28	66815L2R9 67080LAA3	15,000,000.00 20,000,000.00	15,132,065.58 19,800,777.60	15,228,600.00 19,864,600.00	S&P-AA+ S&P-AA	Moodys-Aaa Moodys-Aa2	0.74	1,281	1,189	3/25/2027 11/1/2028	8/1/2028	4.570 4.309	1.83 3.24
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,979,962.08	4,974,650.00	S&P-AA-	Moodys-Aa2	0.99	55	55	6/24/2025	0/1/2020	4.050	0.15
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	19,231,045.64	19,455,800.00	S&P-AA-	Moodys-Aa3	0.23	349	349	4/14/2026		5.750	0.15
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	19,222,664.27	19,455,800.00	S&P-AA-	Moodys-Aa3	0.99	349	349	4/14/2026		5.800	0.95
Pacific Life 5.5 7/18/2028	6944PL2U2	25,000,000.00	25,776,279.30	25,893,000.00	S&P-AA-	Moodys-Aa3	1.24	1,175	1,175	7/18/2028		4.450	2.95
Pacific Life 5.5 8/28/2026	6944PL2W8	17,000,000.00	16.991.440.90	17,283,900.00	S&P-AA-	Moodys-Aa3	0.84	485	485	8/28/2026		5.539	1.29
PEFCO4.5 2/7/2027	74274TAL4	5,000,000.00	5,034,347.00	5,044,050.00	Fitch-AA	Moodys-Aa1	0.25	648	648	2/7/2027		4.090	1.70
Pricoa Global Funding 4.2 8/28/2025	74153WCR8	15,000,000.00	14,930,710.47	14,983,500.00	S&P-AA-	Moodys-Aa3	0.74	120	120	8/28/2025		5.696	0.33
Pricoa Global Funding 4.4 8/27/2027	74153WCU1	15,000,000.00	15,015,882.65	15,024,600.00	S&P-AA-	Moodys-Aa3	0.74	849	849	8/27/2027		4.350	2.22
Pricoa Global Funding 5.55 8/28/2026	74153WCT4	10,000,000.00	10,098,384.30	10,169,300.00	S&P-AA-	Moodys-Aa3	0.50	485	485	8/28/2026		4.747	1.29
Protective Global Life 1.303 9/20/2026	74368CBH6	10,000,000.00	9,430,868.71	9,590,300.00	S&P-AA-	Fitch-AA-	0.50	508	508	9/20/2026		5.800	1.38
Protective Global Life 4.714 7/6/2027	74368CBP8	7,655,000.00	7,461,685.90	7,733,387.20	S&P-AA-	Fitch-AA-	0.38	797	797	7/6/2027		6.019	2.07
Protective Global Life 4.714 7/6/2027	74368CBP8	6,000,000.00	5,848,480.13	6,061,440.00	S&P-AA-	Fitch-AA-	0.30	797	797	7/6/2027		6.019	2.07
Protective Global Life 4.714 7/6/2027	74368CBP8	14,000,000.00	14,025,160.37	14,143,360.00	S&P-AA-	Fitch-AA-	0.69	797	797	7/6/2027		4.624	2.07
Protective Global Life 5.366 1/6/2026	74368CBQ6	10,000,000.00	9,971,501.37	10,048,500.00	S&P-AA-	Fitch-AA-	0.50	251	251	1/6/2026		5.810	0.67
Protective Global Life 5.366 1/6/2026	74368CBQ6	17,295,000.00	17,232,607.59	17,378,880.75	S&P-AA-	Fitch-AA-	0.86	251	251	1/6/2026		5.930	0.67
Protective Global Life 5.366 1/6/2026	74368CBQ6	15,016,000.00	14,978,873.78	15,088,827.60	S&P-AA-	Fitch-AA-	0.75	251	251	1/6/2026		5.750	0.67
Roche Holdings 2.314 3/10/2027	771196BV3	15,440,000.00	14,803,880.77	14,972,631.20	S&P-AA	Moodys-Aa2	0.77	679	679	3/10/2027		4.716	1.83
Roche Holdings 2.375 1/28/2027-26	771196BL5	11,725,000.00	11,317,836.59	11,400,569.25	S&P-AA	Moodys-Aa2	0.58	638	546	1/28/2027	10/28/2026	4.524	1.71
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,049,331.11	10,179,900.00	S&P-AA	Moodys-Aa2	0.50	562	531	11/13/2026		4.916	1.46
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,103,243.51	10,179,900.00	S&P-AA	Moodys-Aa2	0.50	562	531	11/13/2026	10/13/2026	4.540	1.46
Southern California Gas Co. 3.2 6/15/2025-25	842434CP5	17,000,000.00	16,965,429.56	16,969,400.00	Fitch-AA-	Moodys-Aa3	0.84	46	46	6/15/2025		4.919	0.13
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,999,941.76	10,000,000.00	S&P-AA	Moodys-Aa1	0.50	1	1	5/1/2025		3.600	0.00
Walmart 3.95 9/9/2027-27	931142EX7	17,500,000.00	17,310,758.26	17,564,925.00	S&P-AA	Moodys-Aa2	0.87	862	853	9/9/2027	8/31/2027	4.450	2.26
Sub Total / Average Corporate Notes 50% Maximum		973,748,000.00	963,933,157.75	973,193,193.14			48.33	658	646			4.827	1.72
LGIP 100% Maximum	LOIDOFAO	40 447 004 50	40 447 004 50	40.447.004.50	000 444	ND	0.04	4	4	A1/A	21/4	4.500	0.00
Commonweath of Virginia LGIP	LGIP0549	16,417,984.56	16,417,984.56	16,417,984.56	S&P-AAA	NR	0.81	1	1	N/A	N/A	4.522 4.522	0.00
Sub Total / Average LGIP 100% Maximum Money Market60% Maximum		16,417,984.56	16,417,984.56	16,417,984.56			0.81	1	1			4.522	0.00
Freedom Bank ICS MM	MM2554	5,585,882.88	5,585,882.88	5,585,882.88	NR	NR	0.28	1	1	N/A	N/A	4.370	0.00
Truist MM	MM1006	4,315,304.23	4,315,304.23	4,315,304.23	NR	NR NR	0.28	1	1	N/A	N/A	4.190	0.00
United Bank MM	MM3272	3,783,471.92	3,783,471.92	3,783,471.92	NR	NR	0.19	1	1	N/A	N/A	4.450	0.00
Sub Total / Average Money Market60% Maximum	11110272	13,684,659.03	13,684,659.03	13,684,659.03	INIX	INIX	0.68	1	1	IV/A	IVA	4.335	0.00
Municipal Bonds - US 30% Maximum		10,004,033.03	13,004,033.03	13,004,033.03			0.00					4.555	0.00
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,620,095.36	2,620,000.00	S&P-AAA	Fitch-AAA	0.13	1	1	5/1/2025		0.650	0.00
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,903,477.31	1,871,459.10	S&P-AAA	Moodys-Aaa	0.09	185	185	11/1/2025		0.570	0.50
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,002,531.67	6,961,080.00	S&P-AA	Fitch-AA	0.35	62	62	7/1/2025		1.039	0.17
Sub Total / Average Municipal Bonds - US 30% Maximum		11,510,000.00	11,526,104.34	11,452,539.10			0.57	68	68			0.874	0.19
Municipal Bonds - Virginia 30% Maximum													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,003,332.64	6,939,240.00	S&P-AAA	Moodys-Aaa	0.35	93	93	8/1/2025		0.600	0.25
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	411,176.95	408,089.40	S&P-AA+	Moodys-Aa1	0.02	76	76	7/15/2025		0.600	0.21
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,003,638.78	4,925,550.00	S&P-AAA	Moodys-Aaa	0.25	154	154	10/1/2025		0.470	0.42
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,542,349.00	1,494,465.00	Fitch-AA+	Moodys-Aa1	0.07	397	397	6/1/2026		1.080	1.06
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,159,527.00	S&P-AAA	Moodys-Aaa	0.06	185	185	11/1/2025		0.736	0.50
VA St Resources Authority 2.45 11/1/2027	92818NHN1	4,000,000.00	3,847,650.25	3,867,040.00	S&P-AAA	Moodys-Aaa	0.20	915	915	11/1/2027		4.131	2.41
Sub Total / Average Municipal Bonds - Virginia 30% Maximum		19,090,000.00	18,988,147.62	18,793,911.40			0.95	310	310			1.352	0.83
Supranational 50% Maximum													
African Development Bank 4.75 4/25/2028	00828EFB0	20,100,000.00	20,548,509.90	20,676,267.00	S&P-AAA	Moodys-Aaa	1.00	1,091	1,091	4/25/2028		3.950	2.82
African Development Bank 4.75 4/25/2028	00828EFB0	13,950,000.00	14,249,570.43	14,349,946.50	S&P-AAA	Moodys-Aaa	0.69	1,091	1,091	4/25/2028		3.980	2.82
Sub Total / Average Supranational 50% Maximum		34,050,000.00	34,798,080.33	35,026,213.50			1.69	1,091	1,091			3.962	2.82
US Agency100% Maximum													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,098,911.56	18,724,303.00	S&P-AA+	Moodys-Aaa	0.95	208	208	11/24/2025		0.610	0.57
FFCB 3.875 10/23/2029	3133ERYH8	20,125,000.00	20,015,629.62	20,113,931.25	S&P-AA+	Moodys-Aaa	1.00	1,637	1,637	10/23/2029		4.010	4.15

D	CUSIP/Ticker	Face	Book Value	Market Value	Credit	Credit	% of	Days To	Days To	Maturity	Next Call	YTM@	Duration To
Description	CUSIP/TICKER	Amount/Shares	Book value	Market value	Rating 1	Rating 2	Portfolio	Maturity	Call/Maturity	Date	Date	Cost	Maturity
FFCB 4.5 9/22/2028	3133EPWK7	10,000,000.00	9,865,613.49	10,241,800.00	S&P-AA+	Moodys-Aaa	0.50	1,241	1,241	9/22/2028		4.950	3.17
FFCB 4.75 5/28/2026	3133EPUD5	20,000,000.00	19,983,734.39	20,179,800.00	S&P-AA+	Moodys-Aaa	0.99	393	393	5/28/2026		4.834	1.04
FFCB 4.75 7/8/2026	3133EPVP7	20,000,000.00	19,993,502.59	20,238,000.00	S&P-AA+	Moodys-Aaa	0.99	434	434	7/8/2026		4.782	1.15
FFCB 4.875 4/20/2026	3133EPWD3	20,000,000.00	19,985,769.72	20,185,400.00	S&P-AA+	Moodys-Aaa	0.99	355	355	4/20/2026		4.955	0.96
FFCB 5 10/1/2025	3133ERJR3	21,000,000.00	20,997,117.52	21,054,600.00	S&P-AA+	Moodys-Aaa	1.04	154	154	10/1/2025		5.040	0.42
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	19,928,200.00	S&P-AA+	Moodys-Aaa	0.99	42	42	6/11/2025		1.280	0.20
FHLB 1.3 12/15/2025-22	3130AQ5U3	25,000,000.00	24,999,020.36	24,553,500.00	S&P-AA+	Moodys-Aaa	1.24	229	229	12/15/2025		1.306	0.62
FHLB 3.77 9/18/2029-27	3130B2QY4	19,000,000.00	19,000,000.00	18,794,420.00	S&P-AA+	Moodys-Aaa	0.94	1,602	659	9/18/2029	2/18/2027	3.770	4.06
FHLB 3.95 10/2/2029-26	3130B32F9	22,500,000.00	22,500,000.00	22,351,950.00	S&P-AA+	Moodys-Aaa	1.12	1,616	520	10/2/2029	10/2/2026	3.950	4.09
FHLB 4.09 9/4/2029-26	3130B2M36	23,000,000.00	23,000,000.00	22,899,720.00	S&P-AA+	Moodys-Aaa	1.14	1,588	492	9/4/2029	9/4/2026	4.090	4.00
FHLB 4.1 8/28/2029-26	3130B2K95	38,000,000.00	38,000,000.00	37,835,080.00	S&P-AA+	Moodys-Aaa	1.89	1,581	485	8/28/2029	8/28/2026	4.100	3.99
FHLB 4.32 10/2/2029-25	3130B32E2	22,500,000.00	22,500,000.00	22,404,150.00	S&P-AA+	Moodys-Aaa	1.12	1,616	155	10/2/2029	10/2/2025	4.320	4.06
FHLB 4.33 10/23/2029-26	3130B3FM0	20,000,000.00	20,000,000.00	20,070,800.00	S&P-AA+	Moodys-Aaa	0.99	1,637	541	10/23/2029	10/23/2026	4.330	4.12
FHLB 4.45 2/12/2030-27	3130B4YA3	27,000,000.00	27,000,000.00	27,382,860.00	S&P-AA+	Moodys-Aaa	1.34	1,749	834	2/12/2030	8/12/2027	4.450	4.33
FHLB 4.5 2/12/2030-27	3130B4YB1	27,000,000.00	27,000,000.00	27,175,500.00	S&P-AA+	Moodys-Aaa	1.34	1,749	653	2/12/2030	2/12/2027	4.500	4.32
FHLB 4.52 3/15/2029-27	3130B0GZ6	25,000,000.00	25,000,000.00	25,165,750.00	S&P-AA+	Moodys-Aaa	1.24	1,415	684	3/15/2029	3/15/2027	4.520	3.58
FHLB 4.585 1/11/2030-28	3130B4KZ3	17,500,000.00	17,500,000.00	17,764,250.00	S&P-AA+	Moodys-Aaa	0.87	1,717	986	1/11/2030	1/11/2028	4.585	4.23
FHLB 4.65 4/2/2029-27	3130B0PZ6	27,000,000.00	27,000,000.00	27,334,260.00	S&P-AA+	Moodys-Aaa	1.34	1,433	702	4/2/2029	4/2/2027	4.650	3.62
FHLB 4.675 1/7/2030-28	3130B4KY6	17,500,000.00	17,500,000.00	17,702,650.00	S&P-AA+	Moodys-Aaa	0.87	1,713	982	1/7/2030	1/7/2028	4.675	4.21
FHLB 4.7 3/22/2029-27	3130B0L64	30,000,000.00	30,000,000.00	30,288,900.00	S&P-AA+	Moodys-Aaa	1.49	1,422	691	3/22/2029	3/22/2027	4.700	3.59
FHLB 4.83 6/22/2028	3130B1SX6	31,000,000.00	31,000,000.00	31,137,330.00	S&P-AA+	Moodys-Aaa	1.54	1,149	1,149	6/22/2028		4.830	2.91
FHLB 4.87 12/17/2029	3130B45N7	20,000,000.00	20,000,000.00	20,006,800.00	S&P-AA+	Moodys-Aaa	0.99	1,692	1,692	12/17/2029		4.870	4.10
FHLB 4.92 4/19/2029-27	3130B0VM8	25,000,000.00	25,000,000.00	25,330,250.00	S&P-AA+	Moodys-Aaa	1.24	1,450	719	4/19/2029	4/19/2027	4.920	3.65
FHLB 5.03 6/26/2029-25	3130B1SW8	25,000,000.00	25,000,000.00	25,091,000.00	S&P-AA+	Moodys-Aaa	1.24	1,518	240	6/26/2029	12/26/2025	5.030	3.74
FHLB 5.04 4/20/2029-27	3130B15S2	24,000,000.00	24,000,000.00	24,310,800.00	S&P-AA+	Moodys-Aaa	1.19	1,451	720	4/20/2029	4/20/2027	5.040	3.65
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,991,750.00	S&P-AA+	Moodys-Aaa	1.24	28	28	5/28/2025		4.030	0.08
Sub Total / Average US Agency100% Maximum		641,225,000.00	640,939,299.25	643,257,754.25			31.83	1,194	614			4.199	3.00
US Treasury100% Maximum													
T-Bill 0 9/18/2025	912797PX9	22,466,000.00	22,104,793.44	22,108,116.62	S&P-AA	Moodys-Aaa	1.12	141	141	9/18/2025		4.250	0.39
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,998,044.85	19,987,000.00	Fitch-AA+	Moodys-Aaa	0.99	15	15	5/15/2025		3.000	0.04
Sub Total / Average US Treasury100% Maximum		42,466,000.00	42,102,838.29	42,095,116.62			2.11	82	82			3.661	0.22
Total / Average		2,014,603,538.95	2,004,422,844.10	2,016,142,213.40			100	749	558			4.538	1.92

,13.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: July 3, 2025

SUBJECT: Monthly Revenue Report

1. Purpose: To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.

2. Background: The attached reports reflect funding received and distributed through May 31, 2025.

3. Comments:

A. FY2025 Revenues (Attachment A):

- I. The Authority has received approximately \$336.2 million through May 31, 2025, transfers from the Commonwealth.
 - 1. \$29.9 million in Regional Congestion Relief Fees (Grantor's Tax).
 - 2. \$269.6 million in Regional Sales Tax.
 - 3. \$20 million from the Northern Virginia Transportation District Fund transfer.
 - 4. \$16.7 million from the Interstate Operation Enhancement Program (IOEP)
- II. May 2025 represents the ninth month of sales tax receipts for FY2025. Attachment A shows a 7% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
- III. The amount of funds received from the Commonwealth for the Interstate Operations Enhancement Program (IOEP) of \$16.7 million is expected to be the total amount for FY2025. This amount falls short of the Commonwealth's projection by just under \$4.6 million.
- IV. As of May 2025, the FY2025 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 30.8% when compared to the FY2025 budget projections. Member localities have been experiencing similar trends. NVTA staff will continue to monitor the receipts and economic trends.

B. FY2025 Distribution to localities (Attachment B)

- I. As of the May 2025 monthly transfers, all member jurisdictions have completed the *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2025 Local Distribution Funds (30%).
- II. As of May 2025, \$101.4 million has been distributed in FY2025 Local Distribution funds to members jurisdictions.

- C. FY2020 to FY2025 Year over Year Revenue Comparison (Attachment C).
 - I. The first chart on the attachment provides a year-to-year Sales Tax comparison.
 - II. The second chart shows, by fiscal month, the portfolio's Market Value, Book Value and income. The Investment Income-BV line shows the portfolio earned \$72 million through April 2025. This is actual interest earned, inclusive of accrued earnings, coupon payments and purchase discounts/premiums. Not included in this figure is the impact of Mark to Market valuations which will result in unrealized gains or losses in the yearend financial statements.
 - III. The third chart provides a year-to-year Grantor's Tax comparison.

Attachments:

- **A.** FY2025 Revenues Received by Tax Type Compared to NVTA Estimates, through May 2025
- **B.** FY2025 30% Distribution by Jurisdiction, as of May 2025
- C. Sales Tax Revenue, Portfolio Income and Grantor's Tax Receipts Monthly Yearly Comparisons

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES

Based on: Revenue Data Through May 2025

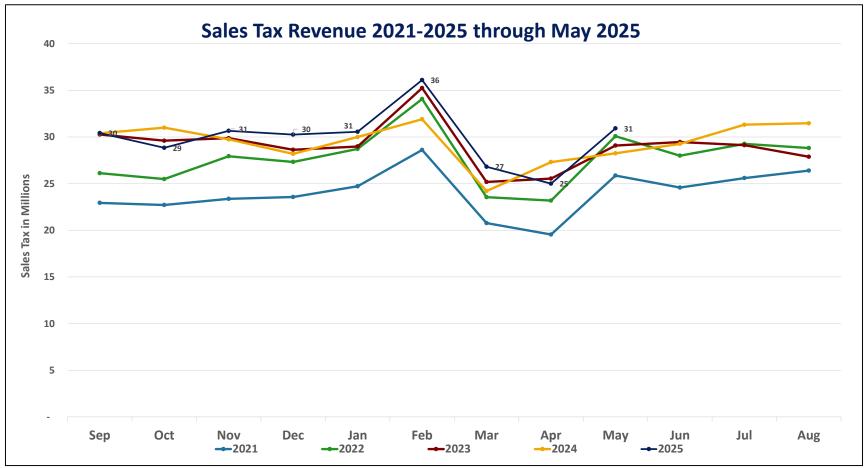
FYE June 30, 2025

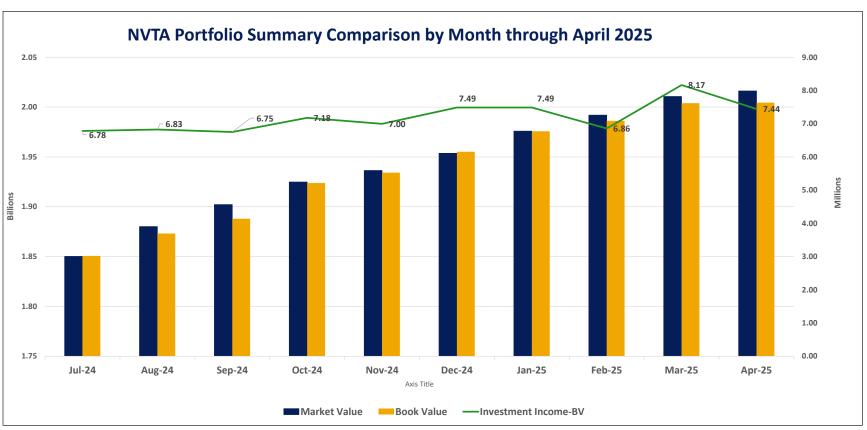
					Annualized					
Regional Sales Tax	9		Received		evenue based		FY2025	Annualized Actual To Budget		
Transaction Months			To Date		YTD Receipts		Budget			
Total Sales Tax Revenue		\$	269,582,323	\$	359,443,097	\$	336,077,528	\$	23,365,569	
					Annualized					
Interstate Operation Enhance Program			Received	Revenue based			FY2025		Annualized	
Transaction Months	1		To Date	on	YTD Receipts		Budget	Act	ual To Budget	
Interstate Operation Enhance Program		\$	16,744,248		16,744,248	\$	21,333,206	\$	(4,588,958)	
Regional Congestion Relief Fee		Received		Revenue based			FY2025		Annualized	
Transaction Months			To Date	on YTD Receipts		Budget		Actual To Budget		
Total Regional Congestion Relief Fee		\$	29,873,835	\$	35,848,602	\$	51,784,117		(15,935,515)	
NVTD Transfer from COVA			Received	Re	evenue based		FY2025		Annualized	
Transaction Months	4		To Date	on	YTD Receipts		Budget	Act	ual To Budget	
Total NVTD Transfer from COVA		\$	20,000,000	\$	20,000,000	\$	20,000,000	\$	-	
Total Revenue Received		Ś	336,200,406		432,035,947	\$	429,194,851	\$	2,841,096	

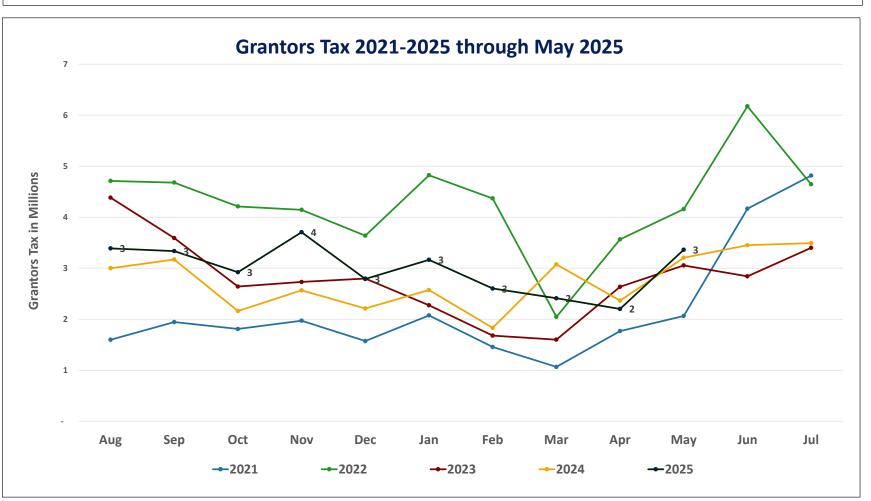
ATTACHMENT 13.B.B

	NORTHERN VIRGINIA TRANSPORTATION AUTHORITY																					
	FY2025 30% Distribution By Jurisdiction																					
	Based on: Revenue Data Through May 2025																					
	Interest 04/30/2025 As of 04/30/2025																					
		nterstate Operat	perat Regional Regional Congestion NVTD Transfer CoVa				CoVa NVTA Cumulative 30%		Accrued			Prior		Current Month		Total Funds						
Jurisdiction	En	hance Program	_	Sales Tax		Relief Fee		From COVA	_	Interest	_	Total	 Funds		Interest (1)	Distributions			Distribution		Transferred	
															(+)							
City of Alexandria	\$	1,128,863.62	\$	17,870,314.03	\$	2,158,435.50	\$	1,347,562	\$	60,026.39	\$	22,565,202.01	\$ 6,769,560.60	\$	18,487.49	\$	5,998,562.12	\$	789,485.97	\$	6,788,048.09	
Arlington County	\$	1,601,250.37	\$	25,130,073.41	\$	2,460,118.90	\$	1,921,002	\$	84,615.06	\$	31,197,059.79	\$ 9,359,117.94	\$	25,559.50	\$	8,286,286.13	\$	1,098,391.31	\$	9,384,677.44	
City of Fairfax	\$	382,945.47	\$	6,154,112.64	\$	387,945.60	\$	450,886	\$	20,231.43	\$	7,396,121.25	\$ 2,218,836.38	\$	6,059.58	\$	1,958,103.89	\$	266,792.07	\$	2,224,895.96	
Fairfax County	\$	7,004,043.82	\$	111,229,817.81	\$	12,952,043.22	\$	8,341,668	\$	381,728.13	\$	139,909,301.25	\$ 41,972,790.38	\$	114,626.56	\$	37,215,088.28	\$	4,872,328.66	\$	42,087,416.94	
City of Falls Church	\$	183,321.63	\$	2,905,051.55	\$	156,218.70	\$	218,538	\$	9,400.00	\$	3,472,529.71	\$ 1,041,758.91	\$	2,845.02	\$	919,438.20	\$	125,165.73	\$	1,044,603.93	
Loudoun County	\$	3,300,902.96	\$	54,828,149.19	\$	6,738,018.38	\$	3,958,467	\$	191,365.55	\$	69,016,902.94	\$ 20,705,070.88	\$	56,544.99	\$	18,279,577.26	\$	2,482,038.61	\$	20,761,615.87	
City of Manassas	\$	397,592.84	\$	6,881,683.82	\$	395,835.90	\$	478,801	\$	21,617.61	\$	8,175,531.20	\$ 2,452,659.36	\$	6,698.15	\$	2,152,164.93	\$	307,192.58	\$	2,459,357.51	
City of Manassas Park	\$	85,371.43	\$	1,367,118.97	\$	142,849.80	\$	101,858	\$	4,727.51	\$	1,701,925.22	\$ 510,577.57	\$	1,394.37	\$	448,526.40	\$	63,445.54	\$	511,971.94	
Prince William County	\$	2,659,955.86	\$	43,216,001.60	\$	4,482,368.80	\$	3,181,218	\$	142,680.75	\$	53,682,224.88	\$ 16,104,667.46	\$	43,981.41	\$	14,286,925.41	\$	1,861,723.46	\$	16,148,648.87	
Total Revenue Interest 04/30/2025	\$	16,744,248.00	\$	269,582,323.02	\$	29,873,834.80	\$ 2	20,000,000.00	\$	916,392.43	\$	337,116,798.25	\$ 101,135,039.48	\$	276,197.07	\$	89,544,672.62	\$	11,866,563.93	\$	101,411,236.55	
											\$	337,116,798.25	\$ 101,135,039.48							\$	101,411,236.55	









NORTHERN VIRGINIA TRANSPORTATION AUTHORITY 13.C MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: July 3, 2025

SUBJECT: Monthly Operating Budget Report

1. Purpose: To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2025.

- **2. Background:** The Authority elected to fund the Operating Budget for FY2025 through transfers from the Regional Revenue Fund.
- **3. Monthly Operating Budget Report:** Through April 30,2025, the FY2025 Operating Budget has produced the following:
 - **A.** The Operating Budget was fully funded through transfers from the Regional Revenue Fund.
 - **B.** As of April 30, 2025, the attached Income Statement shows the Authority has utilized 67% of its FY2025 expenditure budget through 83% of the fiscal year.
 - **C.** Certain large FY2025 budgeted expenses, such as the \$250,000 Website Modernization project, are expected to continue to incur costs during the fiscal year. The Authority approved the contract for this project at its June 2024 meeting.
 - **D.** The FY2025 April budget report includes \$181,708 of office transition costs, such as deposits for furniture and Audio/Visual equipment for the new suite. These expenses will be reimbursed by the landlord as part of the tenant improvement allowance, significantly reducing the cost to the Authority.
 - E. As of April 2025, the Authority has earned \$166,280 in investment income from interest accrued on allocated budgeted funds deposited in the Local Government Investment Pool (LGIP).
 - F. As of April 30, 2025, all expense categories remained within the approved budget.
 - **G.** The attached statement provides a summary of total Operating Budget income and expenditure activity through April 30, 2025.

Attachment: FY2025 Monthly Operating Budget through April 30, 2025

Page: 1 of 2

Report ID: LB170A

05/21/25 09:48:05 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Income Statement

For the Accounting Period: 4 / 25

1000 General Fund

			Current Vo	r					
		Current Year							
Account Ob	ject Description	Month	Current YTD	Budget	Variance	8			
Ermona									
Expense 410000	Personnel Expenses								
	Salaries-Regular Pay	209,841.46	1,951,589.34	2,789,052.00	837,462.66	70			
	Health, Dental & Vision Benefits	18,529.58	186,867.23	479,391.00	292,523.77				
	Payroll Taxes	15,805.10	134,806.64	218,222.00	83,415.36				
	Retirement VRS	24,590.55	129,998.11	221,288.00	91,289.89				
	Life Insurance	5,265.71	23,524.70	37,372.00	13,847.30				
	FSA/DCA	36.08	340.47	1,440.00	1,099.53				
	Workers Comp	33.33	1,394.00	3,066.00	1,672.00	45			
	Disability Insurance	699.78	23,758.53	26,770.00	3,011.47				
	Total Account	274,768.26	2,452,279.02	3,776,601.00	1,324,321.98	65			
420000	Professional Services								
210	Audit & Accounting Services		29,299.98	61,000.00	31,700.02	48			
220	Bank Service	25.00	-1,097.64	750.00	1,847.64	-146			
230	Insurance		14,791.00	15,145.00	354.00	98			
240	Payroll & Human Resource Services	398.49	4,635.14	8,728.00	4,092.86	53			
260	Public Outreach & Regional Event Support	2,809.10	32,141.93	68,456.00	36,314.07	47			
261	Legal/Bond Counsel Services			75,000.00	75,000.00				
262	Financial Advisor Services	2,500.00	10,740.00	10,000.00	-740.00	107			
263	Bond Trustee Fees		2,687.50	2,800.00	112.50	96			
264	Legislative Services	2,685.75	77,300.03	87,125.00	9,824.97	89			
265	Investment Custody Fees	5,000.00	15,000.00	25,000.00	10,000.00	60			
	Total Account	13,418.34	185,497.94	354,004.00	168,506.06	52			
430000	Technology/Communication								
310	Financial Reporting & Invest Monitoring/Mgt	11,901.60	65,742.80	83,980.00	18,237.20	78			
330	IT Support Svc Incl Hosting	11,658.16	40,365.48	54,177.00	13,811.52	75			
335	GIS/Project Mgt/Modeling	7,269.62	81,717.80	166,250.00	84,532.20	49			
340	Phone Service & Video Srvc Chgs	1,309.08	12,901.50	20,858.00	7,956.50	62			
350	Web Develop & Hosting	19,510.23	119,352.63	268,200.00	148,847.37	45			
940 E	quip/Computer HW SW & Peripheral	3,564.00	76,481.33	12,575.00	-63,906.33	608			
	Total Account	55,212.69	396,561.54	606,040.00	209,478.46	65			
440000	Administrative Expenses								
405	Building/Office Related Expenses	91.20	1,598.49	1,000.00	-598.49	160			
410	Advertisement		1,324.00	6,400.00	5,076.00	21			
411	Memberships & Subscriptions	977.39	11,614.35	25,400.00	13,785.65				
	Duplication & Printing	1,797.28	11,929.12	13,550.00	1,620.88				
	Hosted Meeting Expenses	422.26	5,214.73	6,200.00	985.27				
	Local Travel/Commuter Benefits	965.38	4,522.81	11,300.00	6,777.19	40			
	Office Transition Costs		22,348.31		-22,348.31				
	Office Lease	39,070.60	371,334.32	465,769.00	94,434.68				
	Office Supplies	41.70	3,570.04	6,765.00	3,194.96				
	Postage & Delivery		34.17	700.00	665.83				
420	Professional Development	675.99	2,898.43	28,680.00	25,781.57	10			
421	Professional Outreach	2,460.81	12,796.67	22,810.00	10,013.33	56			

05/21/25 09:48:05 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Page: 2 of 2

Report ID: LB170A

Income Statement

For the Accounting Period: 4 / 25

1000 General Fund

			Current Yea	r			
		Current					
Other Revenue 370000 Investment 383000 Transfer of Other Expenses 521000 Transfer of	Description	Month	Current YTD	Budget	Variance	8	
Other Revenue 370000 Investment 383000 Transfer C	Turniture & Fixtures		95,661.95	17,580.00	-78,081.95	544	
	Total Account	46,502.61	544,847.39	606,154.00	61,306.61	90	
	Total Expenses	389,901.90	3,579,185.89	5,342,799.00	1,763,613.11	67	
		,	2,011,2000	2,232,3333	_, ,	-	
	Net Income from Operations						
		-389,901.90	-3,579,185.89				
Other Revenue	2						
370000 Investme	ent Earnings	16,744.10	166,280.41		166,280.41		
383000 Transfer	Operating Budget from Regional		5,025,647.00	5,025,647.00		100 103	
	Total Other Revenue						
		16,744.10	5,191,927.41	5,025,647.00	166,280.41	103	
Other Expense	es						
521000 Tran	nsfers						
820 Transfer	to Operating Reserve			990,440.00	990,440.00		
825 Transf t	co Equip Reserve			50,000.00	50,000.00		
	Total Account			1,040,440.00	1,040,440.00		
	Total Other Expenses						
		0.00	0.00	1,040,440.00	1,040,440.00		

Net Income

-373,157.80

1,612,741.52

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Mayor Davis-Younger, Chair, Planning and Programming Committee

DATE: July 3, 2025

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Planning and Programming Committee (PPC).

2. Background: The PPC met on July 2, 2025, at 6 PM in-person at the NVTA office. Four (4) committee members attended the meeting in-person. The meeting was also livestreamed on YouTube.

3. Action Items:

- **A.** Summary Notes of November 18, 2024, Meeting: The November 18, 2024, meeting summary was approved unanimously.
- B. BRT Action Plan (formerly Preliminary Deployment Plan): Ms. Backmon began by stating this work initially began in NVTA's long-range plan, TransAction, and explained that the Plan provides a blueprint for a regional BRT system. Dr. Nampoothiri, Senior Manager, NVTA, and Ms. Leven, National Planning Lead for Transit and Shared Mobility at Cambridge Systematics, Inc., then briefed on the Draft BRT Action Plan, highlighting the approach to creating the Plan and expected benefits. Dr. Nampoothiri also described the highly collaborative effort that involved working with all NVTA member jurisdictions and agencies. Dr. Nampoothiri then briefed revisions made to the recommendations (Chapter 8 of the Plan), which incorporated comments received from Authority and Planning Coordination Advisory Committee (PCAC) members. This included clarification on continued collaboration, continued participation in ongoing regional activities, and filling gaps in regional needs.

Members discussed how comments NVTA received from jurisdiction and agency staff were incorporated into the Plan, details on outreach to and education of the public, and the timing of this needed effort.

The PPC unanimously recommended NVTA approval of the BRT Action Plan with the additional edits to the Recommendations as presented to PPC.

4. Information Items:

A. NVTA Update: Ms. Backmon reminded committee members of the ongoing funding application process for the FY2026-2031 Six Year Program. The applications are due by August 1 and the governing body resolutions are due by October 31. She also mentioned NVTA's work on the Bike/Pedestrian Funding Analysis, requested by the Virginia House and Senate Transportation Committee Chairs, and noted coordination with Northern Virginia Transportation Commission's (NVTC) SJ28 work to identify additional funding sources.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: July 3, 2025

SUBJECT: Planning Coordination Advisory Committee Report

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).

2. Background: The PCAC met on June 25, 2025, at 6:30 PM in person at the NVTA office. Nine (9) committee members attended the meeting in-person, and two (2) members joined virtually. The meeting was also livestreamed on YouTube.

3. Action Items:

- **A.** Summary Notes of May 28, 2025, Meeting: The May 28, 2025, meeting summary was approved unanimously, with abstentions from members not present.
- B. BRT Action Plan (formerly Preliminary Deployment Plan): Mr. Jasper (Principal, NVTA) and Ms. Leven (Cambridge Systematics) presented the draft Bus Rapid Transit (BRT) Action Plan. The presentation covered the following topics: the context and current status of this Plan, major findings from the survey and technical analyses, amendments made since the last PCAC meeting in May, and a set of recommendations. Mr. Jasper explained that the Plan provides a regional blueprint, a framework through which local jurisdictions and agencies can develop individual BRT lines incrementally. It was a highly collaborative effort, working with all NVTA member jurisdictions and agencies, leveraging the following: TransAction (adopted in December 2022), NVTC's regional bus analysis, WMATA's better bus redesign, NVTA's BRT Planning Working Group, focus groups and community engagement (spring 2024/2025) as well as NVTA's statutory committees.

Ms. Leven highlighted the following major findings from the survey and analyses:

- Survey respondents generally responded positively to this concept of a regional BRT system.
- Technical analysis shows the 28 BRT lines, both individually and collectively, will lead to modal shift and reduce congestion.

- Many of the BRT lines would likely be in the 'competitive range' for NVTA funding if submitted for evaluation under NVTA's Six Year Program.

Committee members asked a few clarifying questions and shared their concerns and suggestions. These included local jurisdiction's commitments when the Plan is adopted, the need for a technical report and the survey dataset, ways in which the project team incorporated findings from other similar efforts (e.g., NVTC's regional bus analysis), the need for managing expectations and effectively communicating results, and the need for flexibility to allow jurisdictions to implement routes that may differ operationally from those outlined in the Plan, etc.

The PCAC recommended NVTA approval of the BRT Action Plan, with the Section 8.0 Next Steps and Recommendations to be left as draft.

4. Discussion/Information Items:

- A. NVTA's Five-Year Strategic Plan Update: Ms. Sink briefly updated committee members on the current status of the 2025 Five-Year Strategic Plan goals. Since the Authority's approval of the 2025 Five-Year Strategic Plan Vision, Mission, Core Values, and Goals in May 2025, staff have begun drafting the Strategies and Metrics that will support each Goal. The draft Strategies will be high-level and outline how NVTA can achieve each Goal, while the accompanying draft Metrics will enable flexible, qualitative assessment of progress.
- **B. NVTA Update:** Ms. Backmon reminded committee members of the upcoming major deadlines for the ongoing funding application process for the FY2026-2031 Six Year Program. The applications are due by August 1 and the governing body resolutions are due by October 31.
- **5. Next steps:** The next scheduled meeting for the PCAC is on July 23, 2025, in person at the NVTA offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Vice Chair David Snyder, Transportation Technology Committee Chair

DATE: July 3, 2025

SUBJECT: Transportation Technology Committee Report

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Transportation Technology Committee (TTC).

- 2. Background: The TTC met on June 17, 2025, at 9 AM. The meeting was held at the NVTA office. Six (6) members attended in-person and five (5) members attended virtually, and the meeting was also livestreamed to YouTube. The members who attended were:
 - Chair David Snyder, Council Member, City of Falls Church
 - Supervisor Walter Alcorn, Fairfax County
 - Andrew Burke, Transportation Planning Board (TPB)
 - Angie De La Barrera, Arlington County Department of Environmental Services
 - Mike Fontaine, Virginia Transportation Research Council (VRTC)
 - Mike Garcia, Fairfax County Department of Transportation
 - Richard Mudge, Compass Transportation and Technology Inc.
 - Hillary Orr, City of Alexandria Transportation and Environmental Services
 - Hari Sripathi, Virginia Department of Transportation (VDOT)
 - Brad Stertz, Audi-Volkswagen Group External Affairs
 - Reginald Viray, Virginia Tech Transportation Institute (VTTI)

Staff members present: Chief Executive Officer Monica Backmon; Principal, Transportation Planning and Programming Keith Jasper; Senior Manager, Transportation Planning and Programming Sree Nampoothiri; Regional Transportation Planners Alyssa Beyer, Starla Couso, and Griffin Frank.

3. Action Items:

A. Summary Notes of March 19, 2025, Meeting: The meeting summary for the September 27, 2023 meeting was approved unanimously.

4. Information Items:

A. Member Introductions: The meeting began with introductions and a roundtable discussion, during which members discussed local and regional coordination on specific transportation technology projects. Two new members were introduced:

Hillary Orr from Alexandria and Angie de la Barrera from Arlington, with a potential for more jurisdictional staff to join in the future.

B. NVTA's Role in Transportation Technology: Staff provided a historical overview of the TTC's formation and accomplishments, including the development of the Transportation Technology Strategic Plan (TTSP). NVTA's commitment to advancing innovation was highlighted through regional and local funding programs and coordination across jurisdictions. As of June 2025, NVTA has funded 10 technology-focused projects totaling \$36 million of Regional Revenue Funds, and continues to support the Regional Multi-Modal Mobility Program (RM3P) and its Al-enabled components, including the GoMyWayVA app.

C. Action Plan for the Committee

NVTA staff posed the question of how the Authority can support the implementation of technology projects through regional coordination. Members reflected on how the group could uniquely add value by identifying funding opportunities and enhancing data sharing. Members emphasized the need for a public-private partnership model, thoughtful policy guidance, and a focus on aligning innovation with public needs for safety and system efficiency. Committee members discussed potential focus areas for the Committee and identified the following priorities:

- Automated Traffic Enforcement (ATE)
- Curbside Management & Parking
- Dynamic Roadside Risk and Congestion Management
- Connected Autonomous Vehicles (CAVs) + Bicycle & Pedestrian Technology
- Transit Technology Integration
- Al and Cybersecurity
- Regional Technology Coordination
- **5. Next steps:** NVTA Staff will prioritize the focus areas from this discussion and reconvene with the Committee in September 2025.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY <u>MEMORANDUM</u>

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: July 3, 2025

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Technical Advisory Committee (TAC).

2. Background: The TAC met on June 18, 2025, at 7 PM in-person at the NVTA office. Five (5) committee members attended, and the meeting was also livestreamed on YouTube.

3. Action Items:

- **A.** Summary Notes of March 19, 2025, Meeting: The meeting summary for the March 19, 2025, meeting was approved unanimously.
- **B.** Summary Notes of May 21, 2025, Meeting: The meeting summary for the May 21, 2025, meeting was approved unanimously, with Chair Boice abstaining due to his absence during that meeting.
- C. BRT Action Plan (Formerly Preliminary Deployment Plan): Mr. Jasper and Ms. Leven, National Planning Lead for Transit and Shared Mobility at Cambridge Systematics, Inc., provided a brief update on the Draft BRT Action Plan, highlighting the approach to creating the plan, expected benefits, and proposed next steps. The TAC discussed the importance of periodic updates to the Action Plan, the incorporation of BRT routes and projects into local comprehensive plans and NVTA's TransAction, anticipated responses to BRT project applications through the Six Year Program and federal and state programs, as well as continued collaboration with jurisdictions and agencies. The BRT Action Plan was endorsed unanimously.

4. Information Items:

A. NVTA's Five-Year Strategic Plan Update: Ms. Sink informed the TAC that the NVTA Vision, Mission, Core Values, and four Goals for the 2025 Five-Year Strategic Plan were approved by the Authority. She shared that NVTA staff are currently drafting Strategies and Metrics for each Goal, taking a high-level, qualitative approach. NVTA staff also intend to provide annual updates on the Strategic Plan progress after adoption. Staff will provide the TAC with the draft Strategies and Metrics for discussion at a future meeting. There was brief discussion on how the 2017 Strategic Plan informed this update, the approach to determining Metrics, and clarification of the Goals.

- **B. NVTA Update:** Ms. Backmon highlighted that the FY2026-2031 Six Year Program Call for Projects is now open and will close at 4:59pm on August 1st, with supporting resolutions due October 31st, also at 4:59 pm. She also shared that NVTA staff will be performing a study of potential funding sources for bicycle and pedestrian projects in the region. There was brief discussion on how this study would be performed and what it would include.
- **5. Next steps:** The next scheduled meeting for the TAC is on July 16, 2025, in person at the NVTA offices.

CEO Report

»NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 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. Regional Approach to Funding Bicycle and Pedestrian Infrastructure: On March 17th, NVTA received a letter from the Virginia House and Senate Transportation Committee Chairs requesting the Authority to provide a set of recommendations regarding regional methods to fund the infrastructure identified in the Virginia Department of Transportation's (VDOT) 2024 Northern Virginia Bicycle and Pedestrian Network Study. On June 16th, NVTA staff met with the consultants, Kimley-Horn and Associates, Inc., to initiate the project and outline a schedule.

The timeline assumes an eight-month schedule with final deliverables to be sent to the House and Senate Transportation Committee Chairs by January 2026.

- a. Regional Coordination Meeting #1 July 2025
- b. Regional Coordination Meeting #2 August 2025
- c. Draft and Final Report September 2025
- d. NVTA Committee Meetings October 2025
- e. Authority Meeting November 2025
- B. Endorsement Letter for PRTC's Buses and Bus Facilities Program Grant Application:

The Potomac and Rappahannock Transportation Commission (PRTC) requested an endorsement letter from the Authority in support of their Buses and Bus Facilities Grant application for the purchase of up to 13 new 40-foot diesel-electric hybrid transit buses. The total request of \$20.8 million includes funding for vehicle procurement, tooling, and training. Due to the application deadline falling prior to the next Authority meeting, Authority members were notified of the request and given the opportunity to comment or raise objections by Friday, June 26, 2025. As no comments or objections were received, the Authority Chair signed and submitted the endorsement letter to PRTC.

- C. FY2026-2031 Six Year Program (SYP): Following the Authority's approval of the Call for Regional Transportation Projects (CfRTP) on April 10, 2025, for the Six Year Program (SYP) update, NVTA staff opened the application portal in the Program Information Management and Monitoring System (PIMMS) on May 1, 2025. NVTA member jurisdictions and regional agencies were notified in advance of both the portal launch and the CfRTP. The application submission deadline is August 1, 2025, at 5:00pm, with governing body resolutions due by October 31, 2025, at 5:00pmAdoption of the updated SYP by the Authority is anticipated in July 2026.
- D. NVTA's Strategic Plan Update: Since the Authority's approval of the 2025 Five-Year Strategic Plan Vision, Mission, Core Values, and Goals in May 2025, staff have begun drafting the Strategies and Metrics that will support each Goal. The draft Strategies will be high-level and outline how NVTA can achieve each Goal, while the accompanying draft Metrics will enable flexible, qualitative assessment of progress. Once the draft Strategies and Metrics are complete, staff will brief the Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) for their input. Adoption of the full Strategic Plan by the Authority is anticipated in late fall 2025.



June 18, 2025

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

Re:

NVTA Endorsement for Potomac and Rappahannock Transportation Commission's (PRTC) Buses and Bus Facilities Grant Application

Dear Secretary Duffy:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Potomac and Rappahannock Transportation Commission's (PRTC) Buses and Bus Facilities grant application for their Diesel-Electric Hybrid Bus Project.

The PRTC Diesel-Electric Hybrid Bus Project will benefit residents of Prince William County and the Cities of Manassas and Manassas Park by enhancing safety and reliability through the acquisition of up to 13 new OmniRide buses, replacing vehicles that have reached the end of their useful life. The total funding request, combining federal and state contributions, is \$20,800,000. This funding will support tooling, training, and the purchase of thirteen 40-foot diesel-electric hybrid buses. The new diesel-electric hybrid buses will operate using updated technology designed to enhance customer experience, with improved camera monitoring systems, Information Technology Systems (ITS), and air filtration systems.

These new vehicles will allow riders to safely and efficiently access employment centers, schools, medical facilities, and other transit facilities where passengers can continue their commutes into other parts of the region. Safety is a Core Value of NVTA, and this investment will support a more secure, reliable, and connected transportation network for all. I fully endorse PRTC's application and urge you to give this project your full and thoughtful consideration. Thank you for your consideration as well as your time and attention.

Best Regards,

Phvllik J. Randall

Chair

cc: Robert A. Schneider, Ph.D., Executive Director, PRTC OmniRide Monica Backmon, Chief Executive Officer, NVTA



TCA Open House 2025



On June 25th, Monica Backmon and Abigail Hillerich attended the Tysons Community Alliance's Annual Meeting and Open House—a dynamic event celebrating a year of accomplishments, collaboration, and community impact. The program featured remarks from Fairfax County Chairman Jeff McKay and Supervisor Dalia Palchik, the release of the annual report and This Way Up year-in-review video, and an interactive open house offering a preview of the exciting initiatives planned for the year ahead.







On June 27th, Monica Backmon and Sree Nampoothiri joined the Alliance for a meaningful conversation on the future of public transit in the DC region, alongside several of the DMV's leading transit voices, including Marc Korman, Walter Alcorn, Canek Aguirre, and Nicholas Donohue.

The Future of Public Transit in the DC Region



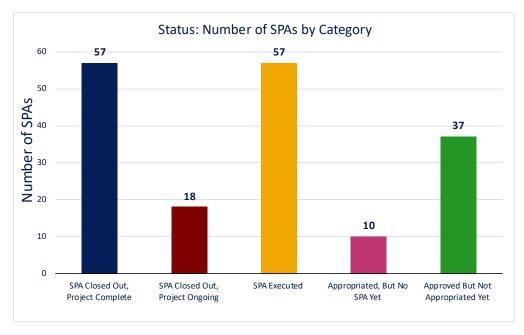
Project Status Update

As of June 20th, 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.



<u>5 Classification Categories and</u> <u>Stages of a SPA</u>

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

SPA closed out, Project ongoing:

completed.

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

SPA Executed: SPA has been approved by NVTA.

45 42 40 35 35 6 30 Number of SPAs 30 24 25 29 11 20 19 18 15 27 22 11 10 18 5 3 12 5

FY2014

FY2015-16

FY2017

Funding Program

Status: Number of SPAs by Program by Category

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.

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).

FY2018-23*

FY2020-25

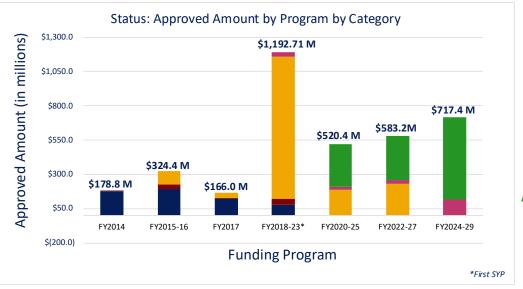
FY2022-27

FY2024-29

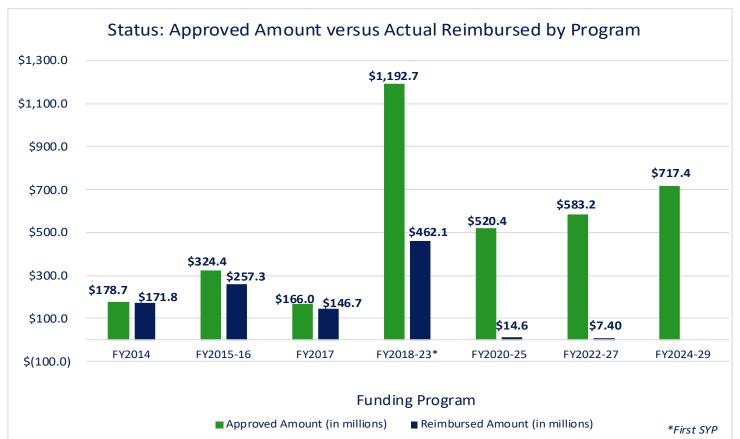
*First SYP

Project Status – Revenue Allocated, Appropriated and Reimbursed as of June 20thth, 2025

NVTA has **allocated** a total of: **\$3,683,182,918** NVTA has **appropriated** a total of: **\$2,448,629,629** NVTA has **reimbursed** a total of: **\$1,059,958,293**



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.)

Upcoming Public Information Meetings and Events



No meetings or events currently scheduled for NVTA Regional Revenue Funding Projects



Substantive Project Status Updates

Substantive changes to SPAs for the period May 17th, 2025, to June 20th, 2025, are outlined below.

SPAs Executed

None

Updated Funding Schedules

- Arlington County:
 - Intelligent Transportation System Improvements (2018-5-1)
- Prince William County:
 - Prince William Parkway at Clover Hill Road Innovative Intersection (2018-39-1)

SPAs Closed Out

- Fairfax County:
 - Rolling Road Widening Old Keene Mill Road to Franconia Springfield Parkway (2015-14-1)
- Prince William County:
 - Route 28 Corridor Roadway Improvements (2018-32-3)
 - Route 1 (Fraley Blvd) Widening: Brady's Hill Road to Dumfries Road (2015-53-1)

Project Withdrawal (Approved at the June 12th, 2025, Authority Meeting)

- Prince William County Route 28 Corridor Roadway Improvements
 - On May 6, 2025, NVTA received an ACH deposit, from the County, for the full amount of reimbursements, resulting in \$95 million of appropriated (committed) project funds, in cash within the NVTA Regional Revenue Fund.
- Loudoun County Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard Project
 - In April 2024, \$18 million in NVTA Regional Revenue Funds were appropriated toward the Project for FY2025. No Standard Project Agreement (SPA) has been executed, and the funds have been de-appropriated and returned to the Regional Revenue Fund.



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.

The following table outlines the appropriation requests that were approved as part of NVTA's FY2026 budget process and are currently working to execute a SPA.

Project Sponsor	Project Title (Program Year(s))	Amount	Project Status
Fairfax County	Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service (FY2022-27)	\$10,000,000	Fairfax County Board of Supervisors authorized execution of SPA on 4.22.25, NVTA Council of Counsel (CoC) review complete, going to Authority for approval.
Loudoun County	Northern Virginia ITS/ICM Improvements (FY2022-27)	\$2,500,000	County signatures on SPA documents received, with NVTA CoC for review.
City of Manassas	Liberia Avenue 3 rd Lane Eastbound (FY2022-27)	\$8,851,639	City is reviewing engineering aspects of the project.
City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design, (FY2022-27)	\$5,000,000	Final signatures from the City received. NVTA CoC review complete, going to Authority for approval.
VPRA	Franconia-Springfield Passenger Rail Bypass, (FY2020-25)	\$22,958,821	Expecting construction to begin in September 2025. VPRA staff drafting SPA documents.
Prince William County	Rt 234/Sudley Manor Dr Interchange (FY2024-29) *This is a forward appropriation request*	\$115,000,000	Prince William County Board of Supervisors authorized execution of SPA on 6.3.25. NVTA CoC review complete, going to Authority for approval
City of Manassas	Rt 28/Sudley Rd. Roundabout, (FY2024-29) *This is a forward appropriation request*	\$4,020,000	90% Design. The project is currently in ROW phase.

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

Substantive Project Status Updates Continued Substantive Project Updates

Substantive updates reported by the project sponsor for the period of May 17th, 2025, to June 20th, 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	Intelligent Transportation System Improvements	Completion date pushed from 8/1/2025 to 3/31/2026.	FY2018: 65%
Arlington County	Columbia Pike Multimodal Street Improvements – East	Dominion and crews continue the activities necessary for the completion of their undergrounding work, to be followed by other utilities. Project Completion date pushed to 7/31/2025.	FY2015: 71%
Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	Micro piles installation is complete. Construction of the underground concrete structure and waterproofing has started. Completion date pushed from 6/30/2025 to 5/31/2027.	FY2018: 100% (SPA Closed)
City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail	Fort Myer construction corporation was awarded the contract this month. The City conducted a having a pre-construction meeting on 6/20/2025	FY2022: 0%
Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II	Staff received concurrence from FTA in May 2025 for VDOT-County MOA. 100% design anticipated for late Summer 2025	FY2018: 30% FY2022: No executed SPA
Loudoun County	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	Land acquisition is now complete. Project Advertisement in August 2025.	FY2020: 0%
Prince William County	North Woodbridge Mobility Improvements	Construction Complete. Ribbon cutting held on May 2, 2025.	FY2020: 84%

Substantive Project Status Updates Continued

Flagged Projects – as of June 20th, 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 new update since February 2025	PWC	Summit School Rd Extension and Telegraph Rd Widening	\$35,000,000	FY2018: 60% FY2020: 22%
No new updates since February 2025	FFX	Route 28 Widening: Prince William County Line to Route 29	\$26,000,000	FY2015:100% FY2017:99% FY2018-23:100%
No new updates since March 2025	CFX	Intersection Improvements at Eaton Place/Chain Bridge Road	\$10,750,000	FY2018: 2%

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: Crystal City Streets (FY2017), Glebe Road Corridor ITS Improvements (FY2015), Rosslyn Multimodal Network Improvements (FY2020-25)
- Prince William County: Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015/FY2017)
- VRE: Franconia-Springfield Platform Improvements (FY2015), VRE Crystal City Station Improvements (FY2015/FY2018-23/FY2020-25)



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Phyllis J. Randall and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2025

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air and Quality

Improvement Program (CMAQ) funds for the City of Alexandria

1. Purpose. To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds for the City of Alexandria.

2. Background: On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air 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 June 10, 2025, the City of Alexandria requested the following reallocation:

 Transfer of \$1,300,000 of CMAQ funds from UPC 106563 (ITS Phase III) to UPC 106562 (ITS Phase IV).

The City of Alexandria has recently completed UPC 106563 (ITS Phase III), leaving a remaining funding balance of \$2,347,159 (including \$2.2 million in CMAQ funds). When the City of Alexandria bid out UPC 106562 (ITS Phase IV), a continuation UPC which will complete the four-phase project approach, they received bids higher than the currently allocated funding. To award the Notice to Proceed to the winning bidder, the City would like to transfer \$1,300,000 from the completed ITS Phase III project into the ITS Phase IV project.

At its meeting on June 26, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

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

June 10, 2025

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

Reference: Request to transfer Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria for UPC 106563 to UPC 106562

Dear Ms. Landis:

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to advance the following transfers:

Project Name	Amount to Transfer	Funding
ITS Phase III UPC 106563	\$1,300,000	CMAQ
TOAL	\$1,300,000	

The ITS Phase III project has been completed, with the final C-5 projected for mid June 2025, and has a remaining balance of \$2,347,159(\$2.2 in CMAQ). The City recently bid out ITS Phase IV (UPC 106562) and received bids higher than the current UPC 106563 has allocated. In order to award the Notice to Proceed to the winning bidder, the City would like to transfer \$1,300,000 from the completed ITS Phase III project into the ITS Phase IV project. The ITS Phase IV project is a continuation of the work completed on ITS Phase III and will complete our four phase approach to our ITS project.

Thank you for your assistance in this matter. Please feel free to contact me at <a href="https://hittago.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni.nlm.ni

Sincerely,

HROrr Hillary Orr

Deputy Director

Transportation & Environmental Services

C: Christopher Ziemann, Division Chief of Transportation Planning

Silas Sullivan, Long Range Transportation Planner

Signature: 200

Email: Hillary.Orr@Alexandriava.gov

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: <u>6.9.2</u>	25	
Name of Juris	sdiction/Agency Requesting:	City of Alexandria
Current Balan	nce of CMAO/RSTP Funds Current	ly Allocated to Donor Project (Prior to this Transfer):

UPC 106563- \$2,347,159

From (Donor): UPC 106563 To (Recipient): UPC 114864

יט) וווטוון	JIIOI J. OPC 100303				10 (Recipient). OPC 114604								
<u>UPC</u>	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	<u>Transfer Amount</u>	<u>UPC</u>	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
106563	ITS Phase III	CMAQ	Υ		\$1,300,000.00	106562	ITS Phase IV	Υ	FY22				
						·							
						·							

TOTAL OF TRANSFER \$1,300,000.00

Attach Signed Request of Transfer Letter



July 10, 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 the City of Alexandria.

Dear Mr. Cuttler,

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

On June 10, 2025, The City of Alexandria requested the following:

 Transfer of \$1,300,000 of CMAQ funds from UPC 106563 (ITS Phase III) to UPC 106562 (ITS Phase IV).

The City of Alexandria has recently completed UPC 106563 (ITS Phase III), leaving a remaining funding balance of \$2,347,159 (including \$2.2 million in CMAQ funds). When the City of Alexandria bid out UPC 106562 (ITS Phase IV), a continuation UPC which will complete the four-phase project approach, they received bids higher than the currently allocated funding. To award the Notice to Proceed to the winning bidder, the City would like to transfer \$1,300,000 from the completed ITS Phase III project into the ITS Phase IV project.

The RJACC approved the request on June 26, 2025, and the NVTA was informed at their July 10, 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
Hillary Orr, Deputy Director of Transportation & Environmental Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner