

Northern Virginia Transportation Authority Meeting

Thursday, April 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. Strategic Plan Update Ms. Sink, Project Delivery/Grants Manager
4. Project Status Update: Ensuring Project Delivery
Ms. Sink, Project Delivery/Grants Manager
and Kristen Sarik, Regional Transportation Planner

Consent Agenda

5. Approval of February 13, 2025, Meeting Summary Minutes Chair Randall
Recommended Action: Approval of the February 13, 2025, Meeting Summary Minutes
6. Approval of Standard Project Agreement (SPA 2020-308-1) Jermantown Road/Route 29 Intersection Improvements for the City of Fairfax
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA 2020-308-1
7. Approval of Standard Project Agreement (SPA 2020-14-3) Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road for Fairfax County
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA 2020-14-3
8. Approval of the Withdrawal of Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive from the FY2022-2027 Six Year Program (SYP) for Loudoun County
Mr. Longhi, Chief Financial Officer
Recommended Action: Approve the Withdrawal of Ryan Road Widening, Phase 2, from the FY2022-2027 Six Year Program

Action Items

9. **Adoption of the FY2026 Local Distribution Fund Budget** Vice Chair Snyder
Recommended Action: Adoption of the 2026 Local Distribution Fund Budget
10. **Adoption of the FY2026 Regional Revenue Fund Budget** Vice Chair Snyder
Recommended Action: Adoption of the 2026 Regional Revenue Fund Budget
11. **Adoption of the FY2026 Operating Budget** Vice Chair Snyder
Recommended Action: Adoption of the 2026 Operating Budget
12. **Approval of the Call for Regional Transportation Projects for the FY2026-2031 Six Year Program** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of the Call for Projects
13. **Approval of the Programming Recommendations of the FY2031 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) Funds** Dr. Nampoothiri, Senior Manager
Recommended Action: Approval of the CMAQ/RSTP Programming Recommendations
- BLUE SHEET: Approval of Letter of Endorsement for Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement

Discussion/Information Items

14. **Governance and Personnel Committee Update** Chair Randall
- A. **2025 General Assembly Update** - Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
 - B. **Funding NoVA Bicycle and Pedestrian Infrastructure** – Letter from Virginia Senate and House Transportation Committee Chairs
15. **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
16. **Technical Advisory Committee Report** Chair Boice
17. **Planning Coordination Advisory Committee Report** Mayor Colbert



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

Correspondence:

- Letter from Chair Jefferson re: Cancellation of the Route 28 Bypass Project
- Invitation from Bill Cuttler/VDOT re: NoVA District Six-Year Public meeting

Next Meeting:

Thursday, May 8, 2025
7:00 p.m. EST
2600 Park Tower Drive, Suite 601
Vienna, VA 22180





Strategic Plan Update

Presented by: Amanda Sink, Project Delivery/Grants Manager, NVTA



Outline

- Background – 2017 Five-Year Strategic Plan
 - Progress Updates 2018, 2019, 2020, 2024
- Outline 2025 Five-Year Strategic Plan
- Draft Vision/Mission/Core Values
- Draft Goals
- Timeline of 2025 Five-Year Strategic Plan
- Discussion



Background: 2017 Five-Year Strategic Plan



On November 9, 2017, NVTA adopted its first Five-Year Strategic Plan



The plan served as a guide for the Authority and outlined four strategic goals



Progress reports on the 2017 Five-Year Strategic Plan were published in 2018, 2019, and 2020



On September 12, 2024, NVTA staff presented the Closeout Report to the 2017 Five-Year Strategic Plan

2017 Vision Statement

The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multimodal transportation options for the community that advance the overall quality of life, environment and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTA delivers effective long-term planning, transparent policy processes and decision making, as well as efficient allocation of critical transportation resources which advance projects to move Northern Virginia forward as a preeminent region in the country.

2017 Goals

Regional Prosperity - Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

Mobility - Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

Innovation - Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

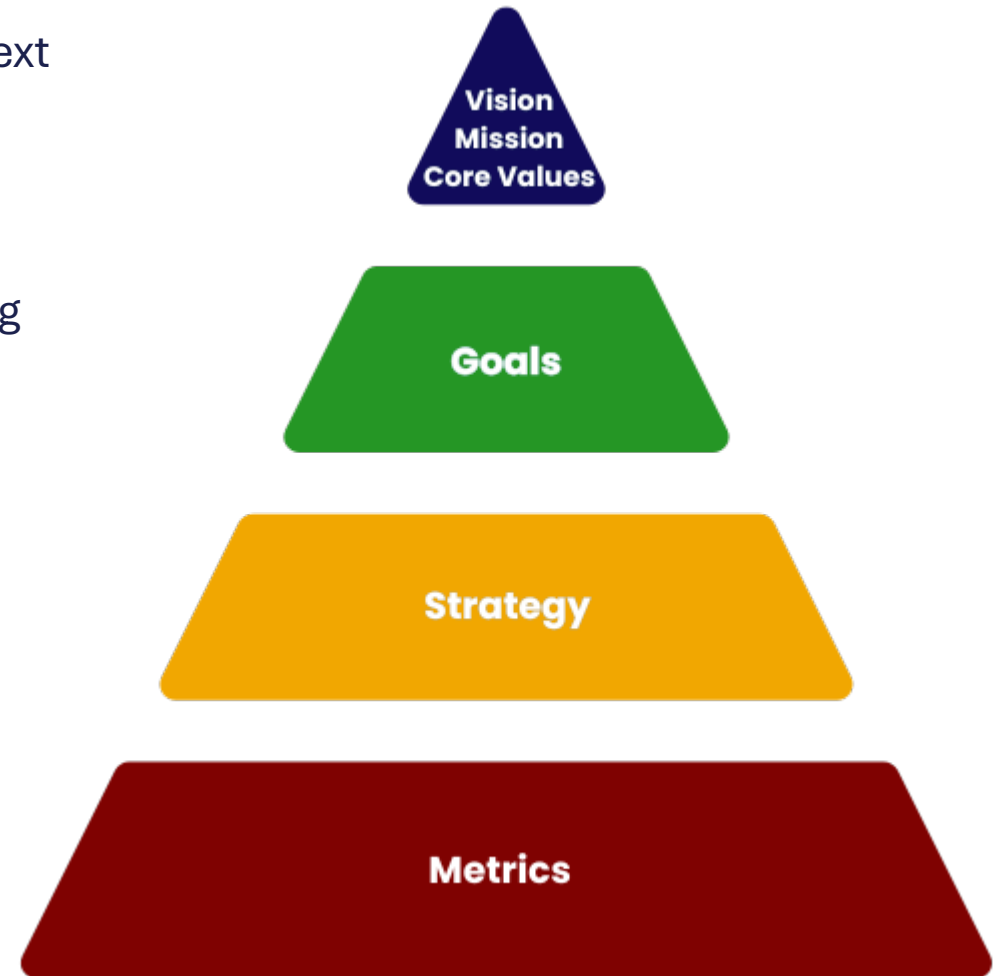
Funding - Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Outline of 2025 Five-Year Strategic Plan

- The 2025 Five-Year Strategic Plan will set the framework for the next five years (2025-2030).
- The overarching strategy will be to maintain and enhance performance for NVTAs primary responsibilities, while addressing other urgent and unmet regional transportation needs.

The 2025 Five-Year Strategic Plan will update and identify:

- **NVTA's Vision**
- **Goals** to accomplish within the five years
- **Strategies** to accomplish the Goals outlined
- **Metrics** to measure progress toward accomplishing the Strategies and Goals



Draft NVTa Vision Statement

NVTa's Vision: NVTa will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

- A Vision Statement describes an organization's aspirational, long-term goal and what it hopes to achieve.
- This Vision Statement was adopted in 2020 as the Vision Statement for the region's long-range transportation plan, TransAction.

Draft NVTa Mission Statement

NVTa's Vision: NVTa will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTa's Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

- A Mission Statement defines the organization's purpose, outlining what it does at present.

Draft NVTa Core Values

NVTa's Vision: NVTa will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTa's Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

Core Values: Equity, Safety, Sustainability

- Core Values are how we want to achieve our Vision and Mission
- These Core Values were incorporated in the region's long-range transportation plan, TransAction

Draft 2025 Strategic Plan Goals



1. Lead the region's transportation initiatives

NVTA is the regional leader to develop and advance multimodal transportation solutions



3. Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics



2. Maximize public benefit through project selection and delivery

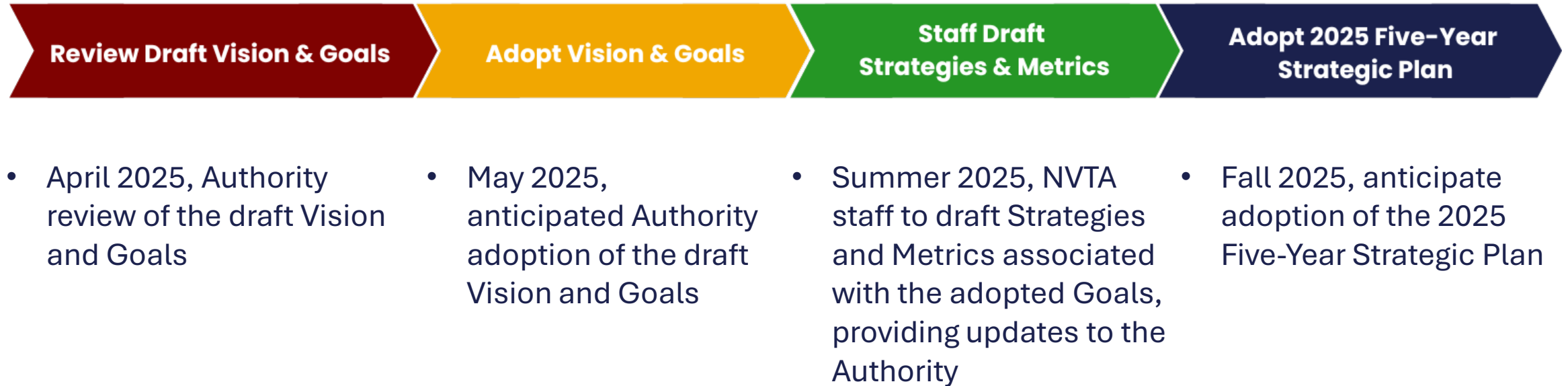
NVTA is a steward of the public's trust through continued transparent project selection and increased project sponsor accountability for timely delivery.



4. Safeguard and diversify NVTA revenue sources

NVTA protects and expands its revenue to bolster the region's capital funding needs

Timeline of 2025 Five-Year Strategic Plan Update



Discussion

NVTA Draft Vision: NVTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTA Draft Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

NVTA Draft Core Values: Equity, Safety, Sustainability

2025 Five-Year Strategic Plan Draft Goals

1. Lead the region's transportation initiatives

NVTA is the regional leader to develop and advance multimodal transportation solutions

3. Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics

2. Maximize public benefit through project selection and delivery

NVTA is a steward of the public’s trust through continued transparent project selection and increased project sponsor accountability for timely delivery.

4. Safeguard and diversify NVTA revenue sources

NVTA protects and expands its revenue to bolster the region’s capital funding needs

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Project Status Updates

Ensuring Project Delivery

Presented by: Amanda Sink & Kristen Sarik

Purpose

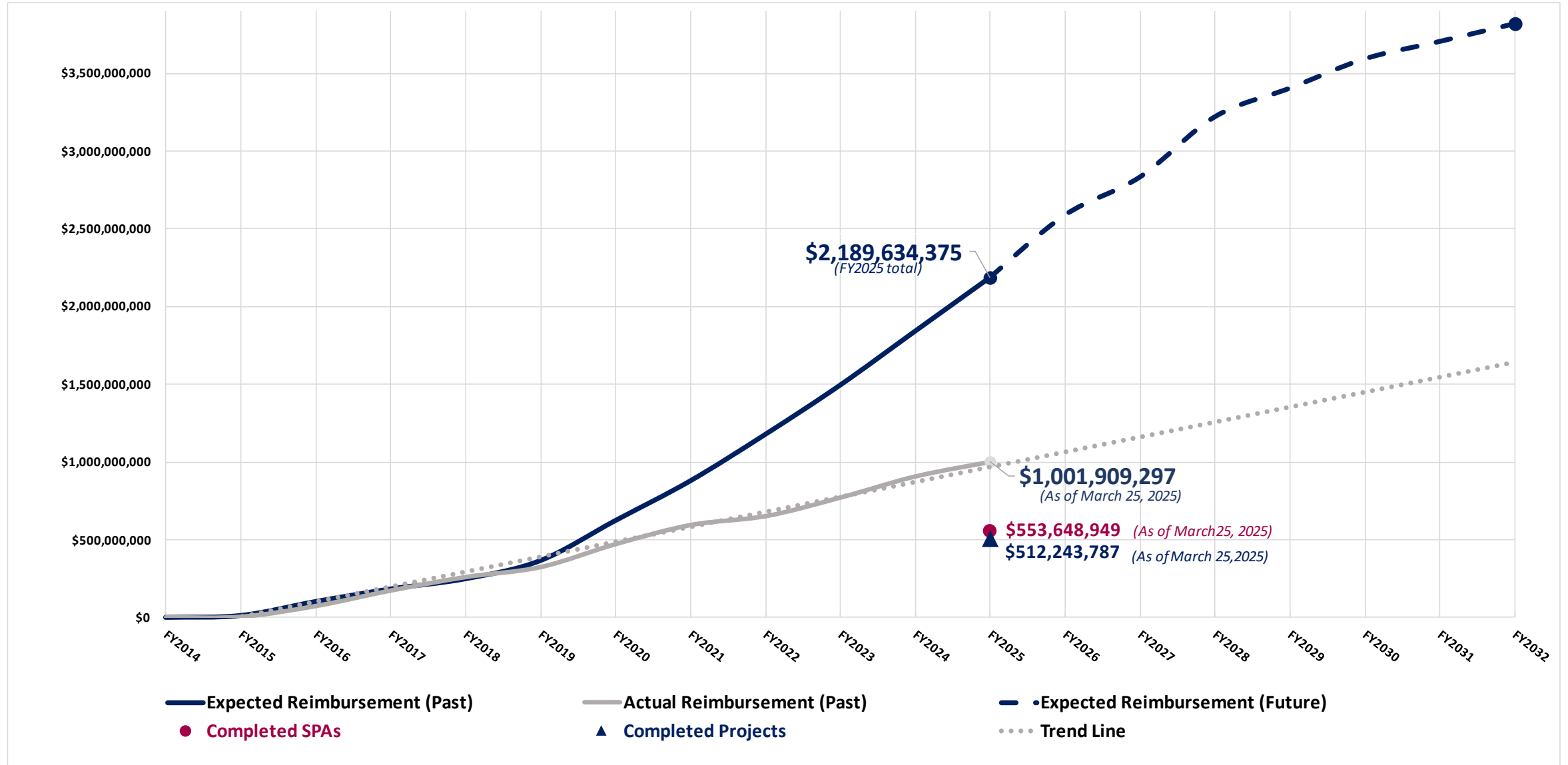
This presentation provides a high-level overview of project status as of March 25, 2025, for NVTAs Regional Revenue Fund projects reflecting both the progress achieved and the work still needed to deliver these critical investments.

Objectives of Analysis:

- Monitor project delivery against policy compliance and milestones across different phases of the Standard Project Agreement (SPA)/project
- Transparently present project information, as reported by the project sponsors
- Utilize data and insights to support and advance timely delivery of projects
- Maintain a continued focus on project delivery and support proactive project sponsor collaboration

Past and Expected Reimbursement – Seven Funding Programs

\$3.8B Towards 139 Projects





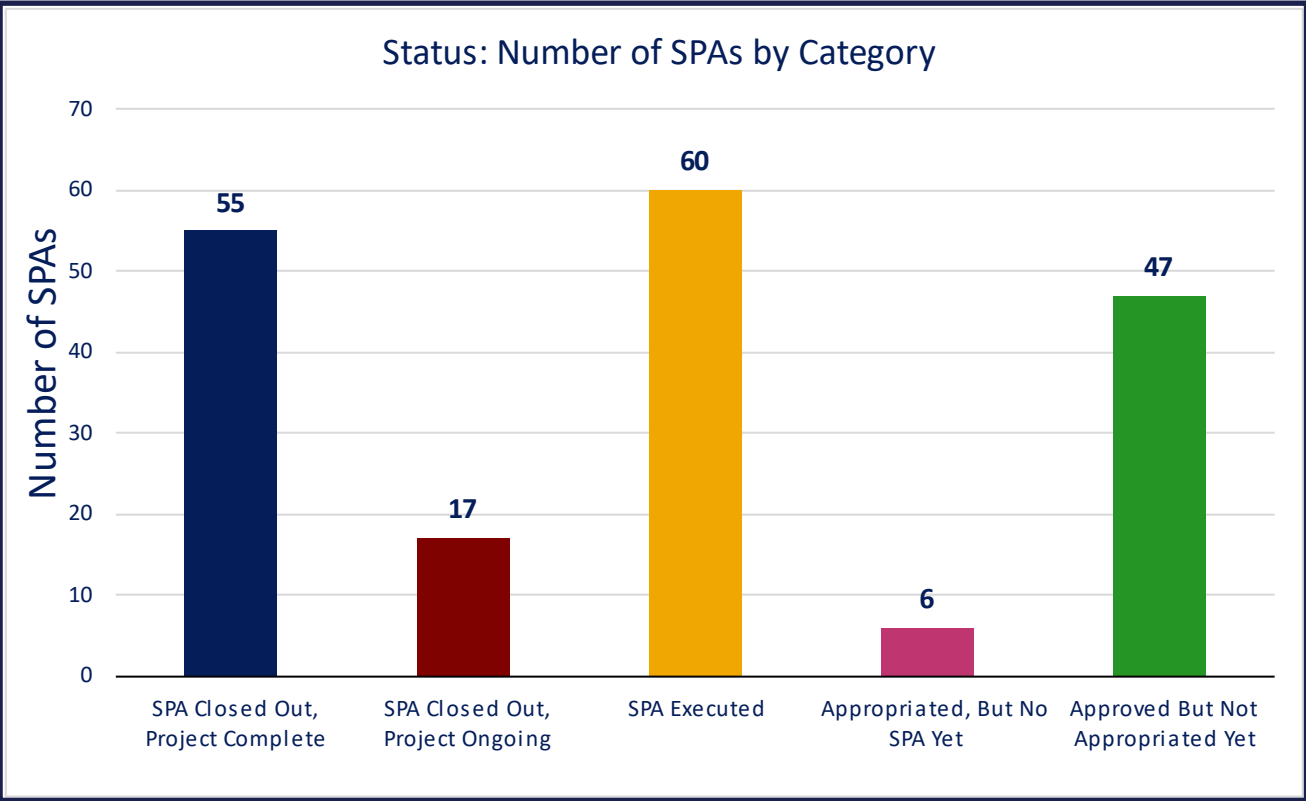
Lifecycle of NVTA's Standard Project Agreement (SPA)

- When NVTA adopts a funding program, NVTA approves future Regional Revenue Funds toward an application.
 - The approval of the project application is the start of the creation of a SPA. The SPA is a contract for the completion of the project.
- As part of NVTA's annual budget process, project sponsors request appropriations when they are ready to begin utilizing NVTA funds. These appropriation requests will be reviewed for approval during the adoption of the Regional Revenue Fund Budget
 - Note: NVTA appropriates the total approved funding amount. This allows for project sponsors to leverage funds for state/federal grants
- Once NVTA approves the appropriation, NVTA and the project sponsor will work toward signing and executing a SPA
- After the project sponsor has completed the use of NVTA's funds, the SPA is closed out

Project Progress by SPA Status

Total number of SPAs (185)

There are a number of projects that have applications that received funding across various funding cycles. Therefore, the total number of SPAs (185) outnumber the total number of unique projects (139)

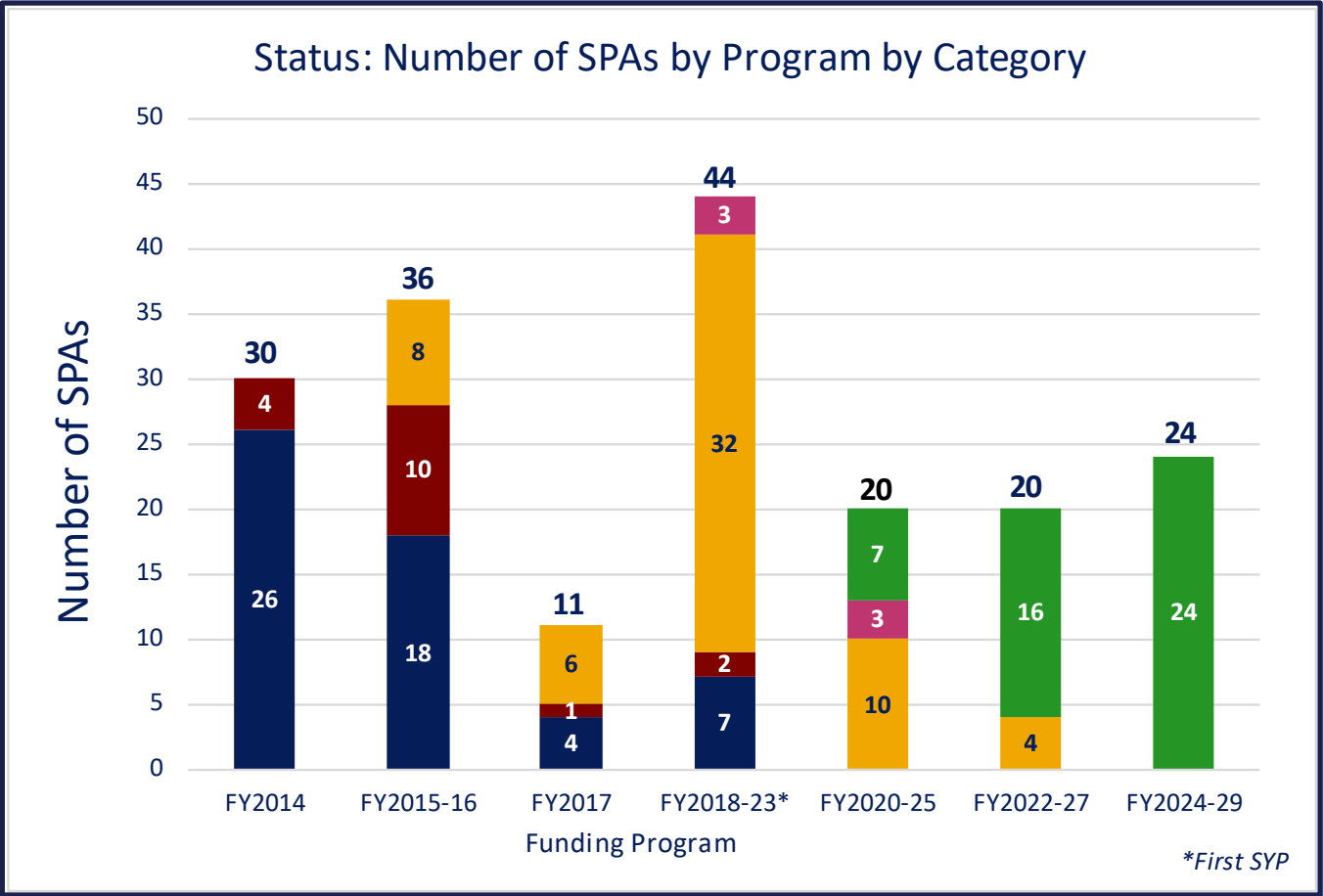


Note: While a project does not have an official SPA until the Authority takes action, for discussion purposes all approved applications are defined as SPAs through different classifications



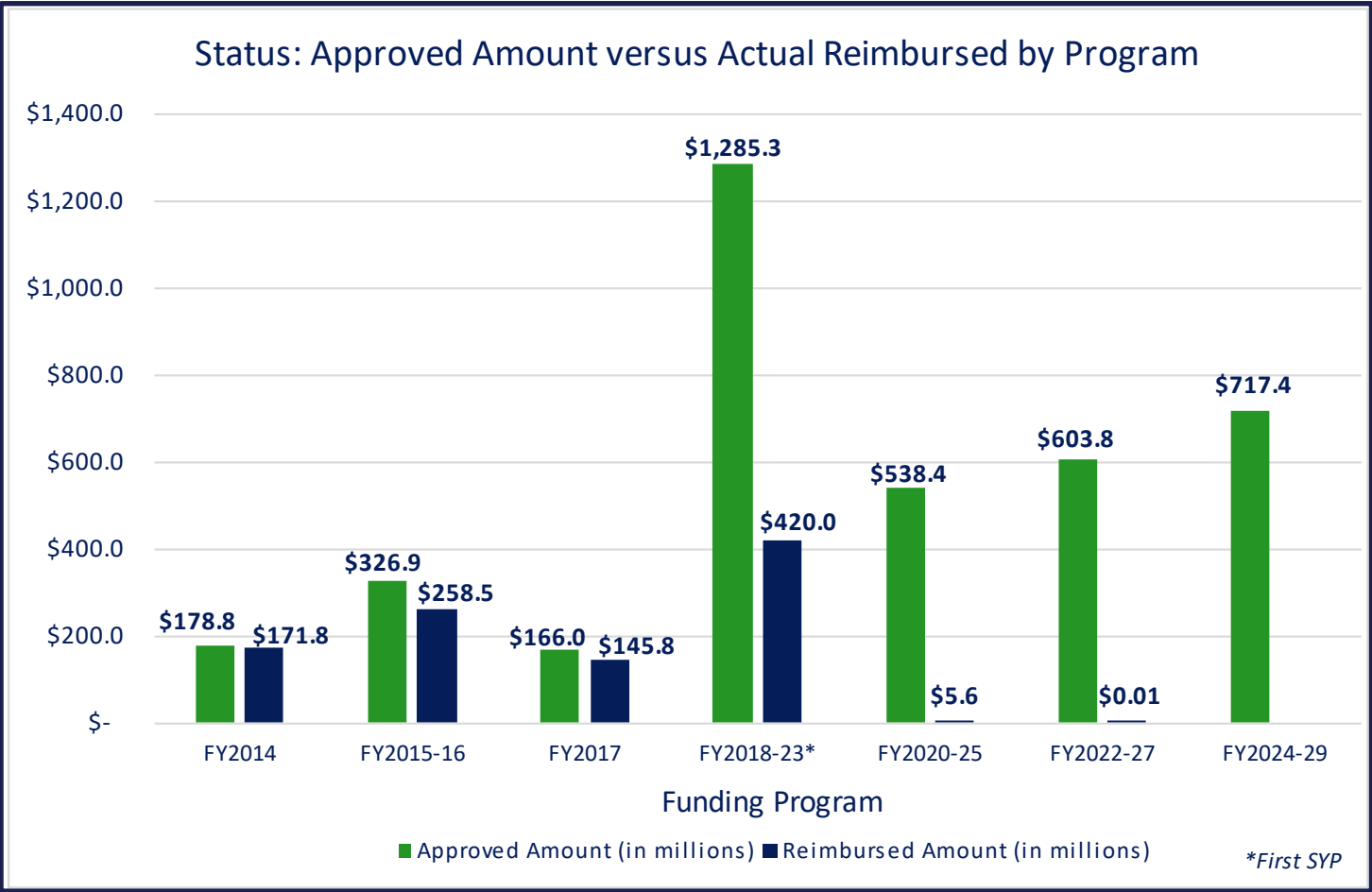
Project Progress by SPA Status

Total number of SPAs (185)



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)

Approved Amounts versus Reimbursed Amounts By Funding Program



As of March 25, 2025, NVTa Has:

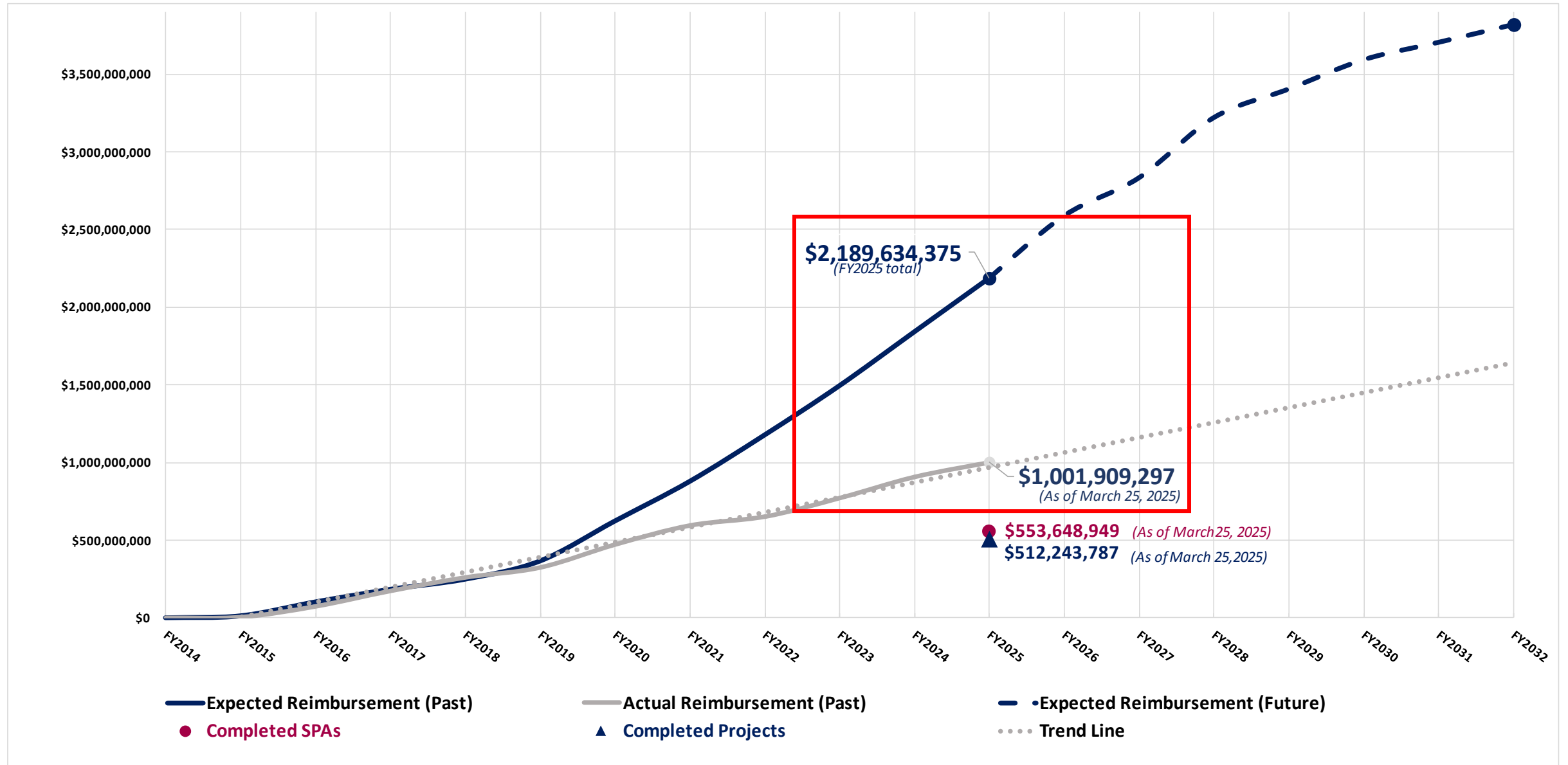
Approved funding total of \$3,816,763,918

Reimbursed a total of \$1,001,909,297

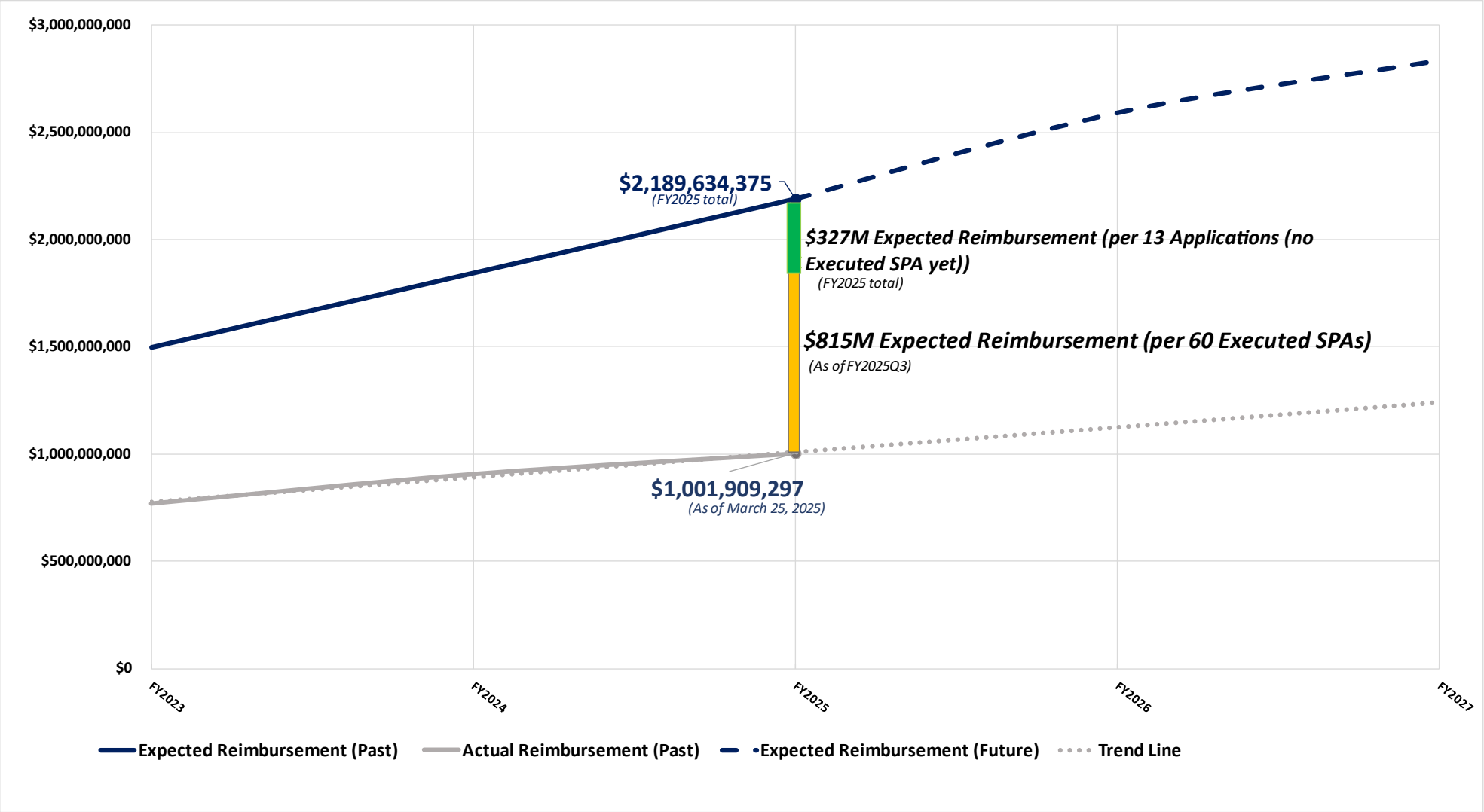
Note: SPAs usually request NVTa funds in the out years of their approved funding period and then continue to drawdown into subsequent fiscal years. (e.g. SPAs in the FY2024-2029 SYP typically begin drawing funds by FY2029, with most not fully utilizing their allocations until FY2032.)

Past and Expected Reimbursement – Seven Funding Programs

\$3.8B Towards 139 Projects



Past and Expected Reimbursement – Detailed FY2025 Data



Of the \$1.187B variance

- \$327M is from the expected reimbursement schedule per the approved Applications
- \$815M is from the expected reimbursement schedule in the Appendix A/B of the Executed SPAs

Policy 29: Project Activation, Monitoring and De-Appropriation

Purpose of Policy 29: To provide a mechanism for the Authority to monitor project activation, progress, and appropriation in accordance with project descriptions and Standard Project Agreements (SPA)

There are three milestones which the Authority uses to assess project progress:

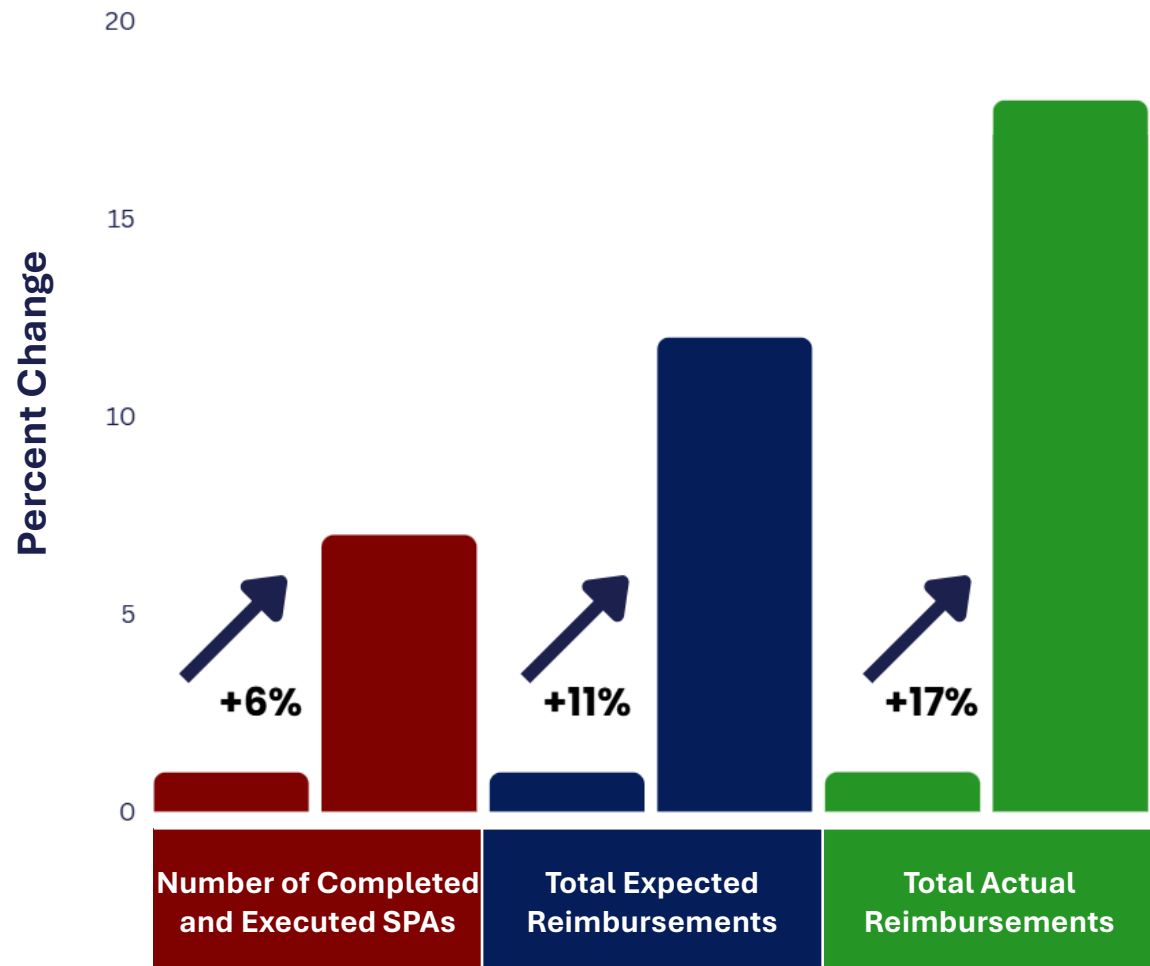
- 1. Standard Project Agreement (SPA) approval within three Authority meetings of appropriation
- 2. Project activation/progression documented through monthly updates for appropriated projects
- 3. Submission of substantive drawdown(s) on appropriated funds within 18 months of the initial appropriation

	3 Meeting Requirement Non-Compliance	Monthly Status Update Requirement Non-Compliance	Substantive Drawdown Requirement Non-Compliance
March 2024	5	11	7
March 2025	6 <i>(2 will be removed after April Authority action)</i>	0	9

A Year of Progress: March 2024 versus March 2025

Anticipated Growth Over Time:

- The number of SPAs that are Completed and Executed
- The expected reimbursement amounts
- The actual reimbursement amounts



	Number of Completed and Executed SPAs	Total Expected Reimbursements	Total Actual Reimbursements
March 2024	124	\$1,639,938,785	\$857,022,143
March 2025	132	\$1,816,601,106	\$1,001,909,297



Ground Breakings

March 2024 – March 2025

- Summit School Road Extension and Telegraph Road Widening (PWC)
- Crystal City East Entrance (ARL)



Ribbon Cuttings

March 2024 – March 2025

- Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive (FFX)
- Boundary Channel Drive Intersection (ARL)
- Construct Interchange at Route 234 and Brentsville Road (PWC)
- Prince William County Parkway and University Boulevard Improvements (PWC)
- Belmont Ridge Road Improvements (LDN)
- Art Operations and Maintenance Facilities (ARL)
- NorthStar Boulevard – Evergreen Mills Road to Route 50 (LDN)

Boundary Channel Drive Intersection



Construct Interchange at Route 234 and Brentsville Road



Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive



Prince William County Parkway and University Boulevard Improvements



Belmont Ridge Road Improvements



Art Operations and Maintenance Facilities



NorthStar Boulevard – Evergreen Mills Road to Route 50



SUMMARY MINUTES

Thursday, February 13, 2025
7PM, EST.

2600 Park Tower Drive, Sixth Floor Authority Board Room
Vienna, VA 22180

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

1. Call to Order - Chair Randall
 - ✓ Chair Randall called the meeting to order at 7:13 p.m.
2. Roll Call - Ms. Henderson, Board Secretary
 - ✓ Membership Attendees: Chair Phyllis Randall, Vice Chair David Snyder (Remote - Medical), Chairman Jeff McKay, Chair Deshundra Jefferson (Remote - Medical), Mayor Alyia Gaskins (arrived at 7:36 p.m.), Board Member Matt de Ferranti, Mayor Catherine Read, Mayor Michelle Davis-Younger, Mayor Linda Colbert, Mr. D. J. Gribbin, Mr. Bill Cuttler, and Mr. Todd Horsley. Non-Attendees: Mayor Alanna Mensing, Senator Jennifer Boysko, Delegate Karrie Delaney, and Delegate Brianna Sewell.
 - ✓ Staff Attendees: Chief Executive Officer Monica Backmon; Chief Financial Officer Michael Longhi; Principal, Planning and Programming Keith Jasper, 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, and Starla Couso; Project Delivery/Grants Manager Amanda Sink; Strategic Communications Specialist Sharara Faisal; Comptroller Lu Han, Senior Accountant Gary Armstrong, Accounting Assistant Margaret Duker, Executive Assistant to the CEO Quinn Haley, and Board Secretary Lee Ann Henderson.
 - ✓ Council of Counsel Attendees: Ms. Christina Brown-City of Alexandria and Mr. Daniel Robinson-Fairfax County.
 - ✓ Other Attendees: Tracy Baynard-McGuire Woods, LLC (Remote).

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

Presentations

3. Draft Round 6 SMART SCALE Funding Recommendations – Mr. Lawson and Ms. Jackson, Office of Intermodal Planning and Investment
 - ✓ Mr. Lawson explained some of the history of the SMART SCALE funding program for the Authority. He noted that the formulas used to advise on which projects should be funded are statutory formulas. He stated there will be changes to the

- “consensus scenario” before the Board takes a final vote in June.
- ✓ Ms. Jackson stated that the SMART SCALE process is an objective decision-making tool that was developed to eliminate the political element from the decision making process related to transportation funding. She presented slides explaining how projects are ranked using six factor areas (safety, congestion mitigation, accessibility, land use, economic development, and environmental quality), going into detail on the methodology of the ranking process.
 - ✓ She reviewed the adjustments that were made to the process in 2023 that changed the evaluation factors and their weighting.
 - ✓ Chair Randall questioned whether Area Median Income (AMI) is taken into consideration when ranking projects. It was noted that AMI is not a factor; however, increased access to jobs for disadvantaged populations is taken into consideration.
 - ✓ Ms. Jackson stated that \$1.08 billion is available for Round 6.
 - ✓ She explained that projects in VTrans Priority Needs areas tend to rank higher.
 - ✓ Chairman McKay questioned Northern Virginia’s project rankings in comparison with Richmond and Hampton Roads. Mr. Gribbon stated that projects put forth by Northern Virginia localities are not scoring as well as projects from other areas of the state. Ms. Jackson noted that there is a strong correlation between projects in areas with great need and higher scoring.
 - ✓ She reviewed the timeline and next steps for the SMART SCALE program.
4. Economic Impact Analysis of NVTAs Capital Investments – Dr. Sree Nampoothiri, Senior Manager, Planning and Programming
- ✓ Dr. Nampoothiri gave a presentation outlining the economic impact of NVTAs investments in capital infrastructure.
 - ✓ The study conducted by Chmura Economics & Analytics, a nationally reputed firm, used well recognized, transparent, and repeatable modeling techniques and tools.
 - ✓ Total investment of \$4.9 billion (\$3.8 billion in Regional Revenues and \$1.1 billion in Local Distribution Funds) resulted in a \$6.8 billion impact in Northern Virginia and a \$7.5 billion in the entire Commonwealth. It also supported the creation of 37,000 jobs in Northern Virginia and 43,000 throughout the Commonwealth.
 - ✓ An analysis conducted by NVTAs staff based on external consultant work for NVTAs Regional Revenue funding programs showed congestion reduction expected by the projects by 2040 would result in a value of time impact of over \$8 billion.
 - ✓ The combined value of time and the economic impacts of the \$4.9 billion investment is \$15.5 billion, resulting in a return on investment of 300%.

Action Items

5. Approval of January 9, 2025, Summary Meeting Minutes - Chair Randall
- ✓ On a motion by Chair Randall, seconded by Chairman McKay, the Summary Meeting Minutes of January 9, 2025, were approved unanimously.
6. Adoption of Policy 30 – Mr. Longhi, Chief Financial Officer



- ✓ Mr. Longhi reviewed the history of the development of Policy 30. He noted that it has been discussed by the RJACC on multiple occasions. He stated that the TAC approved a motion to endorse approval of the policy and the PCAC, due to a lack of quorum, took a straw vote endorsing approval of the policy as presented.
 - ✓ On a motion by Chair Randall, seconded by Chairman McKay, Policy 30 was approved as presented unanimously by the Authority.
7. Approval of Letter of Endorsement for the Virginia Railway Express-Virginia Passenger Rail Authority Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Grant Application – Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chair Randall, seconded by Board Member de Ferranti, the endorsement letter was approved unanimously by the Authority.
8. Approval of Letter of Endorsement for Prince William County’s Better Utilizing Investments to Leverage Development (BUILD) Grant Application – Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chair Jefferson, seconded by Mayor Davis-Younger, the endorsement letter was approved unanimously by the Authority.
9. Request to Transfer Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds for Loudoun County – Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chair Randall, seconded by Mr. Gribbin, the CMAQ transfer request was approved unanimously by the Authority.

Discussion/Information Items

10. 2025 General Assembly Update - Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
- ✓ Ms. Baynard updated the Authority on current General Assembly actions that may affect the Authority.
 - ✓ She noted that SB1007 was left off of the agenda for the House Transportation Committee and will most likely not advance out of committee.
11. Governance and Personnel Committee Report – Chair Randall
- ✓ Chair Randall noted that the report is in the packet.
12. Planning Coordination Advisory Committee Report – Mayor Colbert
- ✓ Mayor Colbert confirmed that this report is in the packet.
13. Technical Advisory Committee Report – Mr. Boice, Chair
- ✓ Chair Randall noted that the report is in the packet.
14. CEO Report - Ms. Backmon, Chief Executive Officer



- ✓ Ms. Backmon introduced a new NVTa staff member, Starla Couso, noting that she will be working on planning and programming and will be leading the TransAction update.
- ✓ Ms. Backmon announced that the 10th Annual Transportation Roundtable will be held April 9, 2025, at the Virginia Tech Innovation Campus in Alexandria.
- ✓ She stated that NVTa was recognized as one of the best workplaces for commuters in Fairfax County.

15. Chair's Comments - Chair Randall

- ✓ Chair Randall appointed Mayor Colbert to the Planning and Programming Committee (PPC).
- ✓ Chair Randall asked for volunteers for the Finance Committee.
- ✓ Chair Randall questioned the next steps with respect to the Prince William County Board decision to cancel the Route 28 Bypass Project. Ms. Backmon stated that the locality will need to reimburse NVTa for the \$7.5 million that has been reimbursed to Prince William for their expenses on the project thus far. She stated that once NVTa receives a copy of the certified Board of County Supervisors resolution cancelling the project, staff will bring an action item to the Authority to cancel the project thus freeing up the money to go back into the Regional Revenue fund.
- ✓ A discussion of the importance of regionalism in producing transportation solutions was undertaken by Authority Members.
- ✓ Upon being asked, Chair Jefferson confirmed it is Prince William County's intent to reimburse the Authority for expended project funds.

16. Adjournment - Chair Randall

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 8:53 p.m.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: Approval of City of Fairfax's Jermantown Road/Route 29 Intersection Improvements Standard Project Agreement 2020-308-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of City of Fairfax's Jermantown Road/Route 29 Intersection Improvements Standard Project Agreement (SPA) 2020-308-1 for \$700,000.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-308-1, City of Fairfax's Jermantown Road/Route 29 Intersection Improvements, in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2020-2025 Six Year Program (SYP) and received FY2025 appropriation approval for \$700,000 on October 10, 2024.

The original approval was for the use of \$150,000 for design, \$50,000 for right of way, and \$500,000 for construction phases of the project. The SPA presented here is modified to reflect the latest project cost estimates and is for the sum of \$100,000 for design, \$100,000 for right of way, and \$500,000 for construction phases of the project. With additional funding from other sources, the project is expected to be fully funded.

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

Attachment Link: [SPA for NVTa Project Number 2020-308-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: Approval of Fairfax County's Rolling Road Widening (Hunter Village Drive to Old Keene Mill Road) Standard Project Agreement 2020-14-3

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of Fairfax County's Rolling Road Widening (Hunter Village Drive to Old Keene Mill Road) Standard Project Agreement (SPA) 2020-14-3 for \$27,700,000.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-14-3, Fairfax County's Rolling Road Widening (Hunter Village Drive to Old Keene Mill Road), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2020-2025 Six Year Program (SYP) and received FY2025 appropriation approval for \$27,700,000 on April 11, 2024. The project had received two previous approvals for \$5,000,000 in FY2015-16 program and \$11,111,000 in FY2018-2023 SYP and had executed SPAs. Together with the current SPA, the total NVTa regional funds on this project is \$43,811,000.

The original approval and the presented SPA are for the use of \$27,000,000 for construction phase of the project. The linked SPA presented by Fairfax County is consistent with the project previously submitted by Fairfax 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 2020-14-3](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 3, 2025

SUBJECT: Approval of Ryan Road Widening (Phase 2) Project Withdrawal

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of the voluntary withdrawal of Loudoun County's Ryan Road Widening (Phase 2) Project.
- 2. Suggested Motion:** *I move Authority approval of Loudoun County's request to voluntarily withdraw the Ryan Road Widening (Phase 2) project (LDN-024) and reclassify the \$16 million approved for the project as uncommitted within the Regional Revenue Fund.*
- 3. Background:**
 - A. The Ryan Road Widening (Phase 2) Project (Project) was approved by the Authority in the FY2022-2027 Six Year Program.
 - B. At the Loudoun County Board of Supervisors meeting on July 2, 2024, the Board approved a rezoning application for Arcola Farms Residential at the southeast corner of Ryan Road and Evergreen Mills Road. As part of this approval, the Applicant proffered to design and construct the Ryan Road improvements that include a four-lane divided section of Ryan Road from Evergreen Mills Road eastward to Beaverdam Drive. Therefore, the county is requesting to voluntarily withdraw the Project. The letter requesting voluntary withdrawal is attached.
 - C. To date, no NVTa Regional Revenue Funds have been appropriated toward the Project and no Standard Project Agreement (SPA) has been executed.
 - D. A voluntary withdrawal allows a future re-application for project funding without a negative history.
 - E. NVTa staff recommend Authority approval of the request.

Attachment: Loudoun County's request letter dated February 27, 2025

**Transportation and
Capital Infrastructure**

101 Blue Seal Drive, Suite 102, PO Box 7500 Leesburg, VA 20177-7500
703-737-8624 O | 703-777-0263 F | dtci@loudoun.gov
loudoun.gov/dtci

February 27, 2025

Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr. Suite 601
Vienna, VA 22180

Subject: Removal of Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive from the Six Year Program (SYP); APPLICATION #: LDN-024

Dear Ms. Backmon,

At the Authority meeting of July 14, 2022, the SYP for FY 2022-27 was adopted. Loudoun County's Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive application requesting \$16,000,000 of Regional (70%) Funds was approved as part of that SYP.

Subsequently, at the Loudoun County Board of Supervisors meeting of July 2, 2024, the Board approved a rezoning application for Arcola Farms Residential (LEGI-2023-0034) at the southeast corner of Ryan Road and Evergreen Mills Road. The Applicant has proffered to design and construct the Ryan Road improvements that include a four-lane divided section of Ryan Road from Evergreen Mills Road eastward to Beaverdam Drive.

With the July 2, 2024, Board of Supervisors approval of the proffer for the completion of the widening of Ryan Road from Evergreen Mills Road to Beaverdam Drive, the County would like to withdraw its approved Application, LDN-024, Ryan Road Widening (Phase 2) from the adopted SYP. To date no NVTA 70% funds have been appropriated for this project and no SPA is currently before the Authority for approval.

If you have any questions regarding this request, please contact Rob Donaldson, Loudoun's representative to the RJACC, at 571-627-7081 or at Rob.Donaldson@loudoun.gov.

Sincerely,

Signed by:
Vincent Jones
200499FAB80E42F...

Vincent Jones
Deputy County Administrator
Interim Director, Department of Transportation & Capital Infrastructure

cc: Phyllis Randall, Chair, Loudoun County Board of Supervisors
Tim Hemstreet, County Administrator
Megan Bourke, Office Director, Office of Management and Budget

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: David Snyder, Chair, NVTa Finance Committee

DATE: April 3, 2025

SUBJECT: FY2026 Local Distribution Fund Budget

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) adoption of the proposed FY2026 Local Distribution Fund Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2026 Local Distribution Fund Budget, as presented.*
3. **Background:** The Local Distribution Fund Budget is where the accounting for monthly Local Distribution Fund, or 30%, disbursements occur. Specific budget lines from the attached report are:
 - A. **Carryforward:** This budget has no carryforward as all funds are fully disbursed annually.
 - B. **Revenue:** The Authority's principal four sources of revenue are shown at 30% of what is expected to be received. CoVa Interest is interest earned on NVTa funds at the Commonwealth prior to their transfer to the Authority's investment and banking accounts. Interest Earnings are the interest earned by NVTa and distributed to members as part of the monthly 30% distribution payments.
 - C. **Distribution to Member Jurisdictions:** This is the amount expected to be transferred to member jurisdictions.
 - D. **Budget Balance:** There is no remaining budget balance anticipated.
4. **Proposed Budget Assumptions:** The attachment shows the proposed FY2026 Local Distribution Fund Budget.
 - A. The funds in the Local Distribution Fund are restricted as required by the Code of Virginia.
 - B. Actual distributions to each jurisdiction will be contingent upon their timely completion of the annual certification process and will be determined by the actual revenues received based on direct and accredited transactions within the jurisdiction.

- C. All prior fiscal year accruals and Commonwealth revenue adjustments of Local Distribution Fund revenues will be distributed to the appropriate jurisdiction in FY2026 in accord with the Code of Virginia.

Attachment: Proposed FY2026 Local Distribution Budget (30%)

Northern Virginia Transportation Authority Proposed FY2026 Local Distribution Budget (30%)		
	Adopted FY2025 Budget	Proposed FY2026 Budget
Carryforward	\$ -	\$ -
<u>Revenue</u>		
Sales Tax	\$ 100,823,258	\$ 117,741,913
Transfer Interstate Operations & Enhancement Program	6,399,962	7,140,000
Grantor's Tax	15,535,235	9,541,773
Commonwealth NVTD Transfer	6,000,000	6,000,000
CoVa Interest	105,000	314,399
Interest Earnings	-	220,000
Total Revenue	\$ 128,863,455	\$ 140,958,085
<u>Expenditures</u>		
Distribution to Member Jurisdictions	\$ 128,863,455	\$ 140,958,085
Total Expenditures	\$ 128,863,455	\$ 140,958,085
Budget Balance	\$ -	\$ -

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: David Snyder, Chair, NVTa Finance Committee

DATE: April 3, 2025

SUBJECT: FY2026 Regional Revenue Fund Budget

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) adoption of the proposed FY2026 Regional Revenue Fund Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2026 Regional Revenue Fund Budget, as presented.*
3. **Background:** The Regional Revenue Fund Budget is the source for transportation project funding by the Authority. The budget details are contained in an attached report with indexing in the Notes column to this staff report.
 - A. **Revenue:** The Authority's principal four sources of revenue are shown at 70% of what is expected to be received. Additional revenues are:
 - I. **CoVa Interest:** This is interest earned on NVTa funds prior to their transfer to the Authority's investment and banking accounts.
 - II. **Investment Portfolio Earnings:** This is the estimated earnings (excluding unrealized gains or losses) from the Authority's internally managed investment portfolio.
 - B. **Expenditures:**
 - I. **Debt Service - Principal:** The principal payment required on the Authority's outstanding bonds.
 - II. **Debt Service - Interest:** The interest payment required on the Authority's outstanding bonds.
 - III. **Modeling License and Support:** Cost of the software licenses to support the Authority's computer modeling and geographic information system functions.
 - a. The proposed FY2026 budget includes transferring the development costs of the Project Information, Management and Monitoring System (PIMMS) from the Operating Budget to the Regional Revenue Budget.
 - b. The next enhancement to PIMMS is proposed to be the inclusion of CMAQ/RSTP. This proposal will allow member jurisdictions to submit applications through PIMMS rather than manually with similar reporting and tracking as currently is available for NVTa projects, with inclusion on the NOVA Gateway. The current CMAQ/RSTP application process is

managed manually much like the initial NVTa application processes prior to 2018.

- c. Staff are recommending a \$350,000 budget allocation to regionally manage and track CMAQ/RSTP through PIMMS.

IV. **TransAction Update:** Funding for the start of the next update to TransAction, and three Six Year Program funding cycles are included at \$4.5 million to initiate the procurement in FY2026.

V. **Recommended Project Appropriation Requests:** Starting in September of 2024, member jurisdictions and agencies were advised monthly of the opportunity to request FY2026 project appropriations. The deadline for requests was January 31, 2025. The total requested and NVTa staff recommended project funding is for eight projects totaling \$173,330,460. The eight recommended projects are:

- a. **Loudoun County:** Route 7 Corridor ITS Implementation Program (2022-315-1) \$2,500,000.
- b. **City of Alexandria:** Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge. (2022-329-1) \$5,000,000.
- c. **City of Alexandria:** West End Transitway Phase 1b: South Van Dorn Street and Bridge Design. (2022-328-1) \$5,000,000.
- d. **City of Manassas:** Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue. (2022-314-1) \$8,851,639.
- e. **Virginia Passenger Rail Authority:** Franconia-Springfield Passenger Rail Bypass. (2020-313-1) \$22,958,821.
- f. **Fairfax County:** Eight (8) New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service (2022-324-1) \$10,000,000.
- g. **Prince William County:** Route 234 and Sudley Manor Drive Interchange. (2024-343-1) \$115,000,000. Note: This is a forward appropriation from the FY2024-2029 program. Prince William County staff have determined the project timing can be accelerated.
- h. **City of Manassas:** Roundabout at Route 28 and Sudley Rd. (2024-342-1) \$4,020,000. Note: This is a forward appropriation from the FY2024-2029 program. City of Manassas staff have determined the project timing can be accelerated.

VI. **Net Revenue-Restricted for the FY2020-FY2027 Six Year Program**

Commitments: This represents funding approved in the FY2020/25 and FY2022/27 Six Year programs for which appropriations have not been requested. These are considered restricted funds which can only be used for the Authority approved projects.

VII. **Transfer Out to Operating Fund:** Transfer from the Regional Revenue Fund to support the Authority's FY2026 Operating Budget, as permitted in the Code of Virginia, and in lieu of jurisdictions paying on a per capita basis.

- VIII. Restricted Fund Balance - Carryforward to Six Year Program Update:**
When available, these funds represent projected positive revenue variances and investment portfolio income, which is used in future PayGo determinations for updates to the Six Year Program.
- IX. Working Capital Reserve:** This is a NVTa policy required, and credit rating agency monitored reserve to insulate project and operational funding from variances and disruptions in revenues.
- X. Debt Service Reserve:** This reserve is required by the Authority's bond covenants.

Attachment: Proposed FY2025 Regional Revenue Fund Budget

Northern Virginia Transportation Authority Proposed FY2026 Regional Revenue Fund Budget			
	Adopted FY2025 Budget	Proposed FY2026 Budget	Notes
Revenue 70% Regional Funds			
Sales Tax	\$ 235,254,270	\$ 274,731,130	3.A.
Interstate Operations & Enhancement Program (IOEP) Transfer	14,933,244	16,660,000	3.A.
Grantor's Tax	36,248,882	22,264,138	3.A.
Commonwealth NVTD Transfer	14,000,000	14,000,000	3.A.
CoVa Interest	245,000	733,597	3.A.I.
Bond Proceeds	-	-	
Future Financing/Future Appropriation Finance (if required)	-	-	
Investment Portfolio Earnings	35,000,000	70,000,000	3.A.II.
Total Revenue	\$ 335,681,396	\$ 398,388,865	
Expenditures			
Debt Service - Principal	\$ 3,405,000	\$ 3,575,000	3.B.I.
Debt Service - Interest	2,142,250	1,972,000	3.B.II.
Professional Services - Bond Issuance Costs			
Modeling License, PIMMS & Technical Support	46,645	397,145	3.B.III.
TransAction Update (BRT-PDP, SYP/CRRC/LTB Tech Support)		4,500,000	3.B.IV.
Recommended Project Appropriation Requests	298,800,000	173,330,460	3.B.V.
Total Expenditures / Six Year Program Commitments	\$ 304,393,895	\$ 183,774,605	
Net Revenue-Restricted for the FY2020-FY2027 Six Year Program Commitments	\$ 31,287,501	\$ 214,614,260	3.B.VI.
Transfers & Carryforward			
Transfer Out to Operating Fund	\$ (5,025,647)	\$ (5,650,815)	3.B.VII.
Restricted Fund Balance - Carryforward to Six Year Program			
Update/FWD Appropriations	94,900,000	55,000,000	3.B.VIII.
Total Available for Project Assignments Carryforward	\$ 89,874,353	\$ 49,349,185	
Cumulative Regional Revenue Reserve Balances			
Working Capital Reserve	\$ 120,000,000	\$ 120,000,000	3.B.IX.
Debt Service Reserve (Held by Trustee)	5,551,000	5,551,000	3.B.X.
Cumulative Reserve Balances	\$ 125,551,000	\$ 125,551,000	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: David Snyder, Chair, NVTA Finance Committee

DATE: April 3, 2025

SUBJECT: FY2026 Operating Budget

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2026 Operating Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2026 Operating Budget, as presented.*
3. **Background:** The Operating Budget is the central accounting point for operating and administrative expenses of the Authority. The proposed Operating Budget is presented in two categories. The first category is base budget escalations triggered by inflation, contract terms and required service extensions, less prior one-time funding. The second category is for new initiatives which will have supporting narratives and estimates. The attached budget report is indexed to this staff report by reference in the Budget Note column.
 - A. **Base Budget Escalations:**
 - I. **Salaries:** Annual performance-based salary increases for staff are targeted to be in line with member jurisdictions. Since jurisdiction budgets are concurrently in development, we present a budget increase of 6% that will not be exceeded on a budget basis, and which may be modified based on member jurisdiction market and performance-based increases once those budgets are finalized.
 - II. **Benefits:** Health insurance and other benefits are based on actual costs such as the Annually Required Contribution determined by the Virginia Retirement System (VRS) and the Commonwealth of Virginia - Local Choice Health Insurance rates.
 - III. **Professional Services:** Following the adoption of the FY2024-2029 Six Year Program, an independent external economic study was conducted in FY2025 to assess the economic impact of the transportation projects funded through the Authority's revenues. As a result, the FY2026 Public Outreach budget reflects a decrease of \$26,800, including a \$5,500 reduction in the cost of preparing the Annual Report and the removal of \$5,050 in one-time purchases. The remaining budget lines reflect contractually mandated adjustments.

- IV. **Technology/Communication:** Increases reflect annual contractually mandated adjustments, less one-time FY2025 expenses.
 - V. **Office Lease:** The increase reflects annual contractually mandated adjustments under the lease agreement. As a reminder, the new lease for Park Tower Drive included a negotiated lease concession and a commitment to lease hold improvements. The allocation of these funds will not be fully determined until the Authority expends the remaining funds. Once the lease transition is complete and all related transactions are finalized, NVTA staff will present to the Finance Committee a final reconciliation of the Lease Transition account. The reconciliation will include a staff recommendation for the remaining balance. Transaction activity spans FY2025 and FY2026 will be included in the Authority's annual independent audit.
 - VI. **Professional Development:** An additional \$5,000 has been allocated to this line item in the FY2026 budget to support enhanced training for the planning technology currently in use.
 - VII. **Professional Outreach:** As part of the growing recognition of the Authority's impact on regional transportation issues and national recognition for innovation, the Chief Executive Officer and senior staff have more frequently been asked to provide presentations and participate in regional and national transportation venues.
- B. New initiatives:** Project delivery, demands of growth and in-sourcing opportunities are the drivers of the proposed initiatives for FY2026. Preparations for the next TransAction update will occur concurrently with the next Six Year Program update. Those two major events, combined with ongoing efforts to improve project delivery, make it necessary to increase capacity to accomplish the Authority's legislative mandates and provide proactive enhanced levels of coordination for NVTA funded multi-jurisdictional projects and current range of services.

In addition to traditional multimodal infrastructure improvements that reduce congestion, the Authority is increasingly being called upon to emphasize alternative/complementary congestion reducing solutions, creating more demands on staff time, to enable Northern Virginians to reduce their dependency on driving, particularly driving alone.

Details on each position are contained in attachments B, C and D. New initiatives are proposed to include:

- I. **Financial Accountant and Regional Transportation Planner:** The need for these positions is based on the increased workload driven in part by FY2025 Project Delivery initiatives, which are proving the need for advanced levels of coordination and further efforts in that area:

- a. The Authority has directed staff to analyze the execution of project agreements, progress, reimbursements, and other key aspects to enhance timely project delivery. The Project Information Management and Monitoring System (PIMMS) has enabled staff to conduct deeper analyses of project performance, and findings are now being shared with the RJACC, project sponsors and the Authority. Initial results indicate that further work and additional staffing are required to address delays and improve overall processes. However, the following results have been achieved in less than a year:
- Project Close Outs – Clearing up projects some of which have not had NVTa related activity since 2017 is resulting in \$11.4 million being made available for the next Six Year Program Update.
 - Voluntary Project Withdrawals – Working through the practical aspects of nine projects we are anticipating \$65.1 million in voluntary withdrawals. Some of these projects date to 2018.
 - De-appropriations - \$32.6 million in projects whose timing is off relative to the ability of the projects to move forward at this time. De-appropriating does not cancel the project it essentially improves the accuracy of the Authority's financial statements, complies with audit standards on the obligation of funds, while providing the Authority greater flexibility to approve future forward appropriations for projects which can advance their schedules.
 - Of this \$109.1 million benefit, \$76.5 million has the result of essentially being new revenue going into the next two-year program update.
 - The Project Delivery effort has also identified projects with \$10.7 million in funding which NVTa staff may have to recommend the Authority cancel.
 - The additional Planner resource will provide capacity to find ways to avoid a cancellation recommendation and resolve other budding project conflicts that are coming to light as our staff work cooperatively with project sponsors.
 - The above results do not include the pending Route 28 Bypass Project cancellation.
- b. To develop a more comprehensive understanding of the causes of project delays and reimbursement delays, staff will need to:
- Engage with project sponsors to identify challenges and potential solutions.
 - Assess administrative and staffing factors affecting project timelines.
 - Develop scorecards to track performance and accountability.
 - Implement a process to track the useful economic life of completed projects to ensure SPA compliance.

- II. **Communications Insourcing:** The Authority's large consulting contracts have significant communication and public engagement components. This initiative proposes less reliance on paid consultants for communications related creative, and oversight tasks with the savings being used to fund an additional communications staff person. This position is largely paid for through contract savings and other insourcing opportunities, while providing an additional 1,260 hours for Authority activities. Attachment D documents proposed savings and increased staff capacity.
- III. **Commuter Benefits:** The Authority's new office location has resulted in greater use of transit opportunities and has proven beneficial in recruiting new staff. The requested \$4,050 will further encourage transit use, including bike share services. The Authority was recently recognized with a Best Workplace for Commuters award.
- IV. **FY2026 Potential Mid-Year Requests:** The ongoing Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT) progress is not at a point where work on the next phase can be reasonably scoped. The results of the current effort are anticipated to be presented to the Authority in the Spring of 2025. At that time, the Authority may decide to undertake additional work to advance deployment of interconnected BRT projects through additional out of cycle budget action.

Efforts to advance BRT deployments will continue to involve consultants and may require an additional Regional Transportation Planner. Any new staff member will also be utilized to advance the largely dormant transportation technology initiatives and re-energize the Transportation Technology Committee.

Attachments:

- A. Base/Proposed FY2026 Operating Budget
- B. Financial Accountant Proposal Detail
- C. Regional Transportation Planner Proposal Detail
- D. Communication Professional Proposal Detail

Northern Virginia Transportation Authority Base/Proposed FY2026 Operating Budget							
	Adopted Budget FY2025	DRAFT Base Budget FY2026	Base-Prev Bdg't Change \$	Budget Note	Adopted Base Budget w/Initiatives	Budget Note	Initiatives+ Base Bdg't Change \$
INCOME:							
Budget Carryforward including Operating Reserve	\$ 966,991	\$ 1,132,440	\$ 165,449		\$ 1,132,440		\$ 165,449
330000 Other Income							
Total Income	\$ 966,991	\$ 1,132,440	\$ 165,449		\$ 1,132,440		\$ 165,449
EXPENDITURES:							
410000 Personnel Expenditures							
110 Salaries & Wages	\$ 2,789,052	\$ 2,942,669	\$ 153,617	3.A.I	\$ 3,277,669	3.B.I & II	\$ 488,617
130 Health & Dental Benefits	479,391	471,009	(8,382)	3.A.II	559,809	3.B.I & II	80,418
131 Payroll Taxes	218,222	229,975	11,753	3.A.I	256,332	3.B.I & II	38,110
132 Retirement VRS	221,288	227,710	6,422	3.A.II	241,864	3.B.I & II	20,576
133 Life Insurance	37,372	36,784	(588)	3.A.II	40,972	3.B.I & II	3,600
134 Flex Spending/Dependent Care	1,440	1,440	-	3.A.II	1,657	3.B.I & II	217
135 Workers Comp	3,066	3,238	173	3.A.II	3,607	3.B.I & II	541
137 Disability Insurance	26,770	32,026	5,256	3.A.II	35,026	3.B.I & II	8,256
138 Commuter Benefits	-	-	-		4,050	3.B.III	4,050
Subtotal Personnel Costs	\$ 3,776,601	\$ 3,944,851	\$ 168,250		\$ 4,420,986		\$ 644,385
420000 Professional Service							
210 Audit & Accounting	\$ 61,000	\$ 62,250	\$ 1,250		\$ 62,250		\$ 1,250
220 Bank Service	750	750	-		750		-
230 Insurance	15,145	20,231	5,086		20,231		5,086
240 Payroll & Human Resources Service	8,728	10,600	1,872		13,720	3.B.I & II	4,992
245 Consulting Services	-	-	-		-		-
260 Public Outreach & Regional Event Support	68,456	41,610	(26,846)		41,610		(26,846)
261 Legal Services/Bond Counsel	75,000	75,000	-		75,000		-
262 Financial Advisor Services	10,000	10,000	-		10,000		-
263 Bond Trustee Fees	2,800	2,900	100		2,900		100
264 Legislative Services	87,125	89,305	2,180		89,305		2,180
265 Investment Custody Fees	25,000	25,000	-		25,000		-
Subtotal Professional Services	\$ 354,004	\$ 337,646	\$ (16,358)	3.A.III	\$ 340,766		\$ (13,238)
430000 Technology/Communication							
310 GL Financial Rept & Invest Monitoring/Mgt System	\$ 83,980	\$ 85,950	\$ 1,970		\$ 85,950		\$ 1,970
330 IT Support Svc Incl Hosting	54,177	55,130	953		62,491	3.B.I & II	8,314
335 GIS/Project Monitoring & Management/Modeling	35,650	39,125	3,475		39,125		3,475
340 Phone Service	20,858	19,205	(1,653)		21,905	3.B.I & II	1,047
350 Web Development & Hosting	8,200	10,950	2,750		10,950		2,750
940 HW SW & Peripheral Purchase	12,575	2,000	(10,575)		13,175	3.B.I & II	600
Subtotal Technology/Communication	\$ 215,440	\$ 212,360	\$ (3,080)	3.A.IV	\$ 233,596		\$ 18,156
440000 Administrative Expenses							
410 Advertisement	\$ 6,400	\$ 2,500	\$ (3,900)		\$ 5,500	3.B.I & II	\$ (900)
405 Building/Office Related Expenses	1,000	1,000	-		1,000		-
411 Memberships & Subscriptions	25,400	26,445	1,045		28,165	3.B.I & II	2,765
412 Duplication & Printing	13,550	15,672	2,122		15,672		2,122
414 Hosted Meetings	6,200	7,515	1,315		7,515		1,315
415 Local Travel	11,300	11,000	(300)		11,450	3.B.I & II	150
416 Misc Expenses	-	-	-		-		-
417 Office Lease	465,769	478,940	13,172	3.A.V	478,940		13,172
418 Office Supplies	6,765	6,765	-		7,515	3.B.I & II	750
419 Postage & Delivery	700	700	-		700		-
420 Professional Development	28,680	31,940	3,260	3.A.VI	34,940	3.B.I & II	6,260
421 Professional Outreach	22,810	24,300	1,490	3.A.VII	24,300		1,490
945 Office Furniture & Fixtures	17,580	-	(17,580)		-		(17,580)
Subtotal Administrative Expenses	\$ 606,154	\$ 606,777	\$ 624		\$ 615,697		\$ 9,544
Expenditure Subtotal	\$ 4,952,198	\$ 5,101,634	149,436		\$ 5,611,045		\$

Attachment B - Financial Accountant Proposal

The finalization of NVTAs office move and the recent Authority directive to prepare a policy to address project cost underestimates, overruns and transfers has exposed a lack of bandwidth within the finance team.

- A. This lack of bandwidth is evidenced by postponed activities such as:
 - i. Build out of grant recipient policies. (FY2023 Budget)
 - ii. Outside legal services options. (FY2024)
 - iii. Procurement of pre-qualified on-call transportation consulting services. (FY2025 Budget)
 - iv. Website Modernization Procurement. (Delayed from FY2024 to FY2025)
 - v. Procurement of economic analyses inclusive of NVTAs Core Values. (Timeline Uncertain).
 - vi. Next cycle of duplicate payments audit. (1.5 years overdue)
- B. Many of the demands on the finance team are triggered by successes. Some examples are:
 - i. A 35% increase in reimbursement requests in FY2024. This trend is expected to continue. However, 60% of reimbursement requests required multiple interactions with project sponsor staff to enable payment. These increases also greatly impact the planning team workload.
 - ii. The investment portfolio is expected to double in size from FY2020, from \$1 billion to \$2 billion, by the end of FY2025.
 - iii. Monthly investment transactions have increased from \$40 million to between \$80 million and \$120 million.
 - iv. The increase in the number of securities purchased resulted in a 12% increase in the number of coupon payments processed totaling \$50 million for FY2024 and a 93% increase in the number of maturities processed for the same period.
 - v. Investment purchases have had to be postponed due to the insufficient time available for CFO review. This has resulted in reduced interest earnings of \$92,054 so far in FY2025.
 - vi. These demands have resulted in a significant reduction in the Investment and Debt Manager position's capacity to be involved in other financial functions such as procurements.

The Financial Accountant position will be responsible for collecting, analyzing and maintaining financial data, detecting trends, tracking key performance measures and forecasting. Much of this work will support project delivery improvement efforts and will be expected to become heavily involved in leading procurements.

Financial Accountant	
Salary & Benefits	\$ 172,805
Recurring Costs	\$ 6,037
Onetime Costs	\$ 4,725
Total Cost FY2026 Budget	\$ 183,567

Attachment C - Regional Transportation Planner Proposal Detail

Preparations for the next TransAction update will occur concurrently with the Six Year Program update. Those two major events, combined with ongoing efforts to improve project delivery, make it necessary to incrementally increase capacity to accomplish the Authority's legislative mandates and current range of services. In addition to traditional multimodal infrastructure improvements, the Authority is increasingly being called to emphasize alternative/complementary congestion reducing solutions that enable Northern Virginians to reduce their dependency on driving, particularly driving alone.

Efforts focusing on project delivery have moved forward and are at a crucial junction. At this point it is critical that Authority staff begin engagement with project sponsor staff to share observations, solicit input to identify barriers, resolutions and circulate best practices and successes.

While substantial improvements in project delivery are needed across the board, just focusing on a problem often brings positive changes. As such many workload measures are increasing.

- 185 Standard Project Agreements (SPAs) representing 139 projects are currently managed across 12 jurisdictions and five agencies, funded by Regional Revenues. This is an 18% increase.
- Six projects have received funding appropriations but have yet to execute SPAs. Two of the SPAs are preparing de-appropriation requests for Authority consideration.
- Three projects have received funding appropriations in FY2025 but have yet to execute a SPA, further work is needed to fully understand why project sponsors request funding, then do not execute the basic steps to access it.
- 63 active SPAs are progressing, with pending reimbursement submissions.
- Reimbursement requests can still take months to complete as project sponsors attempt to appropriately document the requests.
- As of the end of CY2024, only \$444 million (36%) of the expected \$1.25 billion in reimbursements for active SPAs has been submitted.
- Among the 10 jurisdictions/agencies with active SPAs, 7 have submitted less than 50% of their expected reimbursements.
- The number of reimbursement request submissions has increased 35%, year over year and the value of the requests have increased 43%.
- A process to track the useful lives of completed projects needs to be developed.

Regional Transportation Planner	
Salary & Benefits	\$ 144,505
Recurring Costs	\$ 6,257
Onetime Costs	\$ 4,725
Total Cost FY2026 Budget	\$ 155,487

Attachment D – Communications Professional Proposal

The Authority's large consulting contracts have significant communications and public engagement components. This initiative proposes less reliance on paid consultants for communications related creative, and oversight tasks with the savings being used to fund an additional communications staff person. Contracted public engagement, a communications subspecialty, will largely remain unchanged except general oversight to be provided through the new in-house resource rather than paid consultants.

- A.** Experience indicates that while these contracts make provisions for prime and subcontractor oversight, in-house staff still invest significant time maintaining consistency in messaging, format and quality of all external deliverables. When contractors change, staff must reestablish these standards with each new team.
- B.** As prime and subcontractors change, in-house resources must start over to ensure the messaging, format and quality standards are reintegrated with the new consultants.
- C.** Unlike transactional or technical tasks that can be executed by established standards, communications work is an art that requires direct, hands-on oversight to ensure alignment with NVTAs's vision and expectations.
- D.** Bringing creative work and oversight in-house will reduce prime and subcontractor costs, while ensuring consistent, high-quality communications. A permanent staff member will take on these responsibilities in addition to providing significant capacity to meet other demands on the current communications team.
- E.** This proposed position will focus on quality control, proactive outreach and the execution of various external deliverables. Some of the deliverables will still be undertaken by contractors but with direct supervision of the new NVTAs staff person.
- F.** This proposal recognizes that some contracted functions do not make economic sense for the Authority to staff internally. This is especially important in the areas of public outreach, mass public engagement, surveys, and certain graphic functions.
- G.** A typical employee will work 1,920 hours per year. The analysis below demonstrates that in-sourcing 660 hours will reduce contractor payments to provide funding for the salary of the new position, while also providing 1,260 hours of additional work hours for other duties.

Attachment D – Communications Professional Proposal (Continued)

	Eligible Hours	In-souce %	In-source Hours	Hourly Billing Avg	Contract Savings
Creative Hours	2537.3	22.0%	558.20	\$ 130.00	\$ 72,565.35
Prime Oversight Hours	1857.5	3.5%	65.01	\$ 320.52	\$ 20,837.81
Sub Oversight Hours	370.8	10.0%	37.08	\$ 162.95	\$ 6,041.37
			660.28		\$ 99,444.53
FY2025 AR Insourcing					\$ 5,500.00
				Current Insourcing Savings	\$ 104,944.53
Prior Insourcing Examples:					
			Annual Board Photos	\$	2,350.00
			AR Design	\$	9,405.00
			Editing	\$	2,350.00
				\$	14,105.00

- H. This proposal allows NVTa to significantly reduce reliance on external consultant billable hours, while building internal capacity.
- I. Onboarding this position in FY2025 will allow for the new person to be up to speed as the procurement cycle for the next TransAction update starts in FY2026. There is adequate salary lapse in FY2025 to onboard the position early.

Communications Position	
Salary & Benefits	\$ 155,824
Recurring Costs	\$ 6,807
Onetime Costs	\$ 4,725
Total Cost FY2026 Budget	\$ 167,356

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: Approval of the Call for Regional Transportation Projects for the FY2026-2031 Six Year Program

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of the Call for Regional Transportation Projects (CfRTP) for the FY2026-2031 Six Year Program (SYP).
2. **Suggested Motion:** *I move approval of the Call for Regional Transportation Projects for the FY2026-2031 Six Year Program as presented.*
3. **Background:** At its July 11, 2024, meeting, the Authority adopted its FY2024-2029 Six Year Program (SYP), following the adoption of inaugural SYP in 2018 and subsequent SYPs in 2020 and 2022. The SYP is updated on a two-year cycle, alternating with the Commonwealth's Smart Scale Program, which is also on a two-year cycle. Development of the Authority's FY2026-2031 SYP, using FY2030 and FY2031 regional revenues will follow a similar version of the process used for the previous SYPs, initiated by a CfRPT that is targeted at eligible jurisdictions and agencies.
4. **Six Year Program Evaluation Process:** Applicants are encouraged to consider NVTa's core values of equity, sustainability, and safety when submitting applications. All projects considered for regional revenues are subject to a comprehensive regional evaluation process that uses multiple inputs and does not rely on a single metric:
 - A. **Eligibility:** Projects must be included in TransAction (could be a subset or combination), must be wholly (or substantially) located in Northern Virginia, and accompanied by Governing Body resolution(s);
 - B. **Quantitative Factors:**
 - i. **Congestion Reduction Relative to Cost (CRRC):** As required by Virginia Code, the Authority must give priority to projects with the highest CRRC ratios;
 - ii. **TransAction Rating:** Includes technical analyses from TransAction such as project level ratings. These ratings have previously been referred to as HB599 (2012) project ratings. The FY2026-2031 SYP Update will continue the process with NVTa having full autonomy over the calculation of HB599 project ratings, following passage of SB1468 (2019);

iii. **Long Term Benefit (LTB):** The FY2026-2031 SYP Update will continue to consider Long Term Benefit as a factor. NVTA staff will apply the LTB Principles approved by the Authority in December 2014. The LTB analysis will complement, but not replace, ‘geographic balance’ that has been used as a qualitative consideration in previous funding programs.

C. Qualitative Considerations: Takes into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, and past performance. Consistent with NVTA’s heightened focus on project delivery, past performance using NVTA regional revenues in previous funding programs will be an especially important consideration. Applicants are required to upload statements describing how well their candidate projects support and/or enhance the Core Values;

D. Public Comment: An NVTA Public Hearing/Open House will be held, with a period for public comment, in Spring 2026.

Similar to the FY2024-2029 SYP, NVTA’s regional transportation model developed as part of the latest TransAction Update will be used for model-based evaluations for the FY2026-2031 SYP.

5. Next Steps: Subject to Authority approval, NVTA staff will **post the CfRTP on May 1, 2025**. Subsequent milestones include:

A. August 1, 2025 at 5:00 pm: Application deadline, followed by project evaluations by NVTA staff;

B. October 31, 2025 at 5:00pm: Deadline for Governing Body and any supporting resolutions;

C. March 2026: Authority approval of date for NVTA Public Hearing/Open House

D. March 2026: Commencement of Technical Advisory Committee (TAC), Planning Coordination and Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews;

E. Spring 2026: Authority approval of funding available;

F. April 2026: Release of candidate project list and evaluations by the Authority;

G. April – May 2026: Public comment period, NVTA Public Hearing/Open House;

H. June 2026: Release of NVTA staff project recommendations for review by TAC, PCAC, and PPC;

I. July 2026: Authority adoption of FY2026-2031 SYP.

Attachment: Call for Regional Transportation Projects for the FY2026-2031 Six Year Program Update



Call for Regional Transportation Projects for FY2026-2031 Six Year Program

Summary

The purpose of this call is to solicit applications for NVTA's FY2026-2031 Six Year Program (SYP). NVTA's 70% regional revenues for FY2030 and FY2031 are to be awarded on a competitive basis for multimodal transportation infrastructure projects that will have a significant regional impact. Eligible applicants include the region's counties, cities, five largest towns, transit agencies, and other state/regional governmental entities.

Dates

May 1, 2025, at 9:00 am: Application portal opens

August 1, 2025, at 5:00 pm: Application deadline

October 31, 2025, at 5:00pm: Deadline for Governing Body and supporting resolutions

July 2026: Anticipated Authority adoption of FY2026-2031 SYP

Address

Applications must be submitted through the online portal

<https://novagateway.org/Identity/Account/Login?ReturnUrl=%2Fhome>

Contacts

For further information contact Sree Nampoothiri (snampoothiri@thenovaauthority.org) or Keith Jasper (kjasper@thenovaauthority.org).

Funds Available

This SYP cycle will use 70% Regional Revenues from FY2030 and FY2031. The NVTA Finance Committee will make a recommendation to the Authority on revenue projections and PayGo in Spring 2026. The last SYP cycle (FY2024-2029) approved projects worth \$695 million.

Evaluation Process

Applicants are encouraged to consider NVTA's core values of equity, sustainability, and safety when submitting applications. All projects considered for regional revenues are subject to a comprehensive regional evaluation process that uses multiple inputs and does not rely on a single metric:

- **Eligibility.** Projects must be included in the current TransAction [project list](#) adopted in December 2022 (could be a subset or combination), must be wholly (or substantially) located in Northern Virginia, and accompanied by Governing Body resolution(s);
- **Quantitative Factors**
 - a. **Congestion Reduction Relative to Cost (CRRC).** As required by Virginia Code, the Authority must give priority to projects with the highest CRRC ratios;
 - b. **TransAction Rating.** Includes technical analyses from TransAction such as project level ratings. These ratings have previously been referred to as HB599 project ratings;
 - c. **Long Term Benefit (LTB).** The FY2026-2031 SYP Update will continue to consider Long Term Benefit as a factor. NVTA staff will apply the LTB Principles approved by the Authority in December 2014. The LTB analysis will complement, but not replace, 'geographic balance' that has been used as a qualitative consideration in previous funding programs.
- **Qualitative Considerations.** Takes into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, past performance, and align with NVTA's core values of equity, safety, and sustainability. Past performance using NVTA regional revenues in previous funding programs will be an especially important consideration. Applicants are required to upload statements describing how well their candidate projects support and/or enhance the core values.
- **Public Comment.** An NVTA Public Hearing/Open House will be held, with a period for public comment in Spring 2026.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: Approval of the Programming Recommendations of the FY2031 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) recommendation for Commonwealth Transportation Board (CTB) approval of the attached list of projects for funding with FY2031 CMAQ and RSTP funds.
2. **Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board of the proposed projects for FY2031 CMAQ and RSTP funds, as presented in the attachment.*
3. **Background.** The NVTa established a submission deadline of Friday, January 9, 2025, for FY2031 CMAQ and RSTP project applications. NVTa staff, in coordination with the jurisdictions and agencies who applied during this funding cycle, developed the attached recommended list of projects and the funding allocations.

Forty-one (41) CMAQ and RSTP applications were received for a total request of \$9,150,598,507. Project applications consisted of 14 CMAQ projects, 15 RSTP projects, and 6 projects eligible for both CMAQ and RSTP funding.

The estimated funding available for distribution in FY2031 is \$92,388,353 (subject to change based on final Federal allocations):

CMAQ	\$23,231,329
RSTP	\$69,157,024
Total:	\$92,388,353

Virginia Department of Transportation (VDOT) provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate

the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

Upon the Authority's recommendation, the FY2031 CMAQ and RSTP funding recommendations will be forwarded to the CTB for inclusion in the Six Year Improvement Program (SYIP). It is anticipated that the CTB will take action on the SYIP at their June 2025 meeting.

The FY2031 CMAQ/RSTP funding recommendations were reviewed and discussed by the Regional Jurisdiction and Agency Coordination Committee (RJACC) at its February 26, 2024, meeting.

Attachment(s): Proposed FY2031 CMAQ and RSTP Funding Recommendations

CMAQ/RSTP Proposed Allocations			
Winter 2024 Strawman			
CMAQ			
FY 2031 ESTIMATE	\$ 23,231,329		
OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED
Clean Air Partners	1 of 2	\$ 310,507.00	\$ 310,507.00
Metropolitan Area Transportation Operations Coordination (MATOC) Program Operations	2 of 2	\$ 800,000.00	\$ 800,000.00
	0	\$ -	\$ -
TOTAL OFF-THE-TOP		\$ 1,110,507.00	\$ 1,110,507.00
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION			\$ 22,120,822.00
JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
ALEXANDRIA, CITY OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
ARLINGTON COUNTY		\$ 9,000,000,000.00	\$ 4,220,822.00
Arlington County Commuter Services	1 of 3	\$ 7,000,000,000.00	\$ 2,220,822.00
Arlington Boulevard Trail – George Mason Drive to N. Jackson Street	2 of 3	\$ 1,000,000,000.00	\$ 1,000,000.00
South George Mason Drive Multimodal Improvements	3 of 3	\$ 1,000,000,000.00	\$ 1,000,000.00
DUMFRIES, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	\$ -
FAIRFAX, CITY OF		\$ -	\$ -
None submitted.	N/A	N/A	\$ -
FAIRFAX COUNTY		\$ 40,720,000.00	\$ 2,420,000.00
Richmond Highway Bus Rapid Transit	1 of 8 total, 1 of 4 CMAQ	\$ 20,000,000.00	\$ 2,000,000.00
Low-Emission Buses for the Fairfax Connector	3 of 8 total, 2 of 4 CMAQ	\$ 10,000,000.00	\$ -
Sunrise Valley Drive Cycle Track	4 of 8 total, 3 of 4 CMAQ	\$ 10,000,000.00	\$ -
Countywide Transit Stores	8 of 8 total, 4 of 4 CMAQ	\$ 720,000.00	\$ 420,000.00
FALLS CHURCH, CITY OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
HERNDON, TOWN OF		\$ 1,000,000.00	\$ 500,000.00
Locust Street ADA Sidewalk Improvements	2 of 2 total, 1 of 1 CMAQ	\$ 1,000,000.00	\$ 500,000.00
LEESBURG, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
LOUDOUN COUNTY		\$ 8,030,000.00	\$ 4,680,000.00
Lowe's Island Park & Ride Lot Lease	1 of 4 total, 1 of 2 CMAQ	\$ 30,000.00	\$ 30,000.00
High Priority Sidewalk and Pedestrian Improvements (HPSPI) (CMAQ)	4 of 4 total, 2 of 2 CMAQ	\$ 8,000,000.00	\$ 4,650,000.00
MANASSAS, CITY OF		\$ 200,000.00	\$ 200,000.00
Bus Stop Enhancements	2 of 2 total, 1 of 1 CMAQ	\$ 200,000.00	\$ 200,000.00
MANASSAS PARK, CITY OF		\$ 300,000.00	\$ 300,000.00
Manassas Park Trails Construction	1 of 2 total, 1 of 1 CMAQ	\$ 300,000.00	\$ 300,000.00
PRINCE WILLIAM COUNTY		\$ -	\$ -
None submitted.	N/A	N/A	N/A
PURCELLVILLE, TOWN OF		\$ -	\$ -

None submitted.	N/A	N/A	N/A
VIENNA, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
TOTAL JURISDICTIONAL		\$ 9,050,250,000.00	\$ 12,320,822.00
AGENCY ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
PRTC		\$ 8,100,000.00	\$ 4,350,000.00
PRTC Bus Replacement Program	1 of 3	\$ 7,500,000.00	\$ 3,750,000.00
PRTC Commuter Assistance Program	2 of 3	\$ 300,000.00	\$ 300,000.00
PRTC Bus Shelter Program	3 of 3	\$ 300,000.00	\$ 300,000.00
VDOT		\$ 2,450,000.00	\$ 2,450,000.00
VDOT NOVA District Signal Timing Optimization and Real-time Signal Operations	1 of 2	\$ 2,000,000.00	\$ 2,000,000.00
Safety Service Patrol along Route 28 between US-29 and Route 7	2 of 2	\$ 450,000.00	\$ 450,000.00
VRE		\$ -	\$ -
None submitted.	N/A	N/A	N/A
WMATA		\$ 3,000,000.00	\$ 3,000,000.00
WMATA FY31 - Bus Replacement	1 of 1	\$ 3,000,000.00	\$ 3,000,000.00
TOTAL AGENCY		\$ 13,550,000.00	\$ 9,800,000.00
TOTAL CMAQ		\$ 9,064,910,507.00	\$ 23,231,329.00
Comparison to available funding		\$ (9,041,679,178.00)	\$ -

CMAQ/RSTP Proposed Allocations			
Winter 2024 Strawman			
RSTP			
FY 2031 ESTIMATE		\$	69,157,024.00
OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED
TOTAL OFF-THE-TOP		\$ -	\$ -
RSTP BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION			\$ 69,157,024.00
JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
ALEXANDRIA, CITY OF		\$ 5,500,000.00	\$ 5,250,000.00
City Wide Bus Bulbs	1 of 2	\$ 3,500,000.00	\$ 3,500,000.00
Safe Routes to School	2 of 2	\$ 2,000,000.00	\$ 1,750,000.00
ARLINGTON COUNTY		\$ 7,000,000,000.00	\$ 4,000,000.00
Arlington County Commuter Services (RSTP)	1 of 3 total, 1 of 1 RSTP	\$ 7,000,000,000.00	\$ 4,000,000.00
DUMFRIES, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
FAIRFAX, CITY OF		\$ 1,000,000.00	\$ 900,000.00
Bridge Rehabilitation	1 of 1	\$ 1,000,000.00	\$ 900,000.00
FAIRFAX COUNTY		\$ 90,720,000.00	\$ 34,369,024.00
Richmond Highway Bus Rapid Transit (RSTP)	1 of 8 total, 1 of 8 RSTP	\$ 20,000,000.00	\$ 18,000,000.00
Frontier Drive Extension	2 of 8 total, 2 of 8 RSTP	\$ 20,000,000.00	\$ 16,069,024.00
Low-Emission Buses for the Fairfax Connector (RSTP)	3 of 8 total, 3 of 8 RSTP	\$ 10,000,000.00	\$ -
Sunrise Valley Drive Cycle Track (RSTP)	4 of 8 total, 4 of 8 RSTP	\$ 10,000,000.00	\$ -
Braddock Road Multimodal Phase II	5 of 8 total, 5 of 8 RSTP	\$ 10,000,000.00	\$ -
Route 7 Widening: I-495 to I-66	6 of 8 total, 6 of 8 RSTP	\$ 10,000,000.00	\$ -
Town Center Parkway Extension/ Dulles Toll Road (DTR) Underpass	7 of 8 total, 7 of 8 RSTP	\$ 10,000,000.00	\$ -
Countywide Transit Stores (RSTP)	8 of 8 total, 8 of 8 RSTP	\$ 720,000.00	\$ 300,000.00

FALLS CHURCH, CITY OF		\$ 650,000.00	\$ 500,000.00
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements	1 of 1	\$ 650,000.00	\$ 500,000.00
HERNDON, TOWN OF		\$ 1,500,000.00	\$ 400,000.00
Sterling Road Multi-Modal Improvements	1 of 2 total, 1 of 1 RSTP	\$ 1,500,000.00	\$ 400,000.00
LEESBURG, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
LOUDOUN COUNTY		\$ 16,000,000.00	\$ 9,290,000.00
Loudoun County Parkway Interchange at US 50	2 of 4 total, 1 of 3 RSTP	\$ 4,000,000.00	\$ 4,000,000.00
Route 50 Collector Road	3 of 4 total, 2 of 3 RSTP	\$ 4,000,000.00	\$ 4,000,000.00
High Priority Sidewalk and Pedestrian Improvements (HPSPI) (RSTP)	4 of 4 total, 3 of 3 RSTP	\$ 8,000,000.00	\$ 1,290,000.00
MANASSAS, CITY OF		\$ 1,738,000.00	\$ 1,218,000.00
Sudley Road Bike Facilities	1 of 2 total, 1 of 1 RSTP	\$ 1,738,000.00	\$ 1,218,000.00
MANASSAS PARK, CITY OF		\$ 300,000.00	\$ 230,000.00
Manassas Park Multimodal Connectivity: Route 28 to Park Central Project	2 of 2 total, 1 of 1 RSTP	\$ 300,000.00	\$ 230,000.00
PRINCE WILLIAM COUNTY		\$ 17,000,000.00	\$ 13,000,000.00
Route 15 Railroad Overpass	1 of 2	\$ 12,000,000.00	\$ 12,000,000.00
Old Bridge Road - Gordon Boulevard Intersection Improvement	2 of 2	\$ 5,000,000.00	\$ 1,000,000.00
PURCELLVILLE, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
VIENNA, TOWN OF		\$ -	\$ -
None submitted.	N/A	N/A	N/A
TOTAL JURISDICTIONAL		\$ 7,134,408,000.00	\$ 69,157,024.00
TOTAL RSTP		\$ 7,134,408,000.00	\$ 69,157,024.00
Comparison to available funding		\$ (7,065,250,976.00)	\$ -

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Phyllis Randall, Chair, Governance and Personnel Committee

DATE: April 3, 2025

SUBJECT: Governance and Personnel Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of recent activities of the NVTa Governance and Personnel Committee (GPC).
2. **Background:** The GPC met on February 13, 2025, at 5:30 p.m. Four committee members attended the meeting in person, with one member participating remotely. The meeting was also livestreamed on YouTube.

3. **Action Items:**

- A. **Summary Notes of January 9, 2025, Meeting:** The meeting summary for the January 9, 2025, meeting was approved unanimously.

4. **Discussion/information Items:**

- A. **Virtual Meetings:**

Chair Randall requested to add an agenda item regarding virtual meeting attendance. The question was raised about whether virtual attendance due to illness or caregiving would count against an individual's allowed virtual meeting participation and whether such individuals are considered present for quorum purposes. The committee requested legal counsel's input on this matter.

Mr. Robinson (Council of Counsels) clarified that virtual attendance due to illness or caregiving does not count against a quorum, and individuals in such situations can participate remotely. He further explained that remote participation due to a personal matter (not related to illness or caregiving) is limited to two instances per member per year.

The committee also discussed that the limitation on virtual meetings applies individually to each committee and does not aggregate across different committees. The conversation also touched on the "distance category" applicable mainly to General Assembly members, with no further concerns for NVTa members in Northern Virginia.

B. 2025 General Assembly Update:

Ms. Baynard provided an update on Senate Bill 1007, which initially proposed a new parking space tax but was amended to require NVTa to oversee a study based on the VDOT's 2024 Northern Virginia Bicycle and Pedestrian Network Study. The bill passed the Senate and was moved to the House Transportation Committee. It was subsequently referred to a subcommittee, which recommended its passage. However, during the full committee's meeting, the bill was not included on the agenda. The last day for committee action is Monday, March 17, 2025, at midnight, unless an additional meeting is scheduled.

Ms. Baynard remarked that while the bill is unlikely to progress unless a special meeting is scheduled, there remains a possibility for it to be included as a language amendment in the budget. She stated that she would follow up with Senator Surovell, although he is currently managing a demanding legislative agenda.

Chair Randall emphasized that while NVTa was willing to take on the study, the timeline was too short to conduct meaningful work. She expressed concern about the workload for NVTa staff, noting that additional resources or an extended deadline would be necessary to complete the task adequately. She asked that this concern be relayed to the House leadership.

Ms. Baynard provided an update on Senator Ebbin's FOIA bill, which aimed to address the posting of agenda items, and was referred to the FOIA Council for further review after the House subcommittee expressed concerns about the vagueness of the language. The bill included opt-out provisions for items discussed in closed sessions or for time-sensitive matters, but these provisions led to ambiguity. The subcommittee decided not to move the bill forward and instead asked the FOIA Council to review it over the summer and fall. The issue arose from a situation where a jurisdiction included a controversial item on the agenda that was not posted, leaving stakeholders unprepared.

Ms. Baynard outlined key legislative deadlines leading up to the Sine Die on February 22nd, including the last day for committee action on bills, the deadline for placing bills into conference, and the final day to address conference reports. She also noted that there is currently no budget conferee for Northern Virginia on the Senate side, though there are two conferees on the House side. The Senate may fill the vacancy, but this has not yet occurred.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: December 2024 Northern Virginia Bicycle and Pedestrian Network Study
Follow Up

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of a request from the House and Senate Transportation Committee Chairs regarding tasks related to the Virginia Department of Transportation (VDOT) 2024 Northern Virginia Bicycle and Pedestrian Network Study, with recommendations to be reported by November 1, 2025.
- 2. Background:** On March 17, 2025, NVTa Chair Randall received a letter from the chairs of the House and Senate Transportation Committees, submitted by Senate Majority Leader Scott Surovell, requesting the Authority to perform tasks related to the 2024 Northern Virginia Bicycle and Pedestrian Network Study conducted by VDOT. The letter requests that the Authority does the following:
 - A.** Coordinate with VDOT;
 - B.** The member jurisdictions of the NVTa;
 - C.** Advocates representing bicycle and pedestrian transit, smart growth, and multimodal transportation; and any other stakeholders deemed appropriate by the NVTa.

The letter also requests that NVTa report its findings and recommendations to us and the Chairs of the Senate Committees on Finance and Appropriations and Transportation, and the House Committees on Finance, Appropriations, and Transportation no later than November 1, 2025, so that they can be adequately considered for the 2026 General Assembly Session. The topics and tasks in the letter are similar to SB 1007 (Surovell), which did not pass in the 2025 Session. The Authority's main concern regarding SB 1007 during the 2025 session was meeting the proposed November 1, 2025, deadline.

- 3. Next Steps:**
 - Authority discussion regarding request
 - Authority response to the House and Senate Transportation Committee Chairs

Attachment: House and Senate Transportation Committee chairs request letter dated March 17, 2025



COMMONWEALTH OF VIRGINIA
GENERAL ASSEMBLY OF VIRGINIA
RICHMOND

March 17, 2025

Chair Phyllis Randall
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

re: Funding NOVA Bicycle and Pedestrian Infrastructure

Chair Randall:

As Chairpersons of the House and Senate Transportation Committees, we request that the Northern Virginia Transportation Authority (NVTA) review the findings of the Virginia Department of Transportation's (VDOT) December 2024 Northern Virginia Bicycle and Pedestrian Network Study and make recommendations regarding regional methods to fund the infrastructure identified in the study.

In conducting this study, we request that the NVTA do the following:

- Coordinate with VDOT;
- The member jurisdictions of the NVTA;
- Advocates representing bicycle and pedestrian transit, smart growth, and multimodal transportation; and
- Any other stakeholders deemed appropriate by the NVTA.

We would further ask that the NVTA report its findings and recommendations to us and the Chairs of the Senate Committees on Finance and Appropriations and Transportation, and the House Committees on Finance, Appropriations, and Transportation no later than November 1, 2025, so that they can be adequately considered for the 2026 General Assembly Session.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "L Bagby".

Senator Lamont Bagby
Chair, Senate Transportation Committee

A handwritten signature in black ink, appearing to read "K De" followed by a long horizontal stroke.

Delegate Karrie K. Delaney
Chair, House Transportation Committee

cc: Senator Scott A. Surovell, Majority Leader
Senator Jennifer B. Boysko
Delegate Briana D. Sewell
Ms. Monica Backmon, Executive Director, NVTA

Mr. Stewart Schwartz, Coalition for Smarter Growth

Ms. Elizabeth Kiker, Executive Director, Washington Area Bicyclists' Association

Chairman, Jeffrey C. McKay

Chairman, Deshunda Jefferson

Chairman, Takis P. Karontonis

Mayor, Alyia Gaskins

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Council Member David Snyder

DATE: April 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 last Committee meeting was held on February 13, 2025. The next Committee meeting is scheduled for April 10, 2025.
3. **Discussion/Information Items:** The development of NVTa's three budgets for FY2026—the Local Distribution Fund Budget (30%), Regional Revenue Fund Budget (70%), and Operating Budget—was initially scheduled as a discussion item to receive guidance from the Committee. However, following the discussion the Committee directed staff to present the budget to the Authority for consideration in April.
 - A. **FY2026 Local Distribution Fund Budget Guidance:** The Local Distribution Fund Budget is where the accounting for monthly Local Distribution Fund, or 30%, disbursements occur. Specific budget lines from the attached report are:
 - **Carryforward:** No carryforward, as all funds are disbursed annually.
 - **Revenue:** The Authority's primary revenue sources are shown at 30% of expected receipts. CoVa Interest refers to interest earned on NVTa funds prior to transfer, while Interest Earnings are distributed monthly to member jurisdictions.
 - **Distribution to Member Jurisdictions:** The expected amount to be transferred.
 - **Budget Balance:** No remaining budget balance anticipated.
 - **Budget Guidance:** Funds are restricted by the Code of Virginia. Distributions will occur monthly, subject to compliance with Annual Certification requirements.The next steps include presenting the budgets to the Authority for adoption based on Finance Committee direction.
 - B. **FY2026 Regional Revenue Fund Budget Proposal:** The Regional Revenue Fund Budget supports transportation project funding by the Authority. Key details from the attached report include:

I. Revenue: The primary revenue sources are shown at 70% of expected receipts, including:

- *CoVa Interest:* Interest earned on NVTa funds before transfer.
- Investment Portfolio Earnings: Estimated earnings from the internally managed portfolio.

II. Expenditure:

- *Debt Service (Principal & Interest):* Payments on outstanding bonds.
- Modeling License & Support: Costs for software licenses and PIMMS development, including the \$350,000 allocation to manage CMAQ/RSTP.
- *TransAction Update:* \$4.5 million for the next update and procurement in FY2026.
- *Recommended Project Appropriations:* Eight recommended projects totaling \$173,330,460, including key projects like:
 - a. Loudoun County: Route 7 ITS Implementation (\$2.5M)
 - b. City of Alexandria: Bike and Pedestrian Trails Construction (Holmes Run Trail - Dora Kelly Crossing Bridge) (\$5M)
 - c. City of Alexandria: West End Transitway Phase 1b (South Van Dorn Street Design) (\$5M)
 - d. City of Manassas: Liberia Avenue 3rd Lane Eastbound (Route 28 to Euclid Avenue) (\$8.85M)
 - e. Virginia Passenger Rail Authority: Franconia-Springfield Passenger Rail Bypass (\$22.96M)
 - f. Fairfax County: 8 New Battery Electric Buses (Fairfax Connector for Tysons to Franconia) (\$10M)
 - g. Prince William County: Route 234 and Sudley Manor Drive Interchange (\$115M) [Forward appropriation from FY2024-2029]
 - h. City of Manassas: Roundabout at Route 28 and Sudley Rd. (\$4.02M) [Forward appropriation from FY2024-2029]
- *Net Revenue-Restricted:* Funds for FY2020-FY2027 Six-Year Program commitments that are restricted for approved projects.
- *Transfers & Reserves:*
 - a. Transfer to Operating Fund: To support FY2026 Operating Budget.
 - b. Restricted Fund Balance: Positive revenue variances and investment income for future Six-Year Program updates.
 - c. Working Capital & Debt Service Reserves: Required to protect against revenue disruptions and bond covenants.

C. FY2026 Operating Budget Proposal: The Committee was provided with proposed new initiatives for the Operating Fund Budget.

I. Base Budget Adjustments

- Salaries & Benefits – A 6% salary increase (subject to final jurisdictional budgets); benefits adjusted per Virginia Retirement System and Local Choice Health Insurance rates.
- Professional Services – Decrease of \$26,800 due to the completion of the FY2025 economic impact study and reductions in reporting costs.
- Technology & Office Lease – Adjustments reflect contractual increases and final reconciliation of lease transition funds.
- Professional Development & Outreach – Additional \$5,000 for training and increased engagement in regional/national transportation discussions.

II. New Initiatives

- Financial Accountant & Regional Transportation Planner – Positions needed for enhanced project tracking, delay analysis, and performance monitoring.
- Communications Insourcing – Shifting communication tasks in-house to reduce consultant reliance, improving efficiency and saving costs.
- Commuter Benefits – \$4,050 allocated to encourage transit use, including bike share services.
- Mid-Year Potential Requests – Possible need for an additional planner to support Regional Bus Rapid Transit (BRT) deployment and transportation technology initiatives.

D. Monthly Investment Portfolio Report: The Committee received and reviewed the Monthly Investment Portfolio Report as provided in the packet.

E. Monthly Revenue Report: The Committee received and reviewed the Monthly Revenue Report as provided in the packet.

F. Monthly Operating Budget Report: The Committee received and reviewed the Monthly Operating Budget Report as provided in the packet.

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Dev Priya Sen, Investment & Debt Manager

DATE: April 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 December 31, 2024.
- 2. Background:** This report is on investment activity through December 31, 2024, and affirms the portfolio's investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.
- 3. Current Period Reports:**
 - A.** The safety of the portfolio is reflected in the actual composition of the portfolio as shown below.

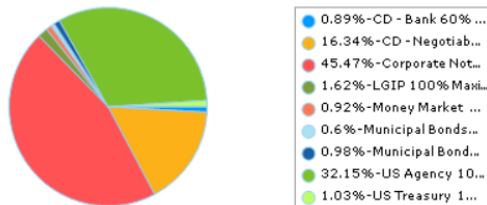


Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

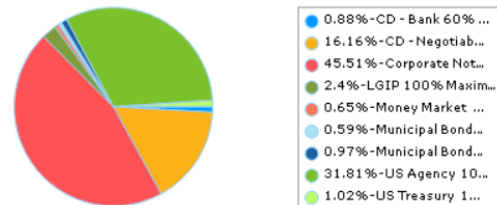
Begin Date: 11/30/2024, End Date: 12/31/2024

Asset Category Allocation				
Asset Category	Book Value 11/30/2024	% of Portfolio 11/30/2024	Book Value 12/31/2024	% of Portfolio 12/31/2024
CD - Bank 60% Maximum	17,145,895.36	0.89	17,145,895.36	0.88
CD - Negotiable 25% Maximum	316,006,658.63	16.34	316,005,225.17	16.16
Corporate Notes 50% Maximum	879,480,966.67	45.47	889,909,476.28	45.51
LGIP 100% Maximum	31,341,119.35	1.62	46,972,569.92	2.40
Money Market 60% Maximum	17,845,851.46	0.92	12,791,039.33	0.65
Municipal Bonds - US 30% Maximum	11,557,670.37	0.60	11,551,189.93	0.59
Municipal Bonds - Virginia 30% Maximum	18,990,430.65	0.98	18,989,961.95	0.97
US Agency 100% Maximum	621,892,026.22	32.15	621,902,733.41	31.81
US Treasury 100% Maximum	19,978,362.97	1.03	19,982,403.62	1.02
Total / Average	1,934,238,981.68	100.00	1,955,250,494.97	100.00

Portfolio Holdings as of 11/30/2024



Portfolio Holdings as of 12/31/2024



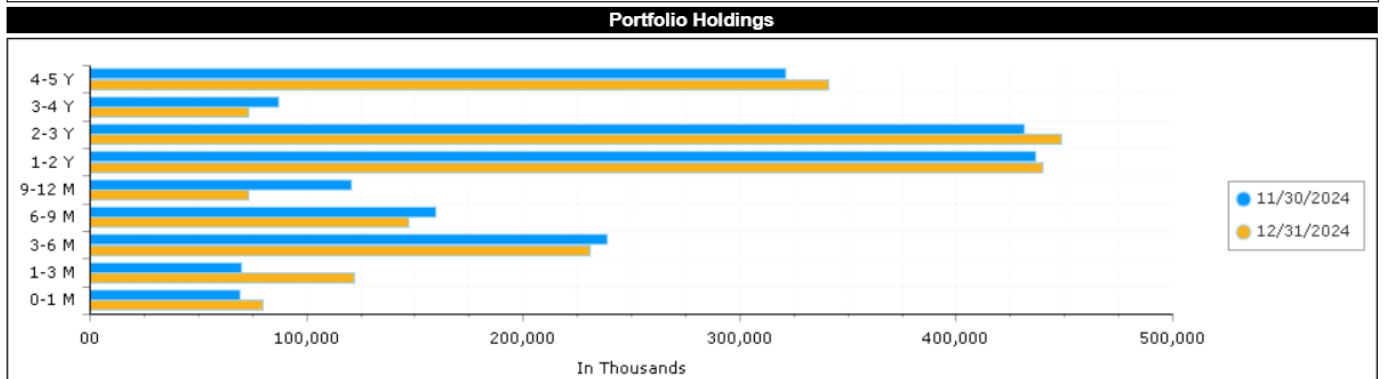
- B. The liquidity of the portfolio is reflected in the portfolio's duration as 1.82 (1.0 = 1 year) and the maturity schedule is shown below.



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

Begin Date: 11/30/2024, End Date: 12/31/2024

Maturity Range Allocation				
Maturity Range	Book Value 11/30/2024	% of Portfolio 11/30/2024	Book Value 12/31/2024	% of Portfolio 12/31/2024
0-1 Month	69,186,970.81	3.58	79,763,016.18	4.08
1-3 Months	69,997,992.70	3.62	121,958,081.95	6.24
3-6 Months	238,551,151.44	12.33	230,634,878.39	11.80
6-9 Months	159,375,521.76	8.24	147,289,520.70	7.53
9-12 Months	121,037,618.12	6.26	73,190,355.62	3.74
1-2 Years	436,947,599.81	22.59	440,249,667.39	22.52
2-3 Years	431,092,909.25	22.29	448,246,063.96	22.93
3-4 Years	87,043,676.70	4.50	72,911,298.54	3.73
4-5 Years	321,005,541.09	16.60	341,007,612.24	17.44
Total / Average	1,934,238,981.68	100.00	1,955,250,494.97	100.00



- C. The yield on the portfolio at the end of December 2024 was 4.52%. The policy required benchmarks are shown below for yield performance comparison.

NVTA Investment Benchmarks	Dec-24 Month End
LGIP Extended Maturity Pool	3.94%
ICE BofA 1-3 Year (18-Month Avg)	4.58%
NVTA Performance	4.52%

Source: Bloomberg/NVTA Statements

4. Portfolio Analysis & Statistics Overview:

A. Safety: The portfolio is invested primarily in:

- Local Government Investment Pools (1.62% to 2.40%)
- Collateralized bank money market accounts (1.81% to 1.53%)
- Negotiable CD's (16.34% to 16.16%)
- AAA/AA rated investment grade corporate bonds (45.47% to 45.51%)
- Treasuries and Agencies (33.18% to 32.83%)
- VA & US Municipals (1.58% to 1.56%)

B. Liquidity: The NVTa Portfolio duration is 1.82 in December 2024 (1.0 = 1 year).

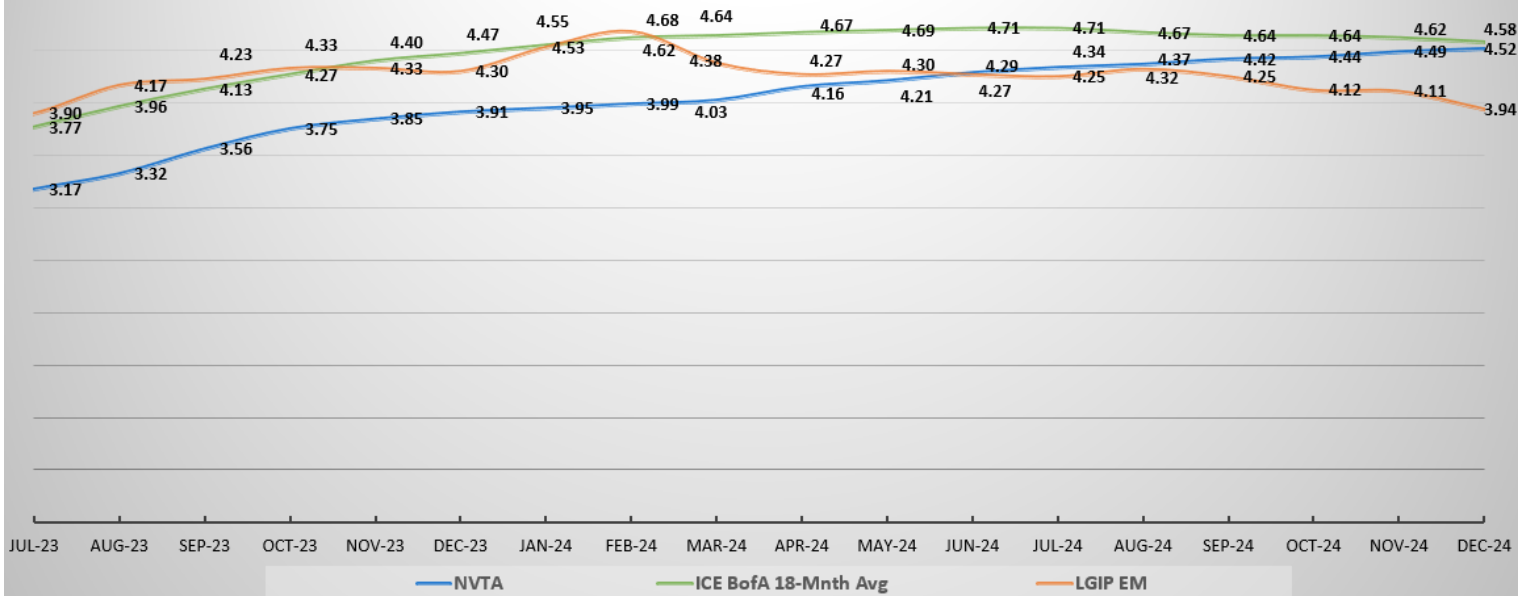
At the final Federal Reserve (Fed) meeting of 2024, the fed lowered the target range for the federal funds rate by 25 basis points (bps) to a new range of 4.25% to 4.50%. The market now expects the Fed to pause rate cuts for several months.

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

- Staff ongoing strategy of investing in two, three and greater maturity period with higher yields positions NVTa to benefit from declining market rates. This approach balances strong returns with effective risk management, keeping the portfolio well-positioned for changing market conditions.
- Market rates have begun trending downward following recent rate reductions, and our portfolio is gradually aligning with these market trends at a measured pace to effectively capture these shifts.
- NVTa's portfolio is steadily closing the gap with the ICE BofA index, and we expect it to surpass the ICE BofA 18-month average benchmark in the coming months.
- Our portfolio strategy avoids frequent callable bonds to reduce the risk of them being called when yields are lower. This helps ensure stable returns and prevents the need to reinvest at lower yields if the bonds are called early.
- Staff consistently monitor Federal Reserve actions, market trends, and economic indicators to make informed decisions. This strategic insight helps us position the portfolio effectively, allowing us to seize potential market shifts and emerging opportunities.



NVTA Investment Benchmarks Comparison



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

Attachment: Compliance - GASB 40 Report



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 12/31/2024

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
CD - Bank 60% Maximum													
John Marshall Bank 4.29 1/15/2027	JMBDCD011624	10,000,000.00	10,000,000.00	10,000,000.00	None	None	0.51	745	745	1/15/2027		4.290	2.04
John Marshall Bank 4.7 4/19/2027	JMBDCD041924	7,145,895.36	7,145,895.36	7,145,895.36	None	None	0.36	839	839	4/19/2027		4.700	2.30
Sub Total / Average CD - Bank 60% Maximum		17,145,895.36	17,145,895.36	17,145,895.36			0.87	784	784			4.461	2.15
CD - Negotiable 25% Maximum													
Bayerische Landesbank 5.7 4/23/2025	0727MCY27	30,000,000.00	30,005,225.17	30,085,500.00	Fitch-F1	Moody's-P1	1.52	113	113	4/23/2025		5.639	0.31
Credit Agricole 4.32 2/18/2026	22536HPV5	39,000,000.00	39,000,000.00	39,000,000.00	Fitch-AA-	Moody's-Aa3	1.98	414	414	2/18/2026		4.320	1.12
Credit Agricole 4.92 6/22/2026	22536HHY8	25,000,000.00	25,000,000.00	25,000,000.00	S&P-A1	Moody's-P1	1.27	538	538	6/22/2026		4.920	1.44
Credit Agricole 5.62 8/22/2025	22536C3A6	25,000,000.00	25,000,000.00	25,151,250.00	S&P-A1	Moody's-P1	1.27	234	234	8/22/2025		5.620	0.64
Credit Industriel Et Commercial 4.55 9/2/2025	22536WHN9	38,000,000.00	38,000,000.00	38,004,180.00	S&P-A1	Moody's-P1	1.93	245	245	9/2/2025		4.550	0.68
Lloyds Bank 5.17 7/18/2025	53947BZ60	35,000,000.00	35,000,000.00	35,107,450.00	S&P-A1	Moody's-P1	1.78	199	199	7/18/2025		5.170	0.55
Natixis 5.42 4/8/2025	63873Q2H6	25,000,000.00	25,000,000.00	25,050,000.00	S&P-A1	Moody's-P1	1.27	98	98	4/8/2025		5.420	0.27
Natixis 5.56 5/2/2025	63873Q2W3	29,000,000.00	29,000,000.00	29,090,190.00	S&P-A1	Moody's-P1	1.47	122	122	5/2/2025		5.560	0.34
Natixis 5.83 9/8/2025	63873QN83	20,000,000.00	20,000,000.00	20,162,800.00	S&P-A1	Moody's-P1	1.02	251	251	9/8/2025		5.830	0.70
Standard Chartered Bank 5.51 4/17/2025	85325VMK3	25,000,000.00	25,000,000.00	25,054,750.00	S&P-A1	Moody's-P1	1.27	107	107	4/17/2025		5.510	0.30
Standard Chartered Bank 5.82 2/24/2025	85325VHE3	25,000,000.00	25,000,000.00	25,031,000.00	S&P-A1	Moody's-P1	1.27	55	55	2/24/2025		5.820	0.15
Sub Total / Average CD - Negotiable 25% Maximum		316,000,000.00	316,005,225.17	316,737,120.00			16.05	222	222			5.227	0.61
Corporate Notes 50% Maximum													
Amazon.com, Inc. 3.15 8/22/2027-27	023135BC9	30,000,000.00	29,182,703.59	28,965,600.00	S&P-AA	Fitch-AA-	1.52	964	872	8/22/2027	5/22/2027	4.260	2.53
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	20,000,000.00	19,977,790.04	20,120,200.00	S&P-AA	Fitch-AA-	1.02	1,065	1,035	12/1/2027	11/1/2027	4.590	2.76
Amazon.com, Inc. 4.55 12/1/2027-27	023135CP9	26,000,000.00	25,957,259.76	26,156,260.00	S&P-AA	Fitch-AA-	1.32	1,065	1,035	12/1/2027	11/1/2027	4.610	2.76
Apple 1.2 2/8/2028-27	037833EC0	22,500,000.00	20,398,815.81	20,347,425.00	S&P-AA+	Moody's-Aaa	1.14	1,134	1,072	2/8/2028	12/8/2027	4.520	3.04
BlackRock Funding 3.2 3/15/2027-27	09247XAN1	15,000,000.00	14,592,630.25	14,611,050.00	S&P-AA-	Moody's-Aa3	0.76	804	776	3/15/2027	2/15/2027	4.520	2.13
BlackRock Funding 4.6 7/26/2027-27	09290DAH4	15,000,000.00	15,035,118.25	15,034,200.00	S&P-AA-	Moody's-Aa3	0.76	937	907	7/26/2027	6/26/2027	4.502	2.41
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,485,429.64	9,469,790.00	S&P-AA-	Moody's-Aa2	0.48	65	65	3/6/2025		3.619	0.18
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,995,167.06	19,937,800.00	S&P-AA-	Moody's-Aa2	1.02	78	78	3/19/2025		3.110	0.22
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,870,383.17	12,783,680.00	S&P-AA+	Moody's-Aa2	0.66	174	174	6/23/2025		3.320	0.48
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	9,340,886.24	9,298,652.16	S&P-AA+	Moody's-Aa2	0.48	174	174	6/23/2025		3.829	0.48
Guardian Life 3.246 3/29/2027	40139LBF9	11,000,000.00	10,695,657.24	10,663,840.00	S&P-AA+	Moody's-Aa1	0.56	818	818	3/29/2027		4.585	2.16
Guardian Life 3.246 3/29/2027	40139LBF9	25,000,000.00	24,243,530.81	24,236,000.00	S&P-AA+	Moody's-Aa1	1.27	818	818	3/29/2027		4.710	2.16
Hanwha Q Cells 5 7/27/2028	41136TAA5	11,580,000.00	11,659,863.91	11,534,838.00	S&P-AA	Moody's-Aa2	0.59	1,304	1,304	7/27/2028		4.785	3.25
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	25,000,000.00	24,495,013.11	24,671,250.00	S&P-AA+	Moody's-Aa3	1.27	432	432	3/8/2026		5.230	1.16
Mass Mutual Global Funding 3.4 3/8/2026	57629WCH1	10,000,000.00	9,806,459.83	9,868,500.00	S&P-AA+	Moody's-Aa3	0.51	432	432	3/8/2026		5.150	1.16
Mass Mutual Global Funding 4.5 4/10/2026	57629WF62	9,000,000.00	8,929,601.80	8,992,710.00	S&P-AA+	Moody's-Aa3	0.46	465	465	4/10/2026		5.157	1.24
Mass Mutual Global Funding 4.5 4/10/2026	57629WF62	16,000,000.00	15,964,945.28	15,987,040.00	S&P-AA+	Moody's-Aa3	0.81	465	465	4/10/2026		4.680	1.24
Mass Mutual Global Funding 5.05 12/7/2027	57629WDL1	14,000,000.00	14,185,895.55	14,164,920.00	S&P-AA+	Moody's-Aa3	0.71	1,071	1,071	12/7/2027		4.550	2.76
Mass Mutual Global Funding 5.1 4/9/2027	57629W4S6	15,000,000.00	15,140,825.75	15,175,950.00	S&P-AA+	Moody's-Aa3	0.76	829	829	4/9/2027		4.652	2.15
Met Tower Global Funding 4 10/1/2027	58989V2J2	31,100,000.00	30,778,834.74	30,575,654.00	S&P-AA-	Moody's-Aa3	1.58	1,004	1,004	10/1/2027		4.401	2.61
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,477,485.25	17,433,325.00	S&P-AA-	Moody's-Aa3	0.89	80	80	3/21/2025		3.420	0.22
MetLife 3.45 12/18/2026	59217GBY4	14,899,000.00	14,323,259.01	14,589,100.80	S&P-AA-	Moody's-Aa3	0.76	717	717	12/18/2026		5.620	1.91
MetLife 3.45 12/18/2026	59217GBY4	14,088,000.00	13,760,637.39	13,794,969.60	S&P-AA-	Moody's-Aa3	0.72	717	717	12/18/2026		4.730	1.91
MetLife 4.4 6/30/2027	59217GFB0	15,000,000.00	14,815,676.46	14,910,600.00	S&P-AA-	Moody's-Aa3	0.76	911	911	6/30/2027		4.942	2.39
MetLife 4.85 1/16/2027	58989V2G8	25,000,000.00	25,042,090.82	25,093,250.00	S&P-AA-	Moody's-Aa3	1.27	746	746	1/16/2027		4.760	1.93
Morgan Stanley 4.754 4/21/2026	61690U4T4	10,000,000.00	9,877,037.71	10,010,700.00	Fitch-AA-	Moody's-Aa3	0.51	476	476	4/21/2026		5.780	1.27
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	15,000,000.00	15,284,186.29	15,315,000.00	Fitch-AA-	Moody's-Aa3	0.76	668	638	10/30/2026	9/30/2026	4.759	1.75
Morgan Stanley 5.882 10/30/2026-26	61690U7W4	20,000,000.00	20,367,176.27	20,420,000.00	Fitch-AA-	Moody's-Aa3	1.02	668	638	10/30/2026	9/30/2026	4.793	1.75
Nestle Holdings 1.15 1/14/2027-26	641062AV6	8,000,000.00	7,476,368.05	7,473,360.00	S&P-AA-	Moody's-Aa3	0.41	744	713	1/14/2027	12/14/2026	4.590	2.01
New York Life 4.7 4/2/2026	64952WFB4	10,000,000.00	9,913,328.44	10,017,800.00	S&P-AA+	Moody's-Aaa	0.51	457	457	4/2/2026		5.450	1.22
New York Life 4.7 4/2/2026	64952WFB4	11,890,000.00	11,779,891.67	11,911,164.20	S&P-AA+	Moody's-Aaa	0.60	457	457	4/2/2026		5.501	1.22
New York Life 4.9 4/2/2027	64953BBM9	20,000,000.00	20,000,000.00	20,118,000.00	Fitch-AA-	Moody's-Aaa	1.02	822	822	4/2/2027		4.900	2.14
New York Life 5.45 9/18/2026	64953BBF4	11,000,000.00	11,005,801.39	11,164,450.00	S&P-AA+	Moody's-Aaa	0.56	626	626	9/18/2026		5.416	1.64
New York Life 5.45 9/18/2026	64953BBF4	12,500,000.00	12,598,301.56	12,686,875.00	S&P-AA+	Moody's-Aaa	0.64	626	626	9/18/2026		4.950	1.64

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
Northwestern Mutual Global 1.75 11/1/2027	66815L2F5	25,000,000.00	23,603,851.85	23,626,250.00	S&P-AA+	Moodys-Aaa	1.27	741	741	1/11/2027		4.726	1.98
Northwestern Mutual Global 4.11 9/12/2027	66815L2T5	5,650,000.00	5,593,082.18	5,573,103.50	S&P-AA+	Moodys-Aaa	0.29	985	985	9/12/2027		4.510	2.55
Northwestern Mutual Global 4.35 9/15/2027	66815L2K4	9,354,000.00	9,315,923.27	9,278,793.84	S&P-AA+	Moodys-Aaa	0.48	988	988	9/15/2027		4.510	2.55
Northwestern Mutual Global 4.35 9/15/2027	66815L2K4	15,000,000.00	14,946,969.05	14,879,400.00	S&P-AA+	Moodys-Aaa	0.76	988	988	9/15/2027		4.488	2.55
Northwestern Mutual Global 5.07 3/25/2027	66815L2R9	21,000,000.00	21,029,068.06	21,180,180.00	S&P-AA+	Moodys-Aaa	1.07	814	814	3/25/2027		5.000	2.11
Northwestern Mutual Global 5.07 3/25/2027	66815L2R9	15,000,000.00	15,154,901.12	15,128,700.00	S&P-AA+	Moodys-Aaa	0.76	814	814	3/25/2027		4.570	2.11
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,936,242.98	4,917,650.00	S&P-AA-	Moodys-Aa3	0.25	175	175	6/24/2025		4.050	0.48
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,966,648.73	19,199,600.00	S&P-AA-	Moodys-Aa3	1.02	469	469	4/14/2026		5.750	1.28
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,955,385.51	19,199,600.00	S&P-AA-	Moodys-Aa3	1.02	469	469	4/14/2026		5.800	1.28
Pacific Life 5.5 8/28/2026	6944PL2W8	17,000,000.00	16,989,323.19	17,231,030.00	S&P-AA-	Moodys-Aa3	0.86	605	605	8/28/2026		5.539	1.58
Pricoa Global Funding 4.2 8/28/2025	74153WCR8	15,000,000.00	14,861,420.93	14,960,400.00	S&P-AA-	Moodys-Aa3	0.76	240	240	8/28/2025		5.696	0.65
Pricoa Global Funding 5.55 8/28/2026	74153WCT4	10,000,000.00	10,122,726.81	10,150,500.00	S&P-AA-	Moodys-Aa3	0.51	605	605	8/28/2026		4.747	1.58
Protective Global Life 1.303 9/20/2026	74368CBH6	10,000,000.00	9,296,428.25	9,438,200.00	S&P-AA-	Fitch-AA-	0.51	628	628	9/20/2026		5.800	1.70
Protective Global Life 4.714 7/6/2027	74368CBP8	7,655,000.00	7,432,579.64	7,645,431.25	S&P-AA-	Fitch-AA-	0.39	917	917	7/6/2027		6.019	2.35
Protective Global Life 4.714 7/6/2027	74368CBP8	6,000,000.00	5,825,666.60	5,992,500.00	S&P-AA-	Fitch-AA-	0.30	917	917	7/6/2027		6.019	2.35
Protective Global Life 4.714 7/6/2027	74368CBP8	14,000,000.00	14,028,948.63	13,982,500.00	S&P-AA-	Fitch-AA-	0.71	917	917	7/6/2027		4.624	2.35
Protective Global Life 5.366 1/6/2026	74368CBQ6	17,295,000.00	17,202,778.55	17,401,883.10	S&P-AA-	Fitch-AA-	0.88	371	371	1/6/2026		5.930	0.98
Protective Global Life 5.366 1/6/2026	74368CBQ6	10,000,000.00	9,957,876.52	10,061,800.00	S&P-AA-	Fitch-AA-	0.51	371	371	1/6/2026		5.810	0.98
Protective Global Life 5.366 1/6/2026	74368CBQ6	15,016,000.00	14,961,124.20	15,108,798.88	S&P-AA-	Fitch-AA-	0.76	371	371	1/6/2026		5.750	0.98
Roche Holdings 2.314 3/10/2027	771196BV3	15,440,000.00	14,691,459.11	14,730,223.20	S&P-AA	Moodys-Aa2	0.78	799	799	3/10/2027		4.716	2.13
Roche Holdings 2.375 1/28/2027-26	771196BL5	11,725,000.00	11,241,254.13	11,230,791.25	S&P-AA	Moodys-Aa2	0.60	758	666	1/28/2027	10/28/2026	4.524	2.02
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,059,864.44	10,140,200.00	S&P-AA	Moodys-Aa2	0.51	682	651	11/13/2026	10/13/2026	4.916	1.79
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,125,288.39	10,140,200.00	S&P-AA	Moodys-Aa2	0.51	682	651	11/13/2026	10/13/2026	4.540	1.79
Southern California Gas Co. 3.2 6/15/2025-25	84243ACP5	17,000,000.00	16,875,245.81	16,867,230.00	Fitch-AA-	Moodys-Aa3	0.86	166	74	6/15/2025	3/15/2025	4.919	0.46
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,992,952.49	9,962,600.00	S&P-AA	Moodys-Aa1	0.51	121	121	5/1/2025		3.600	0.33
Walmart 3.95 9/9/2027-27	931142EX7	17,500,000.00	17,284,413.70	17,328,325.00	S&P-AA	Moodys-Aa2	0.89	982	973	9/9/2027	8/31/2027	4.450	2.55
Sub Total / Average Corporate Notes 50% Maximum		902,648,000.00	889,909,476.28	892,889,843.78			45.86	682	670			4.796	1.79
LGIP 100% Maximum													
Commonwealth of Virginia LGIP	LGIP0549	46,972,569.92	46,972,569.92	46,972,569.92	S&P-AAA	NR	2.39	1	1	N/A	N/A	4.720	0.00
Sub Total / Average LGIP 100% Maximum		46,972,569.92	46,972,569.92	46,972,569.92			2.39	1	1			4.720	0.00
Money Market60% Maximum													
Freedom Bank ICS MM	MM2554	5,505,567.76	5,505,567.76	5,505,567.76	NR	NR	0.28	1	1	N/A	N/A	4.480	0.00
Truist MM	MM1006	3,557,377.91	3,557,377.91	3,557,377.91	NR	NR	0.18	1	1	N/A	N/A	4.420	0.00
United Bank MM	MM3272	3,728,093.66	3,728,093.66	3,728,093.66	NR	NR	0.19	1	1	N/A	N/A	4.740	0.00
Sub Total / Average Money Market60% Maximum		12,791,039.33	12,791,039.33	12,791,039.33			0.65	1	1			4.539	0.00
Municipal Bonds - US 30% Maximum													
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,631,538.91	2,600,585.80	S&P-AAA	Fitch-AAA	0.13	121	121	5/1/2025		0.650	0.33
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,912,219.35	1,856,074.50	S&P-AAA	Moodys-Aaa	0.10	305	305	11/1/2025		0.570	0.83
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,007,431.67	6,883,240.00	S&P-AA	Fitch-AA	0.36	182	182	7/1/2025		1.039	0.50
Sub Total / Average Municipal Bonds - US 30% Maximum		11,510,000.00	11,551,189.93	11,339,900.30			0.58	188	188			0.874	0.51
Municipal Bonds - Virginia 30% Maximum													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,007,632.81	6,860,560.00	S&P-AAA	Moodys-Aaa	0.36	213	213	8/1/2025		0.600	0.58
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	413,035.29	404,944.70	S&P-AA+	Moodys-Aa1	0.02	196	196	7/15/2025		0.600	0.53
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,006,474.20	4,870,150.00	S&P-AAA	Moodys-Aaa	0.25	274	274	10/1/2025		0.470	0.75
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,555,149.70	1,486,380.00	Fitch-AA+	Moodys-Aa1	0.08	517	517	6/1/2026		1.080	1.39
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,147,054.40	S&P-AA+	Moodys-Aaa	0.06	305	305	11/1/2025		0.736	0.83
VA St Resources Authority 2.45 11/1/2027	92818NHN1	4,000,000.00	3,827,669.95	3,795,720.00	S&P-AAA	Moodys-Aaa	0.20	1,035	1,035	11/1/2027		4.131	2.74
Sub Total / Average Municipal Bonds - Virginia 30% Maximum		19,090,000.00	18,989,961.95	18,564,809.10			0.97	430	430			1.352	1.16
US Agency100% Maximum													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,098,283.62	18,485,935.00	S&P-AA+	Moodys-Aaa	0.97	328	328	11/24/2025		0.610	0.90
FFCB 3.875 10/23/2029	3133ERYH8	20,125,000.00	20,007,612.24	19,638,377.50	S&P-AA+	Moodys-Aaa	1.02	1,757	1,757	10/23/2029		4.010	4.40
FFCB 4.5 3/28/2025	3133EPLF0	25,000,000.00	25,000,000.00	25,007,750.00	S&P-AA+	Moodys-Aaa	1.27	87	87	3/28/2025		4.500	0.24
FFCB 4.5 9/22/2028	3133EPWK7	10,000,000.00	9,852,618.82	10,049,700.00	S&P-AA+	Moodys-Aaa	0.51	1,361	1,361	9/22/2028		4.950	3.43
FFCB 4.75 5/28/2026	3133EPUD5	20,000,000.00	19,978,767.79	20,140,000.00	S&P-AA+	Moodys-Aaa	1.02	513	513	5/28/2026		4.834	1.37
FFCB 4.75 7/8/2026	3133EPPV7	20,000,000.00	19,991,706.07	20,147,400.00	S&P-AA+	Moodys-Aaa	1.02	554	554	7/8/2026		4.782	1.45
FFCB 4.875 4/20/2026	3133EPWD3	20,000,000.00	19,980,959.49	20,152,600.00	S&P-AA+	Moodys-Aaa	1.02	475	475	4/20/2026		4.955	1.27
FFCB 5 10/1/2025	3133ERJR3	21,000,000.00	20,994,871.43	21,105,840.00	S&P-AA+	Moodys-Aaa	1.07	274	274	10/1/2025		5.040	0.74
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,999,406.93	19,980,200.00	S&P-AA+	Moodys-Aaa	1.02	13	13	1/13/2025		1.185	0.03
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	19,739,800.00	S&P-AA+	Moodys-Aaa	1.02	162	11	6/11/2025	1/11/2025	1.280	0.44
FHLB 1.3 12/15/2025-22	3130AQSU3	25,000,000.00	24,998,507.02	24,297,750.00	S&P-AA+	Moodys-Aaa	1.27	349	349	12/15/2025		1.306	0.95
FHLB 1.4 2/18/2025-22	3130AQXQ4	25,000,000.00	25,000,000.00	24,903,000.00	S&P-AA+	Moodys-Aaa	1.27	49	49	2/18/2025		1.400	0.13

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
FHLB 3.77 9/18/2029-27	3130B2QY4	19,000,000.00	19,000,000.00	18,373,570.00	S&P-AA+	Moody's-Aaa	0.97	1,722	779	9/18/2029	2/18/2027	3.770	4.31
FHLB 3.95 10/2/2029-26	3130B32F9	22,500,000.00	22,500,000.00	21,939,750.00	S&P-AA+	Moody's-Aaa	1.14	1,736	640	10/2/2029	10/2/2026	3.950	4.33
FHLB 4.09 9/4/2029-26	3130B2M36	23,000,000.00	23,000,000.00	22,550,350.00	S&P-AA+	Moody's-Aaa	1.17	1,708	612	9/4/2029	9/4/2026	4.090	4.24
FHLB 4.1 8/28/2029-26	3130B2K95	38,000,000.00	38,000,000.00	37,252,540.00	S&P-AA+	Moody's-Aaa	1.93	1,701	605	8/28/2029	8/28/2026	4.100	4.15
FHLB 4.32 10/2/2029-25	3130B32E2	22,500,000.00	22,500,000.00	22,205,025.00	S&P-AA+	Moody's-Aaa	1.14	1,736	275	10/2/2029	10/2/2025	4.320	4.30
FHLB 4.33 10/23/2029-26	3130B3FM0	20,000,000.00	20,000,000.00	19,792,000.00	S&P-AA+	Moody's-Aaa	1.02	1,757	661	10/23/2029	10/23/2026	4.330	4.36
FHLB 4.52 3/15/2029-27	3130B0GZ6	25,000,000.00	25,000,000.00	24,758,500.00	S&P-AA+	Moody's-Aaa	1.27	1,535	804	3/15/2029	3/15/2027	4.520	3.83
FHLB 4.65 4/2/2029-27	3130B0PZ6	27,000,000.00	27,000,000.00	26,926,290.00	S&P-AA+	Moody's-Aaa	1.37	1,553	822	4/2/2029	4/2/2027	4.650	3.86
FHLB 4.7 3/22/2029-27	3130B0L64	30,000,000.00	30,000,000.00	29,948,700.00	S&P-AA+	Moody's-Aaa	1.52	1,542	811	3/22/2029	3/22/2027	4.700	3.83
FHLB 4.83 6/22/2028	3130B1SX6	31,000,000.00	31,000,000.00	31,050,840.00	S&P-AA+	Moody's-Aaa	1.57	1,269	1,269	6/22/2028		4.830	3.24
FHLB 4.87 12/17/2029	3130B45N7	20,000,000.00	20,000,000.00	19,973,000.00	S&P-AA+	Moody's-Aaa	1.02	1,812	1,812	12/17/2029		4.870	4.18
FHLB 4.92 4/19/2029-27	3130B0VM8	25,000,000.00	25,000,000.00	24,943,000.00	S&P-AA+	Moody's-Aaa	1.27	1,570	839	4/19/2029	4/19/2027	4.920	3.89
FHLB 5.03 6/26/2029-25	3130B1SW8	25,000,000.00	25,000,000.00	24,964,250.00	S&P-AA+	Moody's-Aaa	1.27	1,638	360	6/26/2029	12/26/2025	5.030	4.07
FHLB 5.04 4/20/2029-27	3130B15S2	24,000,000.00	24,000,000.00	24,096,240.00	S&P-AA+	Moody's-Aaa	1.22	1,571	840	4/20/2029	4/20/2027	5.040	3.89
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,957,000.00	S&P-AA+	Moody's-Aaa	1.27	148	59	5/28/2025	2/28/2025	4.030	0.41
Sub Total / Average US Agency100% Maximum		622,225,000.00	621,902,733.41	617,379,407.50			31.61	1,095	617			3.953	2.73
US Treasury100% Maximum													
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,982,403.62	19,890,000.00	Fitch-AA+	Moody's-Aaa	1.02	135	135	5/15/2025		3.000	0.37
Sub Total / Average US Treasury100% Maximum		20,000,000.00	19,982,403.62	19,890,000.00			1.02	135	135			3.000	0.37
Total / Average		1,968,382,504.61	1,955,250,494.97	1,953,710,585.29			100	708	551			4.518	1.82

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 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 January 31, 2025.
3. **Comments:**
 - A. **FY2025 Revenues (Attachment A):**
 - I. The Authority has received approximately \$196.7 million through January 31, 2025, transfers from the Commonwealth.
 1. \$19.3 million in Regional Congestion Relief Fees (Grantor's Tax).
 2. \$150.7 million in Regional Sales Tax.
 3. \$10 million from the Northern Virginia Transportation district fund transfer.
 4. \$16.7 million from the Interstate Operation Enhancement Program (IOEP)
 - II. January 2025 represents the fifth month of sales tax receipts for FY2025. Attachment A shows a 7.6% 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 January 2025, the FY2025 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 25.5% 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 January 2025 monthly transfers, eight member jurisdictions have completed the *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2025 Local Distribution Funds (30%).
 - II. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received, in acceptable form, by March 1st of the current fiscal year, the jurisdiction's

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

- III. Postponements of transfers have been discussed with jurisdictional staff where appropriate, and reminders are sent monthly.
- IV. As of January 2025, \$55.4 million has been distributed in FY2025 Local Distribution funds to members jurisdictions, with \$3.9 million being held pending the completion of the annual certification.

C. FY2020 to FY2025 Year over Year Revenue Comparison (Attachment C).

- I. The first chart in 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 \$42 million through December 2024. 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 year-end 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 NVTAs Estimates, through January 2025
- B. FY2025 30% Distribution by Jurisdiction, as of January 2025
- C. Sales Tax Revenue, Portfolio Income and Grantors Tax Receipts Monthly Yearly Comparisons

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

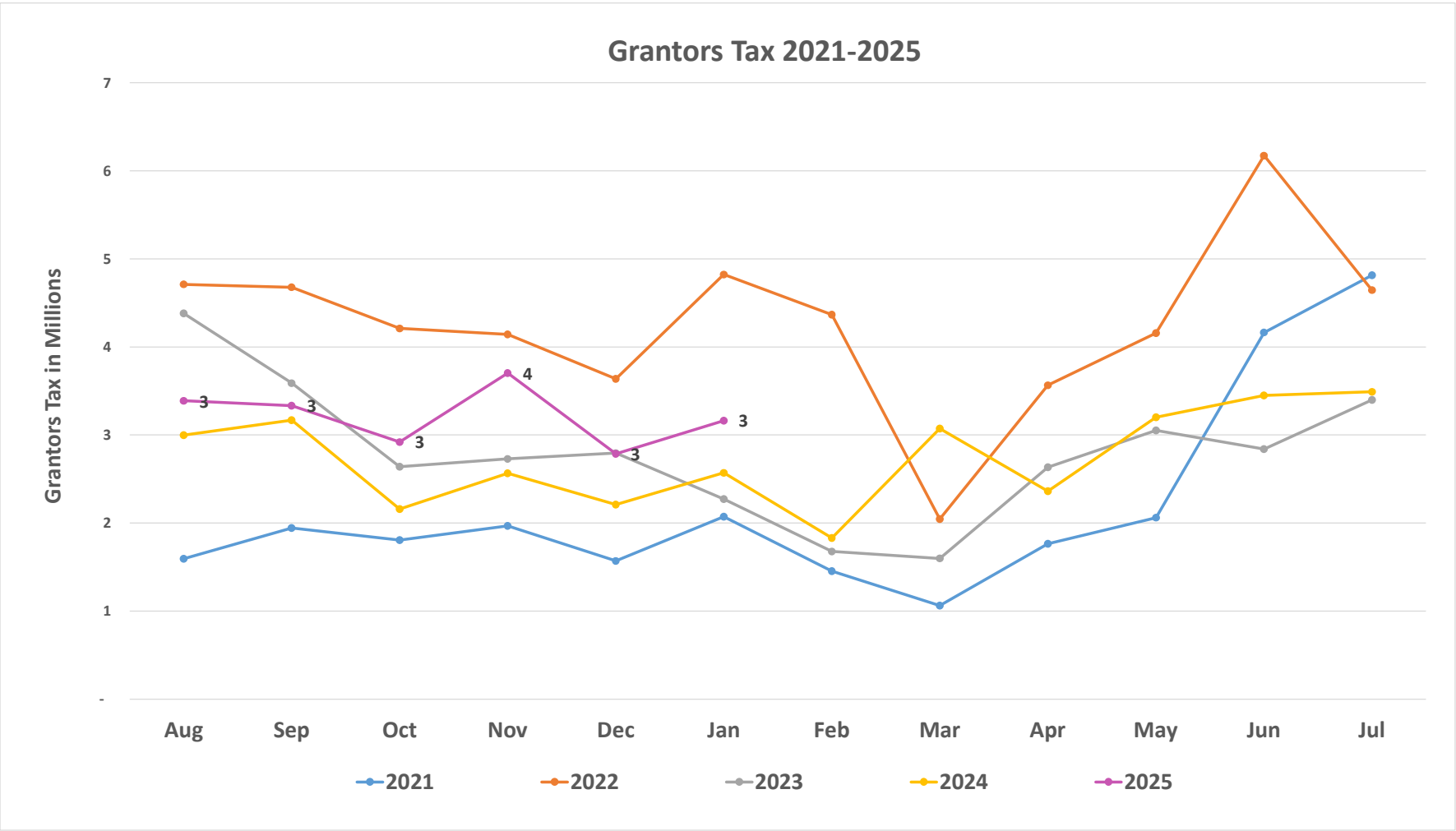
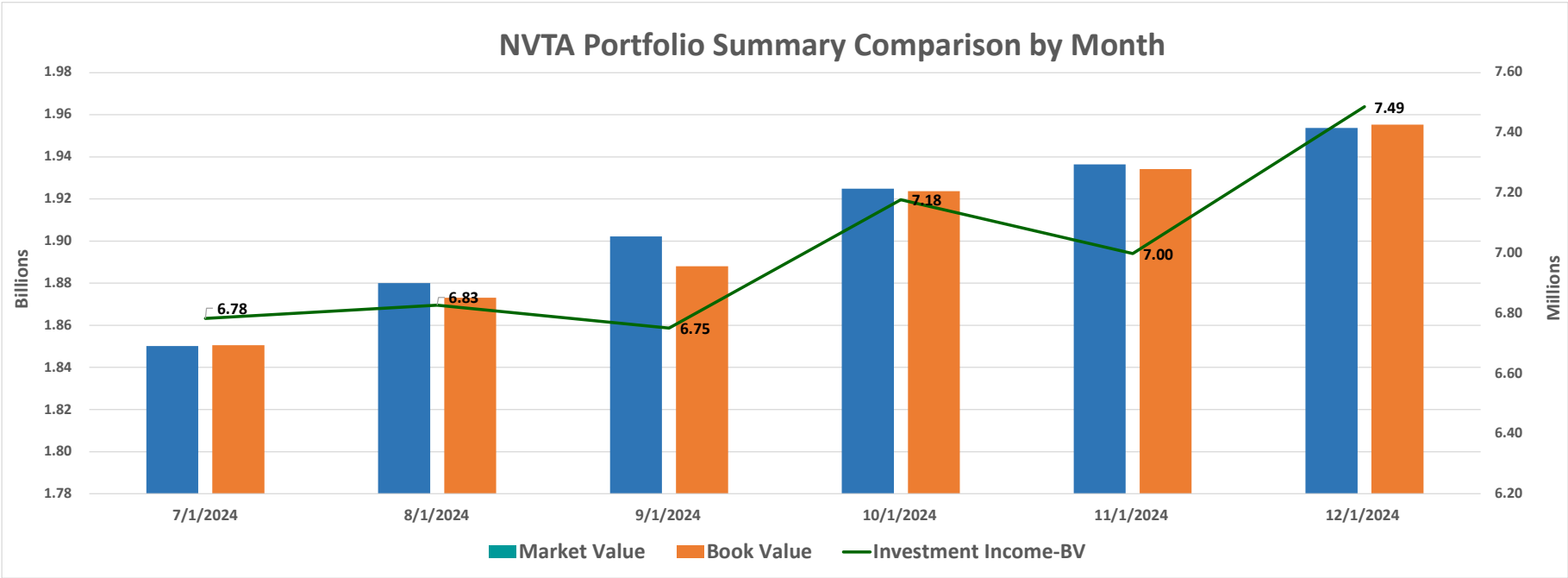
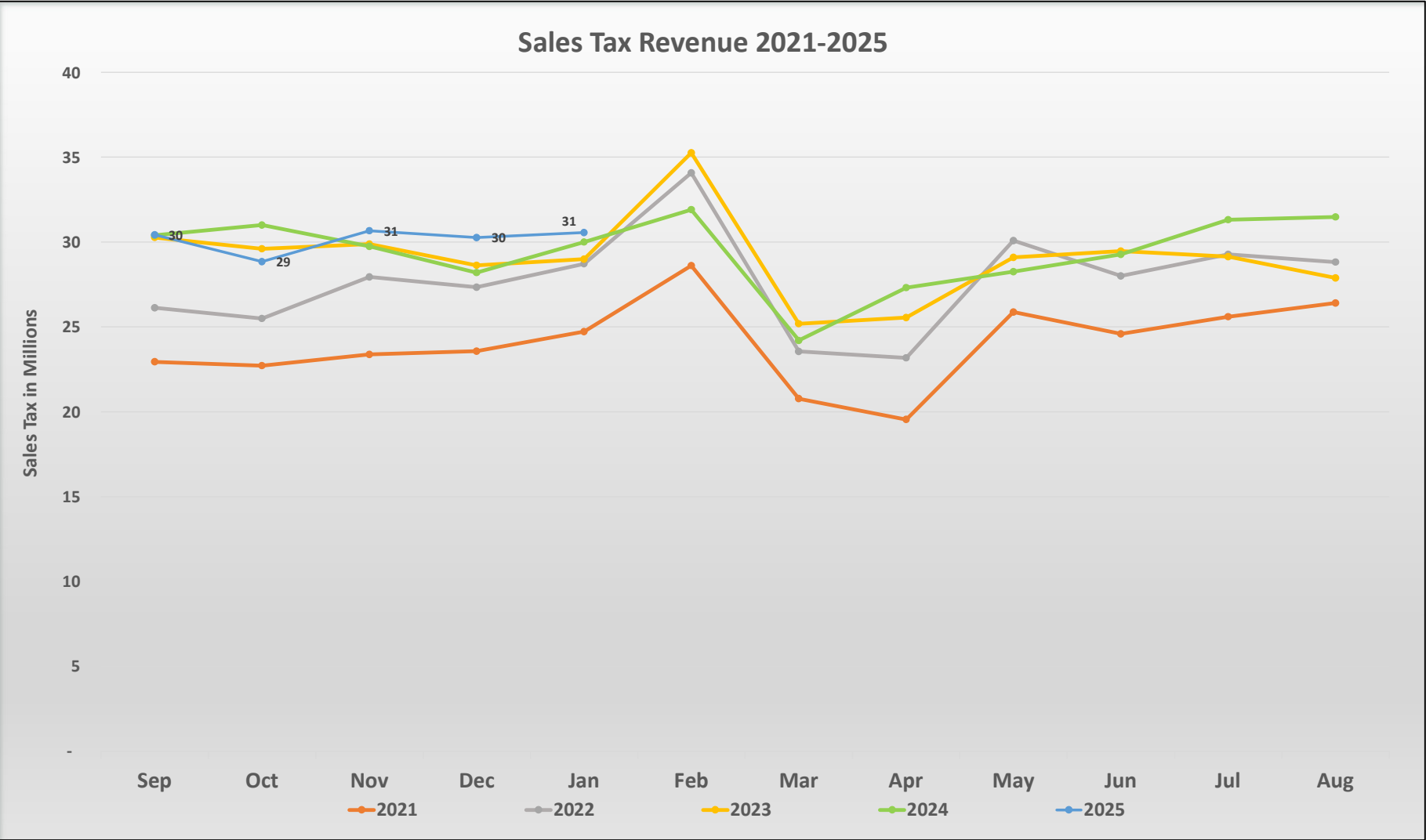
Regional Sales Tax Transaction Months	5	Received To Date	Annualized		FY2025 Budget	Annualized		
			Revenue based on YTD Receipts			Actual To Budget		
Total Sales Tax Revenue		\$ 150,744,053	\$ 361,785,727		\$ 336,077,528	\$ 25,708,199		7.6%
Interstate Operation Enhance Program Transaction Months	1	Received To Date	Annualized		FY2025 Budget	Annualized		
			Revenue based on YTD Receipts			Actual To Budget		
Interstate Operation Enhance Program		\$ 16,744,248	16,744,248		\$ 21,333,206	\$ (4,588,958)		-21.5%
Regional Congestion Relief Fee Transaction Months	6	Received To Date	Annualized		FY2025 Budget	Annualized		
			Revenue based on YTD Receipts			Actual To Budget		
Total Regional Congestion Relief Fee		\$ 19,300,464	\$ 38,600,928		\$ 51,784,117	(13,183,189)		-25.5%
NVTD Transfer from COVA Transaction Months	2	Received To Date	Annualized		FY2025 Budget	Annualized		
			Revenue based on YTD Receipts			Actual To Budget		
Total NVTD Transfer from COVA		\$ 10,000,000	\$ 20,000,000		\$ 20,000,000	\$ -		0.0%
Total Revenue Received		\$ 196,788,765	437,130,903		\$ 429,194,851	\$ 7,936,052		1.85%

ATTACHMENT B.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY											
FY2024 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through January 2025											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	Interest 12/31/2024 Accrued Interest (1)	As of 12/31/2024 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,128,863.62	\$ 9,941,467.89	\$ 1,370,443.80	\$ 679,103	\$ 23,285.49	\$ 13,143,163.35	\$ 3,942,949.01	\$ 15,505.91	\$ -	\$ 3,958,454.92	\$ -
Arlington County	\$ 1,601,250.37	\$ 14,100,277.88	\$ 1,568,308.20	\$ 966,201	\$ 32,628.02	\$ 18,268,665.60	\$ 5,480,599.68	\$ 21,552.83	\$ 4,579,065.13	\$ 923,087.38	\$ 5,502,152.51
City of Fairfax	\$ 382,945.47	\$ 3,269,566.43	\$ 267,479.30	\$ 228,843	\$ 7,490.86	\$ 4,156,324.81	\$ 1,246,897.44	\$ 4,903.51	\$ -	\$ 1,251,800.95	\$ 1,251,800.95
Fairfax County	\$ 7,004,043.82	\$ 61,976,737.18	\$ 8,598,235.75	\$ 4,188,604	\$ 144,953.99	\$ 81,912,575.13	\$ 24,573,772.54	\$ 96,638.03	\$ 20,568,355.67	\$ 4,102,054.90	\$ 24,670,410.57
City of Falls Church	\$ 183,321.63	\$ 1,567,497.73	\$ 101,785.40	\$ 110,172	\$ 3,256.70	\$ 1,966,033.42	\$ 589,810.03	\$ 2,319.47	\$ 496,529.32	\$ 95,600.18	\$ 592,129.50
Loudoun County	\$ 3,300,902.96	\$ 30,982,820.74	\$ 4,187,040.35	\$ 1,952,834	\$ 73,756.85	\$ 40,497,354.99	\$ 12,149,206.50	\$ 47,777.58	\$ 9,942,428.92	\$ 2,254,555.16	\$ 12,196,984.08
City of Manassas	\$ 397,592.84	\$ 3,816,108.22	\$ 305,705.70	\$ 235,287	\$ 8,123.52	\$ 4,762,817.11	\$ 1,428,845.13	\$ 5,619.03	\$ 1,193,520.01	\$ 240,944.15	\$ 1,434,464.16
City of Manassas Park	\$ 85,371.43	\$ 785,571.79	\$ 92,892.50	\$ 51,367	\$ 1,892.55	\$ 1,017,095.75	\$ 305,128.73	\$ 1,199.94	\$ 263,195.48	\$ 43,133.19	\$ 306,328.67
Prince William County	\$ 2,659,955.86	\$ 24,304,005.17	\$ 2,808,572.90	\$ 1,587,589	\$ 53,943.87	\$ 31,414,066.62	\$ 9,424,219.99	\$ 37,061.38	\$ 7,889,286.95	\$ 1,571,994.42	\$ 9,461,281.37
Total Revenue	\$ 16,744,248.00	\$ 150,744,053.03	\$ 19,300,463.90	\$ 10,000,000.00	\$ 349,331.85	\$ 197,138,096.78	\$ 59,141,429.05	\$ 232,577.68	\$ 44,932,381.48	\$ 14,441,625.25	\$ 55,415,551.81
Interest 12/31/2024						\$ 197,138,096.78	\$ 59,141,429.05				\$ 59,374,006.73



FY2025 January 2025



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 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 December 31, 2024, 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 December 31, 2024, the attached Income Statement shows the Authority has utilized 40% of its FY2025 expenditure budget through 50% 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 December budget report includes \$121,895 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.** During the second quarter of the fiscal year, the Authority earned \$90,231 in investment income from interest accrued on allocated budgeted funds deposited in the Local Government Investment Pool (LGIP).
 - F.** As of December 31, 2024, all expense categories remained within the approved budget.
 - G.** The attached statement provides a summary of total Operating Budget income and expenditure activity through December 31, 2024.

Attachment: FY2025 Monthly Operating Budget through December 31, 2024

01/28/25

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Page: 1 of 2

11:09:46

Income Statement

Report ID: LB170A

For the Accounting Period: 12 / 24

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current				
		Month	Current YTD	Budget	Variance	%
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	183,404.80	1,127,690.96	2,789,052.00	1,661,361.04	40
130	Health, Dental & Vision Benefits	16,268.78	116,242.87	479,391.00	363,148.13	24
131	Payroll Taxes	9,832.73	71,466.62	218,222.00	146,755.38	33
132	Retirement VRS	3,856.43	64,958.01	221,288.00	156,329.99	29
133	Life Insurance		10,966.08	37,372.00	26,405.92	29
134	FSA/DCA	41.33	185.65	1,440.00	1,254.35	13
135	Workers Comp		1,394.00	3,066.00	1,672.00	45
137	Disability Insurance	4,646.32	16,508.04	26,770.00	10,261.96	62
	Total Account	218,050.39	1,409,412.23	3,776,601.00	2,367,188.77	37
420000	Professional Services					
210	Audit & Accounting Services	8,000.00	29,250.00	61,000.00	31,750.00	48
220	Bank Service			750.00	750.00	
230	Insurance		14,791.00	15,145.00	354.00	98
240	Payroll & Human Resoueces Services	381.41	2,620.95	8,728.00	6,107.05	30
260	Public Outreach & Regional Event Support	16,244.42	23,531.15	68,456.00	44,924.85	34
261	Legal/Bond Counsel Services			75,000.00	75,000.00	
262	Financial Advisor Services		5,740.00	10,000.00	4,260.00	57
263	Bond Trustee Fees		2,687.50	2,800.00	112.50	96
264	Legislative Services	11,248.48	41,580.65	87,125.00	45,544.35	48
265	Investment Custody Fees		5,000.00	25,000.00	20,000.00	20
	Total Account	35,874.31	125,201.25	354,004.00	228,802.75	35
430000	Technology/Communication					
310	Financial Reporting & Invest Monitoring/Mgt		39,788.00	83,980.00	44,192.00	47
330	IT Support Svc Incl Hosting	4,254.32	20,019.64	54,177.00	34,157.36	37
335	GIS/Project Mgt/Modeling	2,200.00	61,543.18	166,250.00	104,706.82	37
340	Phone Service & Video Srvc Chgs	1,477.22	7,765.41	20,858.00	13,092.59	37
350	Web Develop & Hosting	19,510.22	78,206.08	268,200.00	189,993.92	29
940	Equip/Computer HW SW & Peripheral	1,792.00	52,865.44	12,575.00	-40,290.44	420
	Total Account	29,233.76	260,187.75	606,040.00	345,852.25	43
440000	Administrative Expenses					
405	Building/Office Related Expenses	91.20	1,233.69	1,000.00	-233.69	123
410	Advertisement		1,324.00	6,400.00	5,076.00	21
411	Memberships & Subscriptions	356.35	8,081.69	25,400.00	17,318.31	32
412	Duplication & Printing	1,205.36	6,515.76	13,550.00	7,034.24	48
414	Hosted Meeting Expenses	315.19	4,927.40	6,200.00	1,272.60	79
415	Local Travel/Commuter Benefits	670.87	3,047.98	11,300.00	8,252.02	27
416	Office Transition Costs	4,653.00	22,348.31		-22,348.31	
417	Office Lease	39,153.10	215,326.92	465,769.00	250,442.08	46
418	Office Supplies	146.16	2,543.79	6,765.00	4,221.21	38
419	Postage & Delivery	3.43	13.72	700.00	686.28	2
420	Professional Development		1,692.86	28,680.00	26,987.14	6
421	Professional Outreach	-34.75	7,848.03	22,810.00	14,961.97	34

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 12 / 24

Page: 2 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				
		Current Month	Current YTD	Budget	Variance	%
945	Office Furniture & Fixtures	-1,422.03	50,544.18	17,580.00	-32,964.18	288
	Total Account	45,137.88	325,448.33	606,154.00	280,705.67	54
	Total Expenses	328,296.34	2,120,249.56	5,342,799.00	3,222,549.44	40
	Net Income from Operations	-328,296.34	-2,120,249.56			
	Other Revenue					
370000	Investment Earnings	23,216.07	90,230.73		90,230.73	
383000	Transfer Operating Budget from Regional		5,025,647.00	5,025,647.00		100
						102
	Total Other Revenue	23,216.07	5,115,877.73	5,025,647.00	90,230.73	102
	Other Expenses					
521000	Transfers					
820	Transfer to Operating Reserve			990,440.00	990,440.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			1,040,440.00	1,040,440.00	
	Total Other Expenses	0.00	0.00	1,040,440.00	1,040,440.00	
	Net Income	-305,080.27	2,995,628.17			

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: April 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 March 19, 2025, at 7 PM in-person at the NVTA office. Seven (7) committee members attended the meeting, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of January 15, 2025, Meeting:** The meeting summary for the meeting of January 15, 2025, was approved unanimously.
4. **Information Items:**
 - A. **PDP-BRT Update:** Mr. Jasper and Ms. Leven, the National Planning Lead for Transit and Shared Mobility at Cambridge Systematics, presented a project status update, explanation of the analysis evaluation and scenario tests, and next steps for the Preliminary Deployment Plan for Bus Rapid Transit System in Northern Virginia (PDP-BRT). The presentation illustrated that the PDP-BRT is nearing completion of Phase 2 (Analysis) and entering Phase 3 (Public Engagement). Ms. Leven provided an overview of the individual route and system-wide evaluations of the proposed BRT system for 2045. The analysis considered the impacts of incremental improvements along the proposed BRT system, including 28 routes across the region. The analysis included evaluating improved accessibility, construction and operational costs, and estimated boardings and ridership on the proposed routes. After reviewing the standard forecast, Mr. Jasper and Ms. Leven explained the three scenario tests which were also evaluated, as well as their respective impacts. They closed out the presentation by describing the next steps in the Public Engagement phase and what to expect before the PDP-BRT is anticipated for NVTA approval in July 2025.
 - B. **NVTA Five-Year Strategic Plan Update:** Ms. Sink explained the history of NVTA's 2017 Five-Year Strategic Plan and the next steps in developing the 2025 Five-Year Strategic Plan. She outlined the proposed Vision, Mission, Core Values, and four Goals in the plan. Lastly, she reviewed the timeline, which includes anticipated NVTA adoption of the updated plan in fall 2025.

- C. Project Status Update:** Ms. Sink presented the Project Status Update Report that is provided to the Authority each month. She explained the graphs, abridged project list of SPAs with substantive project status updates, and the importance of receiving monthly updates from project sponsors.
 - D. NVTa Update:** Mr. Jasper invited committee members to attend the 10th annual Northern Virginia Transportation Roundtable on April 9th at the Virginia Tech Innovation Campus in Alexandria. He also described the expected topics for the April Authority meeting.
- 5. Next steps:** The next scheduled meeting for the TAC is on April 16, 2025, in person at the NVTa offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: April 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 March 26, 2025, at 6:30 p.m. This was an in-person meeting held at NVTa offices, with six members present in-person, and one member participating virtually. The meeting was also livestreamed on YouTube.

Attendees (in-person): Mayor Colbert (chair), Supervisor Walkinshaw (Fairfax County), Supervisor Glass (Loudoun County), Supervisor Angela-Franklin (Prince William County), Council Member Peterson (City of Fairfax), Vice Mayor Hedrick (Town of Herndon).

Attendee (virtual): Board Member Spain (Arlington County).

3. **Action Items:**
 - A. **Summary notes of November 20, 2024, and January 22, 2025, meetings:** The meeting summary notes were approved unanimously.
 - B. **2025 meeting calendar:** Proposed meeting dates and times were approved unanimously. The committee will meet on the fourth Wednesday of the month, at 6:30 p.m., with two exceptions – there will be no meetings scheduled in August, and the November and December meetings will be held on the third Wednesday to accommodate the holidays.
4. **Discussion/Information items:**
 - A. **PDP-BRT Update:**

Mr. Jasper provided a brief background on NVTa's Preliminary Deployment Plan for a Regional Bus Rapid Transit system (PDP-BRT), introducing project consultant Ms. Dalia Leven. Ms. Leven presented the systemwide performance metrics (weekday boardings, modal shifts, and job accessibility) from the Phase 2 Analysis. These metrics were tested against three alternative scenarios: Post-pandemic 'New Normal', BRT-oriented Land Use, and Transportation Incentives and Pricing. In Phase 3, NVTa will launch a series of public engagement events to share these findings, raise awareness, and solicit feedback on the draft plan.

B. NVTa Five-Year Strategic Plan Update:

The Authority approved its first Five-Year Strategic Plan in 2017. Since then, staff have provided progress updates in 2018, 2019, 2020, and a close out report in 2024. Ms. Sink presented the ongoing staff efforts to update and refine this plan, covering topics such as the draft vision, mission, core values, and related goals, as well as the timeline for Authority adoption.

C. Project Status Update:

Each month, staff solicits project (NVTa regional fund) progress information from project sponsors. Based on this information, staff drafts Monthly Status Reports to show progress of project implementation. Ms. Sink presented on various aspects of this report, highlighting a breakdown of individual project contracts (Standard Project Agreements, or SPAs) by six status categories, substantive progress information, and a list of projects that have not provided recent updates.

Committee members clarified a few points on these presentations with NVTa staff and PDP-BRT consultant team.

D. NVTa Update: Ms. Backmon updated committee on the April Authority meeting agenda items. These include a presentation on NVTa's Strategic Plan and project status reporting (similar to today's meeting), as well as the approval of two Standard Project Agreements for City of Fairfax and Fairfax County, and the FY2031 project recommendations for federal CMAQ-RSTP funds. She highlighted key action items on the agenda, including the adoption of the NVTa 70% regional and 30% local distribution fund and operating budgets, and the Call for Regional Transportation Project (CfRTP) for the FY2026-2031 Six Year Program. Ms. Backmon also noted that the Commonwealth Transportation Board's Spring Six Year Improvement Program meeting for northern Virginia will be held at the VDOT Northern Virginia district office will on May 8th at 5 p.m., which overlaps with the May 8 Authority meeting.

5. Next Steps: Committee members will receive updates on the PDP-BRT project and upcoming activities related to the Six Year Program.

CEO Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 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. ULI TAP Stakeholder Roundtable: On January 30, Alyssa Beyer, Regional Transportation Planner, participated in the Urban Land Institute's (ULI) Technical Assistance Panel (TAP) Stakeholder Roundtable regarding Gordon Road Triangle in the City of Falls Church. The event led to a series of recommendations regarding implementing strategies for reinvestment, identifying public-private partnerships for financing and redevelopment, adjusting land uses, and improving transportation connections. NVTa participated in the transportation stakeholder group, which discussed challenges and opportunities regarding connectiveness and accessibility within the Gordon Road Triangle. Within the final recommendations, the TAP recognized the beneficial impacts of NVTa's two related investments, the [West Falls Church Access to Transit and Multimodal Connectivity](#) and [West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project](#). The stakeholder group also discussed the impacts and logistical needs of Envision Route 7 Bus Rapid Transit. NVTa staff appreciated the opportunity to participate in the TAP Stakeholder Roundtable and look forward to seeing the ULI's final report.

B. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT): Public Engagement Begins on April 16, 2025: The PDP-BRT will refine and evaluate the BRT system identified in the current version of TransAction, adopted in December 2022. The PDP-BRT kicked off on October 31, 2023, and NVTa launched a dedicated PDP-BRT webpage in early February 2024 (<https://thenovaauthority.org/brt/>). Phase 1 of the PDP-BRT, which is divided into four phases, included several key activities. These 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 finalizing the network for evaluating operational, financial, and governance analyses, as well as ranking the potential corridors. The PDP-BRT efforts are guided by the BRT Planning Working Group, which includes

members from jurisdictions and agencies across Northern Virginia, as well as key stakeholders from the broader Metro Washington DC region. The Working Group convened in December 2024 and February 2025 to review the results of 28 individual route-level and system-level analyses of the system. The team has started [Phase 3](#) and is currently preparing for public engagement through an online feedback questionnaire. Four focus group meetings have already been held, providing invaluable feedback on the development of the questionnaire. Pop-up events across the region are being finalized to promote community feedback. Subsequent to the public engagement, which is expected to be scheduled from April 16 to May 18, a report will be finalized and presented to the Authority for consideration in July 2025.

Full details of public engagement will be available on NVRTA's BRT webpage listed above.

- C. DMVMoves:** In addition to the work of the DMVMoves Task Force and Advisory Committees, four NVRTA staff members are participating in separate working groups on various components of an action plan for enhancing transit services. These working groups meet monthly and are chaired by staff from MWCOG/TPB and WMATA. The action plan is expected to be completed by June 2025.
- D. Save the Date – 10th Annual Northern Virginia Transportation Roundtable:** The 10th Annual Northern Virginia Transportation Roundtable will take place on Wednesday, April 9, 2025, from 8:30 a.m. to 11:00 a.m. This milestone event will be hosted in partnership with the Intelligent Transportation Society of Virginia (ITSVA) and Virginia Tech and will take place at the Virginia Tech Innovation Campus in Alexandria. This is the first-ever *free*, in-person event, made possible through the generous support of our sponsors: [MoboTrex](#), [Traffic Systems & Technology](#), [Foursquare ITP](#), [Cambridge Systematics](#), and [Q-Free](#).

This year's Roundtable theme is "**A Decade of Innovation: Reflecting on the Past, Shaping the Future**" and will explore the evolution of transportation technology in Northern Virginia over the past decade and look ahead to the future of transportation technology. In addition to transportation leaders from across the region, this year's Roundtable will feature a Virginia Tech student presentation on the Resilience of Vehicle-to-Everything (V2X) technology. Attendees will also have the opportunity to engage with the Virginia Tech Transportation Institute's Level 4 Autonomous Ford F-150.

Registration is now open and space is limited, so consider registering today [here](#). Event highlights will be shared in the coming weeks.



Outreach Events

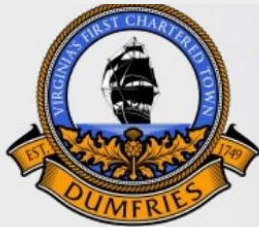
WTS-DC

On March 3rd, Monica Backmon was a panelist at the WTS DC Chapter's event | Empowering Excellence: Building a Community of Support and Success. This event focused on women's advancement in transportation highlighting issues of gender equality, ageism, and racism, as well as strategies for empowering mid-career women. Several staff members were present, joining the conversation on creating lasting change in the industry.



Town of Dumfries Council Meeting

On March 18th Monica Backmon addressed the Dumfries Town Council, spotlighting the Authority's investments in both Dumfries and Prince William County. With nearly \$141 million allocated to Dumfries through Regional and Local Funds, these investments are driving improvements in connectivity and infrastructure, fostering long-term growth, and enhancing mobility throughout the region.



Town of Dumfries Council Meeting



Women Rise

On March 27th, NVTA CEO Monica Backmon participated in a panel alongside influential women leaders in transportation and infrastructure. The distinguished panel included Jennifer Mitchell, EVP of Strategy and Planning at Amtrak, and Grey Callaham, Senior VP of Legal at Clark Construction. The session was expertly moderated by Amanda Baxter, Group Executive for North America and Corporate Development at Atlas Arteria. The panelists shared inspiring career insights with a diverse audience of women from the Women Rise group, an initiative led by Dalia Palchik, Supervisor of Fairfax County's Providence District.





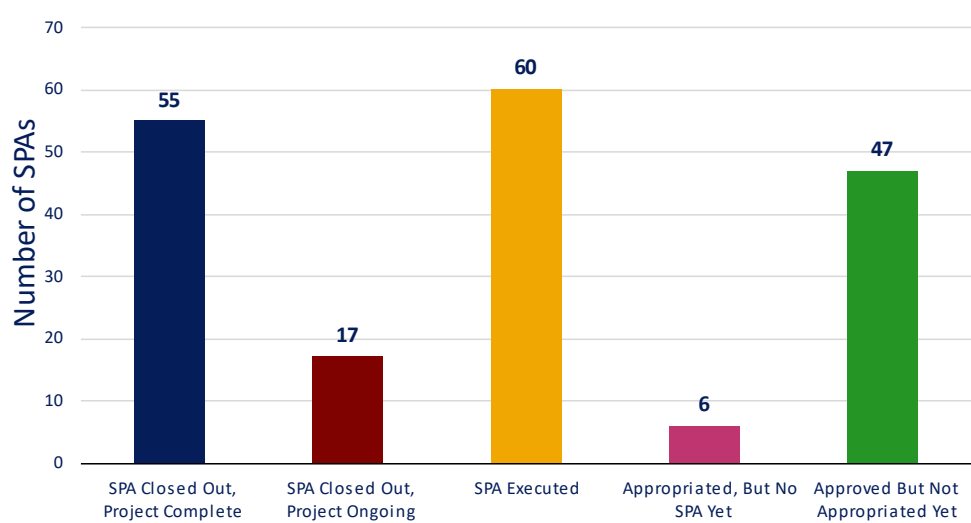
Project Status Update

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 185 SPAs across the different categories, these represent 139 unique projects.

Status: Number of SPAs by Category



5 Classification Categories and Stages of a SPA

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

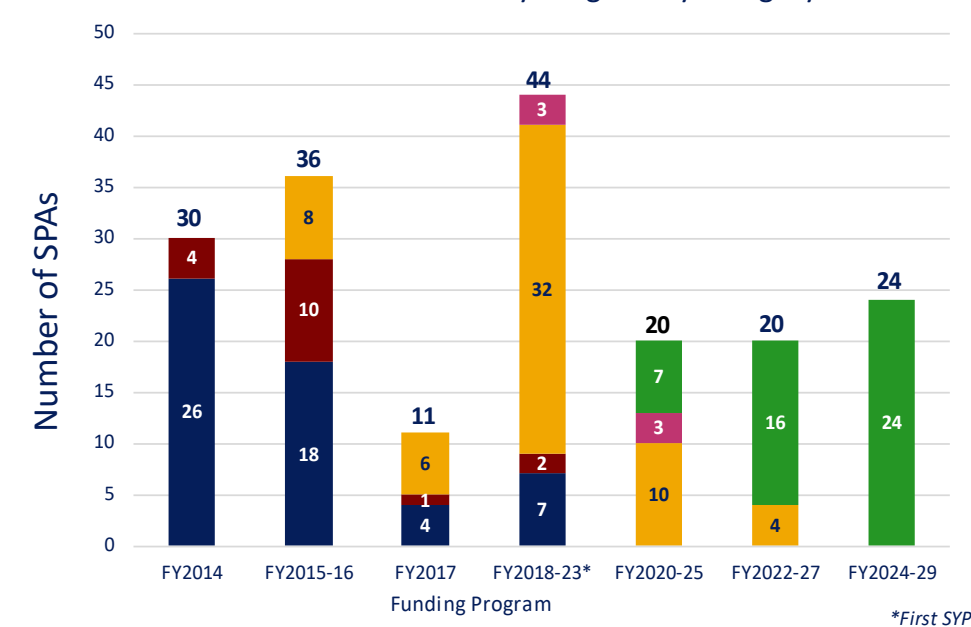
SPA closed out, Project ongoing: SPA has been closed out and NVTA funding has completed. Overall project however, is still ongoing.

SPA Executed: SPA has been approved by NVTA.

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

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

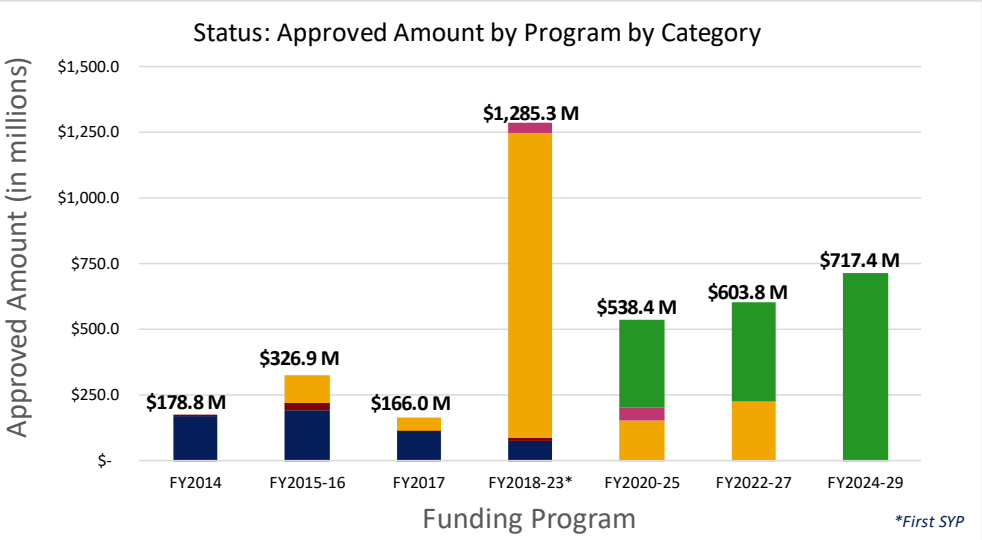
Status: Number of SPAs by Program by Category



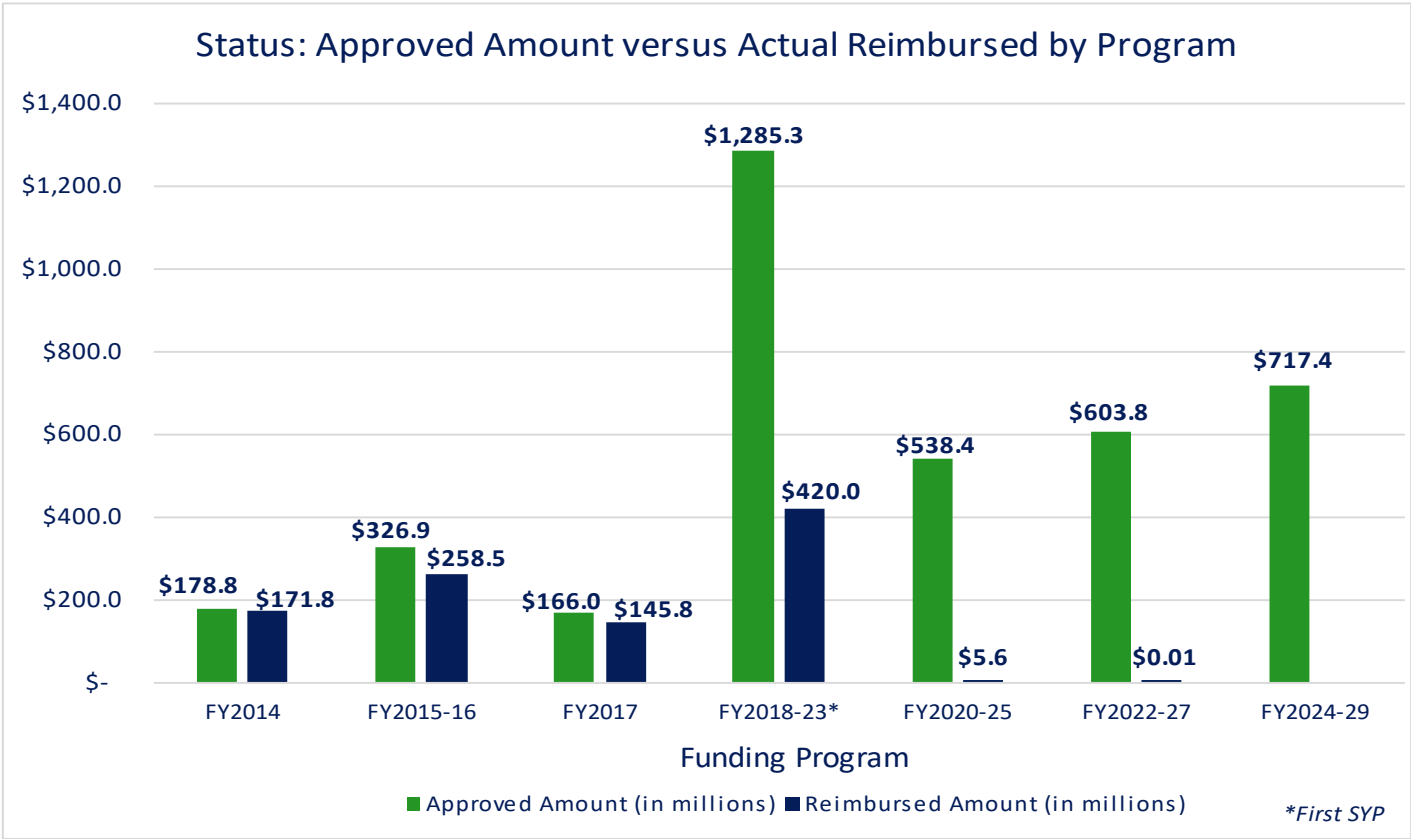
Note: NVTA’s updates to the Six Year Program (SYP) allocate revenues from two future (outer) fiscal years (e.g., the FY2024-2029 SYP allocates funding for FY2028 and FY2029)

Project Status – Revenue Allocated, Appropriated and Reimbursed as of 3/25/2025

NVTA has **allocated** a total of: **\$3,816,763,918**
NVTA has **appropriated** a total of: **\$2,388,299,169**
NVTA has **reimbursed** a total of: **\$1,001,909,297**



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



City of Fairfax: Chain Bridge Road/Eaton Place Intersection Improvements

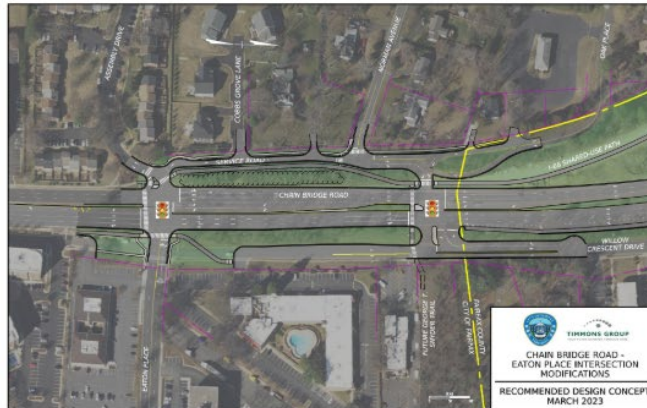
- **Public Comment open on the [Engage Fairfax Webpage](#) until April 5th**

NVTA has \$10.75 million invested in this project.

Planned Improvements

The city plans to keep the intersection signalized but reconfigure the approaches to improve traffic flow and safety on Chain Bridge Road. The plan will leverage the new signal north of Eaton Place to relieve pressure from the primary intersection at Eaton Place and Chain Bridge Road. The frontage road signals on Chain Bridge Road will be removed, thereby simplifying the intersection.

The intersection improvements can be completed using \$10.7M awarded from the Northern Virginia Transportation Authority.



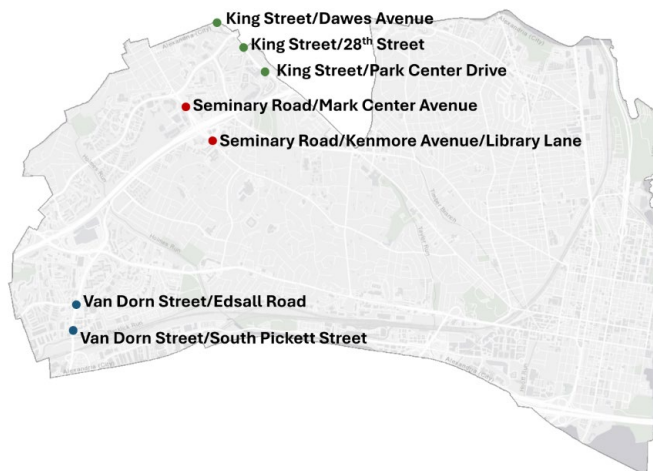
Recommended Design Endorsed by City Council

Screenshot from the Engage Fairfax Chain Bridge Road Public Comment Page

City of Alexandria: West End High-Crash Intersection Safety Audits

- **Online feedback open on the [Project Webpage](#) until April 28th**

NVTA has \$3 million invested in this project.



Substantive Project Status Updates

Substantive changes reported by the project sponsor for the period February 22, 2025- March 21, 2025, are outlined below.

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

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Arlington County	Glebe Road Corridor ITS Improvements (FY2015)	Construction is ongoing at the intersection of N. Glebe Road & Chain Bridge Road with revised construction completion date of 05/01/2025.	FY2015: 34%
Arlington County	Intelligent Transportation System Improvements (FY2018-23)	Construction of three intersections are ongoing with anticipate construction completion date pushed from 6/30/2025 to 08/1/2025.	FY2018-23: 32%
Fairfax County	Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY2015/FY2017/FY2018-23/FY2020-25/FY2022-27)	Construction and ROW have been on-going for all phases. Preliminary Engineering and Design has been completed.	FY2015: 100% FY2017: 46% FY2018-23: 0% FY2020-25: 0% FY2022-27: 0%
Loudoun County	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) (FY2018-23)	100% design approval expected April '25. Land Acquisition expected to start April '25. Plat resubmission expected in January. Ongoing coordination on utility relocations. Completion date pushed from 12/31/2027 to 10/27/2029.	FY2018-23: 57%
Loudoun County	Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Land acquisition/ROW activities continue. Completion date pushed from 2/14/2027 to 9/1/2028.	FY2018-23: 5.4%
Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	Continues coordination with VDOT on the conveyance of easement for the ponds. Completion date pushed from 12/31/2026 to 6/30/2027.	FY2018-23: 11%
Loudoun County	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road (FY2018-23)	Utility coordination/land acquisition is ongoing. Bridge scour analysis moving forward. Completion date pushed from 12/31/2025 to 6/2/2028.	FY2018-23: 18%
Loudoun County	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267) (FY2020-25)	Utility Relocations expected to complete in May 2025. Project Advertisement in September 2025. Completion date pushed from 6/30/2027 to 1/3/2028.	FY2020-25: 0%

Substantive Project Status Updates *Continued*

Substantive changes reported by the project sponsor for the period February 22, 2025- March 21, 2025, are outlined below.

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

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Loudoun County	Route 7 Improvements: Route 9 to Dulles Greenway (FY2022-27)	Procurement of a design consultant is pending. Completion date pushed from 6/30/2030 to 9/26/2030.	No SPA yet.
Loudoun County	Loudoun County Parkway Interchange at US 50 (FY2022-27)	Supplemental Existing Conditions Data is complete. Existing Conditions Analysis resubmitted to VDOT. Completion date pushed from 6/30/2030 to 4/12/2033.	No SPA yet.
Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road (FY2024-29)	Project not started yet. Procurement of a design consultant is pending. Completion date pushed from 6/30/2030 to 10/14/2031.	No SPA yet.
Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard (FY2024-29)	Project not started yet. VDOT project agreement is being processed. Completion date pushed from 6/30/2030 to 3/24/2031.	No SPA yet.
Loudoun County	Route 15 at Braddock Road Roundabout (FY2024-29)	Project not started yet. A design contract was approved by the Board in October 2024. VDOT in the process of finalizing agreement, anticipated March 2025. Completion date pushed from 6/30/2030 to 8/17/2031.	No SPA yet.
City of Fairfax	Government Center Parkway Extension (FY2020-25)	Construction groundbreaking expected 4/1/25.	0%
City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	Consultant retained. Project now underway.	Appropriated, no SPA yet.

Substantive Project Status Updates *Continued*

FY2026 Appropriations

As part of NVTAs’s FY2026 budget process, project sponsors request appropriations for FY26 when they are ready to begin utilizing NVTAs funds. These appropriation requests will be reviewed for approval during the adoption of the Revenue Fund Budget. *Note, NVTAs appropriates the full approved funding amount at the time of appropriation.*

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	NVTAs funds will be used to procure buses.
Loudoun County	Northern Virginia ITS/ICM Improvements (FY2022-27)	\$2,500,000	Design Plans are prepared and ready for submission to VDOT.
City of Manassas	Liberia Avenue 3 rd Lane Eastbound (FY2022-27)	\$8,851,639	Town 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	Staff is working on scheduling an internal kickoff meeting to discuss next steps.
City of Alexandria	Bike and Ped Trails Construction and Reconstruction: Holmes Run Trail – Dora Kelly Fair Weather Crossing Bridge (FY2022-27)	\$5,000,000	Bids opened 3/13/25 and are under review.
VPRA	Franconia-Springfield Passenger Rail Bypass, (FY2020-25)	\$22,958,821	Expecting construction to begin in September 2025.
Prince William County	Rt 234/Sudley Manor Dr Interchange (FY2024-29) <i>*This is a forward appropriation request*</i>	\$115,000,000	Waiting on NVTAs funds to begin project.
City of Manassas	Rt 28/Sudley Rd. Roundabout, (FY2024-29) <i>*This is a forward appropriation request*</i>	\$4,020,000	90% Design. The project is currently in ROW phase.
Total Funds:		\$173,330,460	

Substantive Project Status Updates *Continued*

Flagged Projects – None identified as of March 21, 2025

Projects are flagged when there has been no update within for three consecutive months.

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:** Rosslyn Multimodal Network Improvements (FY2020-25)
- **Fairfax County:** Route 28 Widening: Prince William County Line to Route 29 (FY2015/FY2017/FY2018-23)
- **Prince William County:** Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)
- **VRE:** Franconia-Springfield Platform Improvements (FY2015), VRE Crystal City Station Improvements (FY2015/FY2018-23/FY2020-25)



CMAQ-RSTP Transfers

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

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

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County.
- 2. Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air 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 February 26, 2025, Fairfax County requested the following reallocation:

- Transfer of \$800,000 of RSTP funds from UPC T26956 (FY23 and FY24 Seven Corners Ring Road Phase 1A) to UPC T30080 (Seven Corners Ring Road IAR)

Funding for the overall widening project is divided between two UPCs, and the breakout UPC for the IAR is part of the larger approved project. This transfer allocates funding to the appropriate phase, allowing project design to continue without delays to the schedule. Though there were no NVTA-recommended funds in the breakout UPC, RJACC considered this as the same project.

At its meeting on February 27, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



County of Fairfax, Virginia

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

February 26, 2025

Mr. Richard Roisman, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

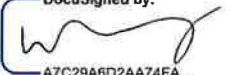
Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Mr. Roisman:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$800,000 in FY 2023 and FY 2024 Regional Surface Transportation Program (RSTP) funds from the Seven Corners Ring Road, Ph 1A (T26956) to a breakout UPC created for the Seven Corners Ring Road IAR (T30080). Funding for the overall widening project is divided between two UPCs and this transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.

If you have any questions or concerns about this request, please contact Christina Cain at (703) 877-5629.

Sincerely,

DocuSigned by:

A7C2BA6D2AA74FA...

Noelle Dominguez

Division Chief, Coordination and Funding Division

cc. Gregg Stevenson, Fairfax County Department of Transportation (FCDOT)
Ray Johnson, Fairfax County Department of Transportation (FCDOT)
Sara Alldred, Fairfax County Department of Transportation (FCDOT)
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, Virginia Department of Transportation (VDOT)

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



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

Date: 2/27/2025

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$800,000

From (Donor):					To (Recipient):								
UPC	Project Description	Type of Funds	Transfer from Previous Fiscal	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	- Completed (VDOT)
T26956	Seven Corners Ring Road, Ph 1A	RSTP	N	2023-2024	\$800,000	T30080	Seven Corners Ring Road IAR	N					

TOTAL OF TRANSFER \$800,000.00

Attach Signed Request of Transfer Letter

April 10, 2025

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

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

Dear Mr. Cuttler,

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

On February 26, 2025, Fairfax County requested the following:

- Transfer of \$800,000 of RSTP funds from UPC T26956 (FY23 and FY24 Seven Corners Ring Road Phase 1A) to UPC T30080 (Seven Corners Ring Road IAR)

Funding for the overall widening project is divided between two UPCs, and the breakout UPC for the IAR is part of the larger approved project. This transfer allocates funding to the appropriate phase, allowing project design to continue without delays to the schedule

The RJACC approved the request on February 27, 2025, and the NVTA was informed at their April 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.

Mr. William Cuttler
April 10, 2025
Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall, Chair

cc: Monica Backmon, CEO, NVT
Noelle Dominguez, Division Chief, Coordination and Funding Division
Gregg Steverson, Fairfax County Department of Transportation (FCDOT)
Ray Johnson, Fairfax County Department of Transportation (FCDOT)
Sara Alldred, Fairfax County Department of Transportation (FCDOT)
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, Virginia Department of Transportation (VDOT)



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

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

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.
- 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 February 24, 2025, the City of Falls Church requested the following reallocation:

- Transfer of \$55,000 of RSTP funds from UPC 100411 (Pedestrian, Bicycle, Bridge and Traffic Calming Improvements) to UPC 110332 (FY21 Broad Street Pedestrian Crossing), with \$44,000 moving to Broad Street Pedestrian Crossing 80% and \$11,000 moving to Broad Street Pedestrian Crossing 20%.

The transfer will move balance funds on the Pedestrian, Bicycle, Bridge and Traffic Calming Improvement holding project to resolve a funding shortfall on the Broad Street Pedestrian project (which is in construction and nearing completion). No other projects will be negatively impacted.

At its meeting on February 27, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



February 24, 2025

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

Dear Ms. Landis,

The City of Falls Church requests the approval of the Northern Virginia Transportation Authority to make the following transfers of Regional Surface Transportation Program (RSTP) Funding:

Transfer of \$55,000 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "Broad Street Pedestrian Crossings" UPC 110332.

The requested transfer will move balance funds on the Pedestrian, Bicycle, Bridge and Traffic Calming Improvement holding project to resolve a funding shortfall on the Broad Street Pedestrian project (which is in construction and nearing completion). This project received previous RSTP funding in FY2021.

If you have any questions, please contact me at 571-562-4066 or agolden@fallschurchva.gov.

Sincerely,

Allise Golden

Digitally signed by Allise
Golden
Date: 2025.02.24
15:27:37 -05'00'

Allise Golden
CIP Grants Manager

CC: Caitlin Sobsey, Capital Improvements Program (CIP) Coordinator
Melissa Ryman, Deputy Director of Finance
Tara Hoff, Acting Director of Public Works
Kerri Oddenino, Principal Planner

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 2/24/2025

Name of Jurisdiction/Agency Requesting: City of Falls Church

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$ 637,000.00

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100411	Pedestrian, Bicycle, Bridge and Traffic Calming Improvements	RSTP	Y		\$44,000.00	110332	Broad Street Pedestian Crossings (80%)	Y	2021				
					\$11,000.00	110332	Broad Street Pedestian Crossings (20%)	Y	2021				

TOTAL OF TRANSFER \$55,000.00

Attach Signed Request of Transfer Letter

April 10, 2025

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

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

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 February 24, 2025, the City of Falls Church requested the following:

- Transfer of \$55,000 of RSTP funds from UPC 100411 (Pedestrian, Bicycle, Bridge and Traffic Calming Improvements) to UPC 110332 (FY21 Broad Street Pedestrian Crossing), with \$44,000 moving to Broad Street Pedestrian Crossing 80% and \$11,000 moving to Broad Street Pedestrian Crossing 20%.

The transfer will move balance funds on the Pedestrian, Bicycle, Bridge and Traffic Calming Improvement holding project to resolve a funding shortfall on the Broad Street Pedestrian project (which is in construction and nearing completion). No other projects will be negatively impacted.

The RJACC approved the request on February 27, 2025, and the NVTA was informed at their April 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.

Mr. William Cuttler
April 10, 2025
Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall, Chair

cc: Monica Backmon, CEO, NVT
Allise Golden, CIP Grants Manager
Caitlin Sobsey, Capital Improvements Program (CIP) Coordinator
Melissa Ryman, Deputy Director of Finance
Tara Hoff, Acting Director of Public Works
Kerri Oddenino, Principal Planner



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 3, 2025

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality 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 Quality 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 February 25, 2025, the City of Alexandria requested the following reallocation:

- Transfer of \$83,254.73 of RSTP funds from UPC 117623 (Purchase and Implement DASH Scheduling Software Upgrades) to UPC T21999 (DASH Technologies).

The donor project has been recently closed, and the City of Alexandria is looking to transfer the remaining funds to UPC T21999 (DASH Technologies), which consists of upgrades to the Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) system and the supporting suite of analytic tools, live operations monitoring, and real-time rider alerts. The DASH Technology project is currently not funded until FY30, and this transfer would allow the project to proceed without delay.

At its meeting on March 27, 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

February 25, 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 Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

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
Purchase and Implement Dash Scheduling Software Upgrades	\$83,254.73	CMAQ
TOAL	\$83,254.73	

Over the past month, the City closed out the Purchase and Implement Dash Scheduling Software Upgrades project, and therefore would like to transfer the remaining funding of \$83,254.73 into the DASH Technologies project.

The "DASH Technology" project includes upgrading its Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) system and the supporting suite of analytic tools, live operations monitoring and real-time rider alerts. These tools will significantly enhance the ability of DASH to monitor its operations in real-time, provide real-time service updates to customers and access far better analytics that will support efforts ranging from scheduling and service planning decisions to major capital projects and bus stop improvements. Currently, DASH Technologies is not fully funded until FY 2030. In order to initiate the project, the City needs to transfer additional funds onto the project. The Purchase and Implement Dash Scheduling Software Upgrades project (UPC 117623) is no longer an active project and therefore we request remaining funds be moved to DASH Technologies.

Thank you for your assistance in this matter. Please feel free to contact me at hillary.orr@alexandriava.gov or 703.746.4017 should you have further questions.

Sincerely,

Hillary Orr
Deputy Director
Transportation & Environmental Services

CC: Adriana Castaneda, Director, Transportation & Environmental Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner

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

Date: 2.24.25

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):
UPC117623= \$83,254.73

From (Donor): UPC T19651, 117623 & T21536 To (Recipient): UPC 114864

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVT A	If Yes, Year Approved	JACC Approval (NVT A)	Authority Approval (NVT A)	Funds Verified (VDOT)	Completed (VDOT)
117623	Purchase and Implement DASH Scheduling Software Upgrades	CMAQ	Y		\$83,254.73	T21999	DASH Tecnolgies	Y					

TOTAL OF TRANSFER \$83,254.73

Attach Signed Request of Transfer Letter

April 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 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).

The City of Alexandria requested the following reallocation:

- Transfer of \$83,254.73 of RSTP funds from UPC 117623 (Purchase and Implement DASH Scheduling Software Upgrades) to UPC T21999 (DASH Technologies).

The donor project has been recently closed, and the City of Alexandria is looking to transfer the remaining funds to UPC T21999 (DASH Technology), which consists of upgrades to the Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) system and the supporting suite of analytic tools, live operations monitoring, and real-time rider alerts. The DASH Technology project is currently not funded until FY30, and this transfer would allow the project to proceed without delay.

The RJACC approved the request on March 27, 2025, and the NVTA was informed at their April 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.

Mr. William Cuttler
April 10, 2025
Page Two

Thank you very much.

Sincerely,

Phyllis J. Randall, Chair

cc: Monica Backmon, CEO, NVT
Hillary Orr, Deputy Director, Transportation & Environmental Services
Adriana Castaneda, Director, Transportation & Environmental Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner



Upcoming Events & Report Updates

NVTA Standing Committee Meetings

Governance and Personnel Committee (GPC): The next GPC meeting is scheduled for Thursday, May 8, 2025, at 5:30 pm at 2600 Park Tower Drive, Vienna, VA.

Finance Committee: The next Finance Committee meeting is scheduled for Thursday, May 8, 2025, at 6:00 pm at 2600 Park Tower Drive, Vienna, VA.

NVTA Statutory Committee Meetings

Planning Coordination Advisory Committee (PCAC): The NVTA Planning Coordination Advisory Committee meeting is scheduled for Wednesday, April 23, 2025, at 6:30pm at 2600 Park Tower Drive, Vienna, VA.

Technical Advisory Committee (TAC): The NVTA Technical Advisory Committee meeting is scheduled for Wednesday, April 16, 2025, at 7:00 pm at 2600 Park Tower Drive, Vienna, VA.

Correspondence



PRINCE WILLIAM COUNTY

March 17, 2025

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

RE: Route 28 Bypass Project

Dear Chair Randall,

I hope you are well. I am writing in response to your February 26, 2025, letter in which you communicated the financial implications of Prince William County's decision to cancel Route 28. Thank you for your transparency regarding this matter.

The Prince William Board of County Supervisors strives to process the \$7,475,948.91 reimbursement to the Northern Virginia Transportation Authority (NVTa) within the timeframe outlined.

As good regional partners, we look forward to continuing our collaboration with NVTa in addressing the congestion and other transportation needs in the Route 28 corridor.

With warm regards,

A handwritten signature in blue ink, reading "Deshundra Jefferson".

Deshundra Jefferson
Chair At-Large
Prince William Board of County Supervisors

Cc: Hon. Yesli Vega, Prince William Board of County Supervisors (PWBOCS) Coles District
Christopher Shorter, County Executive, Prince William County Government
Rick Canizales, Director, Prince William County Department of Transportation
Monica Backmon, Chief Executive Officer, Northern Virginia Transportation Authority
Michael Longhi, Chief Financial Officer, Northern Virginia Transportation Authority



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

March 25, 2025

Dear Local Official:

The Commonwealth Transportation Board (CTB) will conduct a public meeting in our area to give residents the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2026-2031 Six-Year Improvement Program (FY2026-2031 SYIP), including highway, bridge, pedestrian, bicycle, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion, and preservation of Virginia's transportation network.

The Northern Virginia District Spring Six-Year Public meeting is on Thursday, May 8, 2025, at the VDOT Northern Virginia District Office located at 4975 Alliance Drive, Fairfax, VA 22030. The meeting begins at 5:00PM with an open house followed by the public hearing.

Formal public comments on projects proposed to be included in the SYIP will be accepted at the meeting. Written comments may be submitted during the meeting via, online, email or mail **by May 21, 2025**.

I encourage you to attend the public meeting in our region, or one of the other meetings listed on the attachment. If you cannot attend the meeting, you may send your comments online at <https://arcg.is/1ylvue2>.

For highway, bridge, pedestrian, and bicycle projects mail comments to the Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov.

For transit and public transportation projects mail comments to the Public Information Office at Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102, Richmond VA, 23219 or email them to DRPTPR@drpt.virginia.gov.

Meeting materials will be available at <https://ctb.virginia.gov/planning-funding/six-year-improvement-program/2025-spring-meetings/>.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Regina Moore at Regina.moore@vdot.virginia.gov, or 703-963-5388.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cuttler".

Bill Cuttler, P.E.
Northern Virginia District Engineer

Spring Public Meeting Dates and Locations

Public meetings begin at 4 p.m. in each of the locations except as noted below:

A formal comment period will be held at these meetings.

Tuesday, April 22 Richmond District Hawthorne Auditorium 2430 Pine Forest Drive Colonial Heights, VA 23834	Wednesday, April 23 Lynchburg District Ramey Auditorium 4303 Campbell Avenue Lynchburg, VA 24501	Thursday, April 24 Hampton Roads District James River Auditorium 7511 Burbage Drive Suffolk, VA 23435
Tuesday, May 6 Fredericksburg District Fredericksburg District Auditorium 86 Deacon Road Fredericksburg, VA 22405	Wednesday, May 7 Culpeper District Culpeper District Auditorium 1601 Orange Road, Culpeper, VA 22701	* Thursday, May 8, 5 p.m. Northern Virginia District Northern Virginia District Building 4975 Alliance Drive Fairfax, VA 22030
Tuesday, May 13 Bristol District Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210	Wednesday, May 14 Salem District Holiday Inn Valley View 3315 Ordway Drive Roanoke, VA 24017	Thursday, May 15 Staunton District Blue Ridge Community College, Plecker Center for Continuing Education One College Lane Weyers Cave, VA 24486

*** The Northern Virginia District meeting will begin at 5:00PM.**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 10, 2025

SUBJECT: Approval of Letter of Endorsement for Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of the Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for the Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application.*
3. **Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement for the Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application.
 - A. **FY26 Community Project Funding (CPF):** Community Project Funding (CPF) is a federal appropriations mechanism that allows Members of Congress to request direct funding for specific, locally supported projects in their congressional districts. Established to increase transparency and accountability in the federal budget process, CPF enables local and regional governments, nonprofits, and other eligible entities to address critical community needs through targeted infrastructure, public safety, environmental, and economic development initiatives. Projects selected for CPF must demonstrate strong community support, advance public benefit, and align with federal agency funding priorities.
 - B. **FY26 Community Project Funding (CPF) Criteria:** To be eligible for Community Project Funding, proposed projects must present a clear and well-defined scope with demonstrated community benefit. Projects should align with the mission and eligibility requirements of an existing federal funding program and be supported by local stakeholders, including community organizations, local governments, or

regional agencies. Applicants must show that the project is cost-effective, shovel-ready, and capable of obligating funds within the federal fiscal year. A detailed budget and project narrative are required, along with evidence of project readiness and the capacity to complete the work in a timely manner. All requests must comply with the transparency and accountability guidelines established by the House Appropriations Committee.

4. Project Scope Under the Town of Dumfries' CPF Application:

Through the FY26 Community Project Funding (CPF) request, the Town of Dumfries is seeking up to \$13.8 million in federal support to underground utilities along both the northbound and southbound segments of U.S. Route 1. The request includes \$7.4 million for northbound undergrounding and \$6.4 million for southbound undergrounding. NVTa has invested approximately \$129,760,000 million in regional revenues on this project and there is an additional \$1,500,000 in local distribution funds.

Identified in VDOT's Route 1 Location Study, U S Route 1 is bisected through the Town of Dumfries with northbound Route 1 on an alignment on the east side of Town and southbound Route 1 on a separate alignment, also serving as Main Street for the town. No other community in Prince William County has Route 1 dividing its town and stifling traffic for its entire community six to seven days a week. Currently 54,000 vehicles per day travel through the approximately 2.01 miles (10,650 ft) of Route 1. Future road studies estimate that 80,000 vehicles per day will travel this segment. This final phase of the Route 1 Realignment and Widening Project will underground utilities to improve safety, reliability, and storm resilience, while supporting the Town's vision for a more attractive and economically vibrant corridor.

Attachments:

- A.** Town of Dumfries' Request for Endorsement Letter dated April 8, 2025.
- B.** Draft Letter of Endorsement for Town of Dumfries' CPF Application



DUMFRIES, VIRGINIA

Virginia's Oldest Continuously Chartered Town
CHARTERED 1749 INCORPORATED 1961

John Wilmer Porter Municipal Building
17739 Main Street, Suite 200
Dumfries, Virginia 22026
Tel: 703-221-3400/ Fax: 703-221-3544
www.dumfriesva.gov

Monica Backmon

Chief Executive Officer

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Dear Ms. Backmon,

On behalf of the Town of Dumfries, I am writing to respectfully request the Northern Virginia Transportation Authority's support for our FY26 federal Community Project Funding (CPF) request to underground utilities along both the northbound and southbound segments of U.S. Route 1 within the Town.

As you are aware, the Route 1 Realignment and Widening Project currently underway in Dumfries—supported through SMART Scale and NVTa funding—represents one of the most significant infrastructure investments in our Town's history. As part of our commitment to maximize the long-term safety, resilience, and aesthetic value of this corridor, the Town is seeking federal funding to complete the final component of the project: conversion of the existing overhead utilities to an underground system.

We are requesting CPF support in the following amounts:

- Northbound Utility Undergrounding – \$7.4 million
- Southbound Utility Undergrounding – \$6.4 million

This infrastructure enhancement will:

- Improve safety and reduce future storm-related disruptions
- Strengthen power reliability and protect public investment
- Enhance the visual character of the Town's primary economic gateway



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- Align with NVTVA's goals of integrated, multimodal, future-ready transportation networks

The utility undergrounding is shovel-ready and will directly support the transformative work already funded by NVTVA and the Commonwealth. A letter or endorsement of support from the Authority would significantly strengthen our CPF application and demonstrate regional alignment.

We deeply appreciate NVTVA's continued leadership and partnership and thank you in advance for considering this request.

Sincerely,

Derrick R. Wood
Mayor, Town of Dumfries

April 10, 2025

Congressman Eugene Vindman
1005 Longworth House Building
Washington, DC 20002

Reference: NVTA Endorsement for the Town of Dumfries' FY26 Federal Community
Project Funding (CPF) Application

Dear Congressman Vindman,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the Town of Dumfries' FY26 Federal Community Project Funding (CPF) Application. NVTA fully supports advancing efforts to improve active transportation. This project also supports all three NVTA Core Values of Equity, Safety, and Sustainability.

The Town of Dumfries is requesting federal funding of \$7.4 million for northbound and \$6.4 million for southbound undergrounding of utilities as part of the Route 1 Realignment and Widening Project.

NVTA has invested approximately \$129,760,000 million in regional revenues on this project and there is an additional \$1,500,000 in local distribution funds.

The Route 1 Realignment and Widening Project currently underway in Dumfries, represents one of the most significant infrastructure investments in the Town's history. As part of the commitment to maximize the long-term safety, resilience, and aesthetic value of this corridor, the Town is seeking federal funding to complete the final component of the project: conversion of the existing overhead utilities to an underground system.

This initiative aims to enhance safety, improve power reliability, reduce storm-related disruptions, and improve the visual appeal of the town's main economic corridor. It aligns with Northern Virginia Transportation Authority's (NVTA) goals centered around improving the regions' Transportation system, including enhancing mobility, reducing congestion, and promoting innovation. The utility undergrounding is shovel-ready and will complement ongoing work funded by NVTA and the Commonwealth.

Thank you for your consideration of the Town of Dumfries' funding request and your time and attention.

Sincerely,

Phyllis J. Randall, Chair

cc: Derrick Wood, Mayor, Town of Dumfries