

Planning Coordination Advisory Committee Meeting

Wednesday, March 26, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and livestreamed via YouTube.

AGENDA

- 1. Call to Order** Chair Colbert

Action Items

- 2. Summary Notes of November 20, 2024 Meeting**
Recommended Action: Approve Meeting Notes Chair Colbert
- 3. Summary Notes of January 22, 2025 Meeting**
Recommended Action: Approve Meeting Notes Chair Colbert
- 4. 2025 Meeting Calendar.**
Recommended Action: Approve Meeting Calendar Chair Colbert

Discussion/Information Items

- 5. PDP – BRT Update** Keith Jasper, Principal, TPP
- 6. NVTA Five-Year Strategic Plan Update** Amanda Sink, Project Delivery/Grants Manager
- 7. Project Status Update** Amanda Sink, Project Delivery/Grants Manager
- 8. NVTA Update** Ms. Backmon, CEO
- 9. Adjournment** Chair Colbert

Next Meeting:

To Be determined

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, November 20, 2024, 5:00 pm

Northern Virginia Transportation Authority

Virtual Meeting

Live-streamed on YouTube

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert (Town of Vienna), Chair of the Committee, welcomed Committee members and called the meeting to order at 5:05 p.m.
- Attendees: This was a virtual meeting held on an online collaboration platform.
 - **PCAC Members:** Mayor Colbert (Chair, Town of Vienna); Board member Cunningham (Arlington County); Supervisor Walkinshaw (Fairfax County); Supervisor Glass (Loudoun County); Council Member Bagley (City of Alexandria); Council Member Underhill (City of Falls Church); Council Member Stehle (City of Fairfax); Council Member Smith (City of Manassas).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Michael Longhi (Chief Financial Officer); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Planning Analytics Manager).

II. Action Items:

- A. **Summary Notes of June 20, 2024, and October 23, 2024, meetings:** The meeting summaries were unanimously approved.

III. Discussion/Information Items:

A. Resubmitted Projects with Cost Overruns – Policy Development Update:

- Mr. Longhi discussed salient points on this topic, which were presented in a staff memo to the Authority during the November 14, 2024, meeting. In this memo, staff recommended against funding cost underestimates/overruns, while presenting three options to address the issue: A) Not funding cost underestimates/overruns, B) Add a petition process to option A, and C) Fund Cost Underestimates/Overruns. Option C presents several challenges to overcome, including the need to address 47 issues identified during the analysis of a similar initiative in 2015-16.
- Authority members provided guidance to pursue option B, which would establish a policy to not fund cost underestimates/overruns but allow project sponsors to submit a petition for additional funding under extraordinary circumstances that

could not have been anticipated. In the same discussion, members also suggested to not consider any fund transfers between projects.

- While avoiding specific scenarios that could later frame expectations, Mr. Longhi responded to questions regarding the potential processes/steps involved if a petition is submitted as a part of a two-year update of the Six Year Program. Such a petition will go through each statutory/standing committee for consideration and associated recommendations to the Authority.
- Following the update, committee members provided clarification through the following questions/comments:
 - (Mayor Colbert) *If the Authority decides not to fund cost overruns, it will still fund the original approved amount?* Yes, Authority will fund the project according to existing contract (Standard Project Agreement).
 - (Supervisor Walkinshaw) *Defining unique/extra-ordinary situation for a potential petition will be challenging. For the NVTa-funded projects that are not progressing well, is cost-escalation a major issue?* According to NVTa staff analysis with project cost reimbursements, it appears there are other factors for a project to not move forward as originally estimated. For example, staff analysis shows there is a widening gap between expected and actual reimbursements.
 - (Council member Stehle) *Extra-ordinary circumstances can arise from changes in federal policies, or top-down changes in project management/funding.* Situations like this will need to be considered on an individual case basis, there will not be any scenario guidance in the proposed policy.
 - (Board member Cunningham) *While inflation is not being considered as an extra-ordinary situation, it can be challenging for project implementation. Because of this reason, I am inclined to support option A above.* Inflation is not ‘unique’, it would apply to all projects. Also, in estimating regional fund revenues available for a two-year update of the Six Year Program, inflation and other financial scenarios (e.g., recession) are considered.

IV. NVTa Update: Ms. Backmon reiterated that this issue was also discussed at the November Authority meeting, and the staff is currently working on a draft language for the policy. She also mentioned that NVTa staff will contact localities for new appointees to the committee for CY2025.

V. Adjourn: The next meeting of the PCAC has not been scheduled and will be determined based on the committee members’ availability, considering the extended holidays in December.
The meeting was adjourned at 5:30 pm.

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, January 22, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and livestreamed via YouTube.

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert (Town of Vienna), Chair of the Committee, welcomed Committee members and called the meeting to order at 6:45 p.m.
- Attendees:
 - **PCAC Members:** In-person - Mayor Colbert (Chair, Town of Vienna); Board Member Spain (Arlington County); Supervisor Walkinshaw (Fairfax County); Council Member Peterson (City of Fairfax). Virtual - Council Member Underhill (City of Falls Church).
 - **NVRTA Staff:** Monica Backmon (Chief Executive Officer); Michael Longhi (Chief Financial Officer); Keith Jasper (Principal, Transportation Planning and Programming); Dr. Nampoothiri (Senior Manager).
 - **Other:** Sara Allred (Fairfax County).

II. Action Items:

A. Summary Notes of November 20, 2024, meeting.

B. 2025 Meeting Calendar.

Without a quorum, there were no votes taken for the above two items, and they were deferred to the next meeting.

C. Policy 30 Update and Recommendation:

- Although there was no quorum for item II.C, individual PCAC members provided their feedback.
- Mr. Longhi provided a brief overview of the 2015-16 initiatives to set up a contingency fund for project cost underestimates and overruns. An advisory panel was formed by the then Executive Director to advise on this issue. This panel identified forty-seven issues to address before a contingency fund could be established, the primary concern was that such a step would shift project

risk from project sponsors to the NVTa. In the November 14, 2024, Authority meeting, members discussed the following three options:

- A. Funding Cost Underestimates/Overruns/Transfers.
- B. Not Funding Cost Underestimates/Overruns/Transfers.
- C. Not Funding Cost Underestimates/Overruns/Transfers, with a petition option.

If option A is to be considered, the previously identified forty-seven issues need to be addressed, with a potential need to expand staff resources. In option C, there is a high bar for a petition to be submitted, citing unique and extraordinary circumstances, which are to be evaluated in the context of a Six Year Program evaluation process. After the discussion, members directed staff to draft a policy based on option C above.

- At previous NVTa statutory and standing committee meetings, the policy discussion revolved around various scenarios in which a petition can be justified. To avoid setting up any parameter expectations, it was decided to not further discuss any and all possible scenarios. Mr. Longhi then highlighted the features of the draft policy for consideration:
 - In the General section, a set of rationales are presented to not fund cost underestimates/overruns, and allow fund transfers between projects. For example, such step shifts project risks to the NVTa from the project sponsor, and any such transfer of risks by individual project sponsors is incompatible with the regional role of the Authority to increase transportation capacity and reduce congestion.
 - In the Petition for Policy Exemption section, the first point states that project sponsor petitions for policy exemptions are not encouraged. This is followed by other requirements and processes to submit a petition, and how it will be processed by NVTa staff and committees.
- Following this discussion, committee members sought a few clarifications, and provided comments:
 - *(Supervisor Walkinshaw) Shared his support to recommend the draft policy to Authority, and asked to clarify the distinction between a change in project characteristics, and cost overruns. How are fully funded projects considered during evaluation? If there is a substantial change in project scope, for example designing new traffic signals instead of a roundabout (City of Fairfax project at Chain Bridge Rd/Eaton Pl. intersection), the funding consideration may need to be re-evaluated. In the qualitative criteria for project evaluation, a fully funded project is in a position of advantage.*
 - *(Board Member Spain) Shared his support for the proposed draft policy. Because the alternative options may jeopardize NVTa's capability to deliver new and continuing projects.*

- (Council Member Peterson) *What happens if a new project cost estimate is lower than when it was approved, is there any penalty?* In that situation, there is no penalty, and any additional funds will be returned to the regional fund. In response to this question, NVTa provided an explanation of its project fund appropriation process, particularly focus how NVTa's investment portfolio can support forward appropriation.

III. Discussion/Information Items:

A. CY 2025 Transportation Planning and Programming Activities: Mr. Jasper provided a verbal update on upcoming planning and funding activities at NVTa:

- The next update of NVTa's long range transportation plan TransAction is to be completed by December 2027. The procurement activity will start this year, in which there may not be any discussion items for this committee in 2025.

- The Call for Regional Transportation Projects as a part of the next cycle of Six Year Program update will be in May, subject to the Authority's approval. The main application submission will be between May and July, with project evaluation starting in the fall.

- NVTa's Preliminary Deployment Plan for Bus Rapid Transit (PDP-BRT) initiative is in the analysis phase now, with public engagement planned for spring, during which time NVTa staff will provide updates to PCAC members. Authority action on the PDP-BRT is anticipated in July 2025.

- In the area of Transportation Technology, staff is working to re-start the activities of the Transportation Technology Committee, organizing the annual transportation roundtable event, and support various efforts related to the Regional Multimodal Mobility Program (RM3P) in conjunction with VDOT and DRPT.

B. NVTa Update: Ms. Backmon mentioned NVTa's recent initiatives for organizational branding with a new logo, the Annual Report, and upcoming TransAction update activities in this calendar year. She also shared funding decision results from the Commonwealth's SMART SCALE program's latest cycle.

IV. Adjourn: Without an approved yearly calendar, the next meeting of the PCAC is not scheduled, and will be determined as needed.

The meeting was adjourned at 7:50 pm.

Planning Coordination
Advisory Committee
Proposed CY2025 Schedule

2025

JANUARY

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JULY

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NOVEMBER

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DECEMBER

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Planning Coordination Advisory Committee Meeting
March 26, 2025

PDP-BRT Update

- A. Project Status Update
- B. Evaluation
- C. Scenario tests
- D. Engagement activities and timeline

A. PDP-BRT Status Update



BRT Plan Schedule Overview



We Are Here

Included:

- Peer Review & Best Practices
- Defining the BRT System
- Public Engagement

Included:

- Route Level Evaluation
- System Level Evaluation
- Operations/Financial/Governance Analysis
- “What if” Scenario Analysis

Including:

- Preparing Public Materials
- Pop-up & Open House events
- Online Questionnaire
- NVTa work session & approval

Including:

- Finalize documentation and supporting materials

B. Evaluation



Evaluation

- Analyzed each route individually and combined as a system
- Performance is evaluated for 2045, unless otherwise noted

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

Ridership

Transportation
Impacts

Land Use

Readiness

Costs

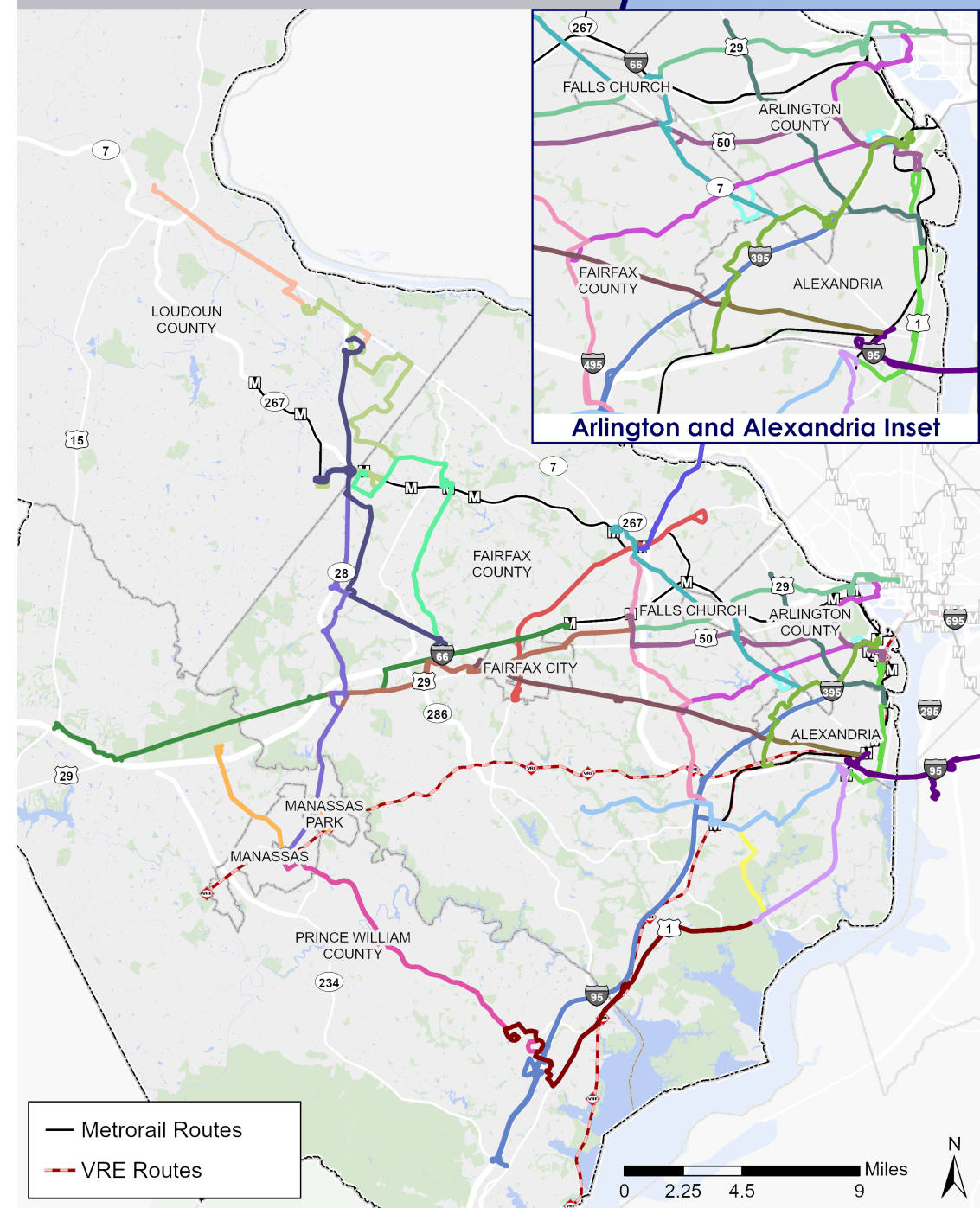
Revenues

Cost
Effectiveness

Feasibility

BRT System Tested

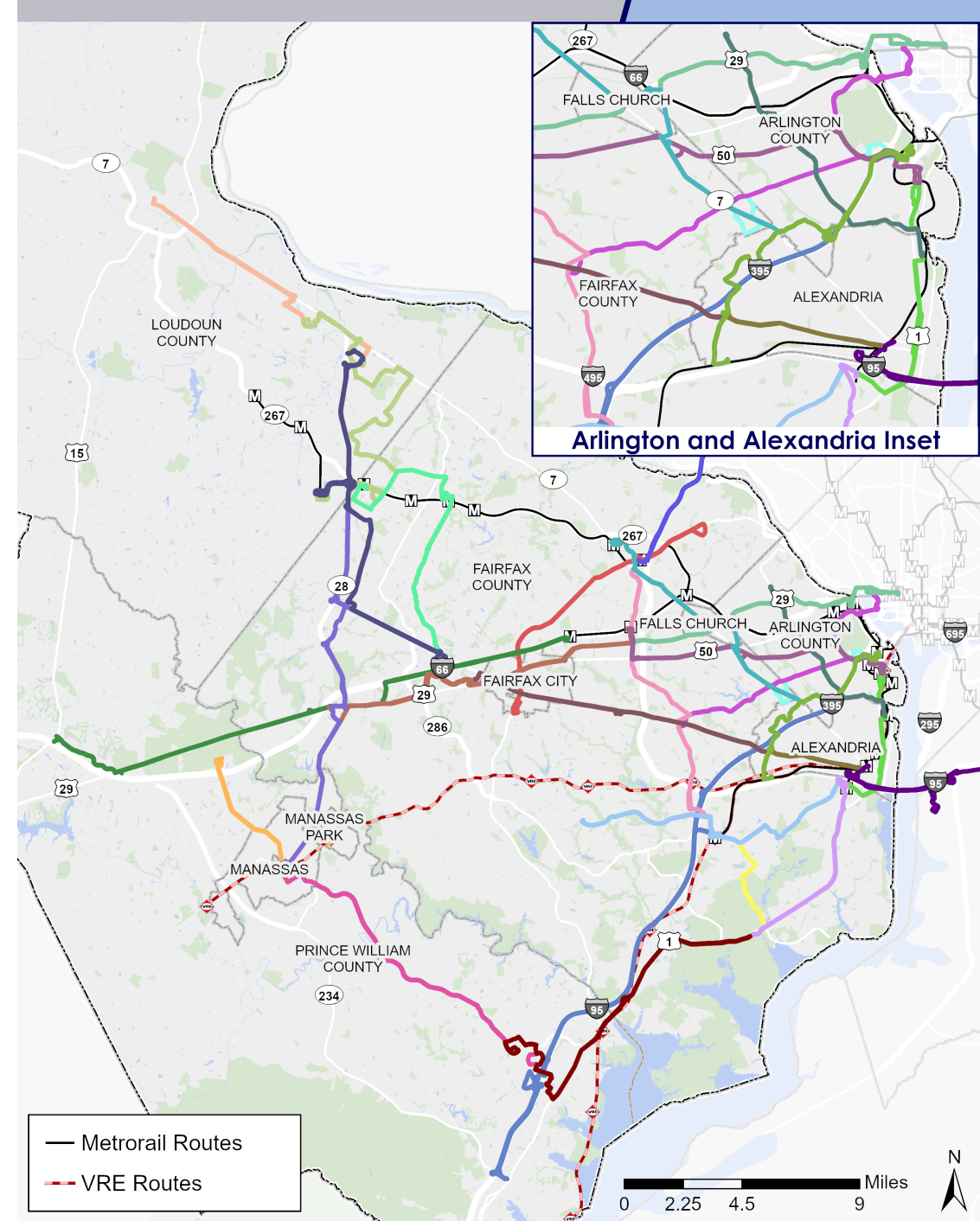
95 Express	I-495 North	Richmond Hwy BRT
A1X (Metroway)	I-495 South	US 1 South
Chain Bridge	I-66	US 29 East
Columbia Pike to Crystal City	Leesburg - Dulles Town Center	US 29 West
Columbia Pike to DC	Little River Turnpike	US 50 East
Duke Street	Manassas Line	VA 28 South
Franconia - Fort Belvoir	Northwest BRT	VA 7
Gallows Road	Old Keene Mill	VA28 North
Glebe Road	Prince William Parkway	West End
	Reston-Fair Oaks	Transitway



BRT System Tested

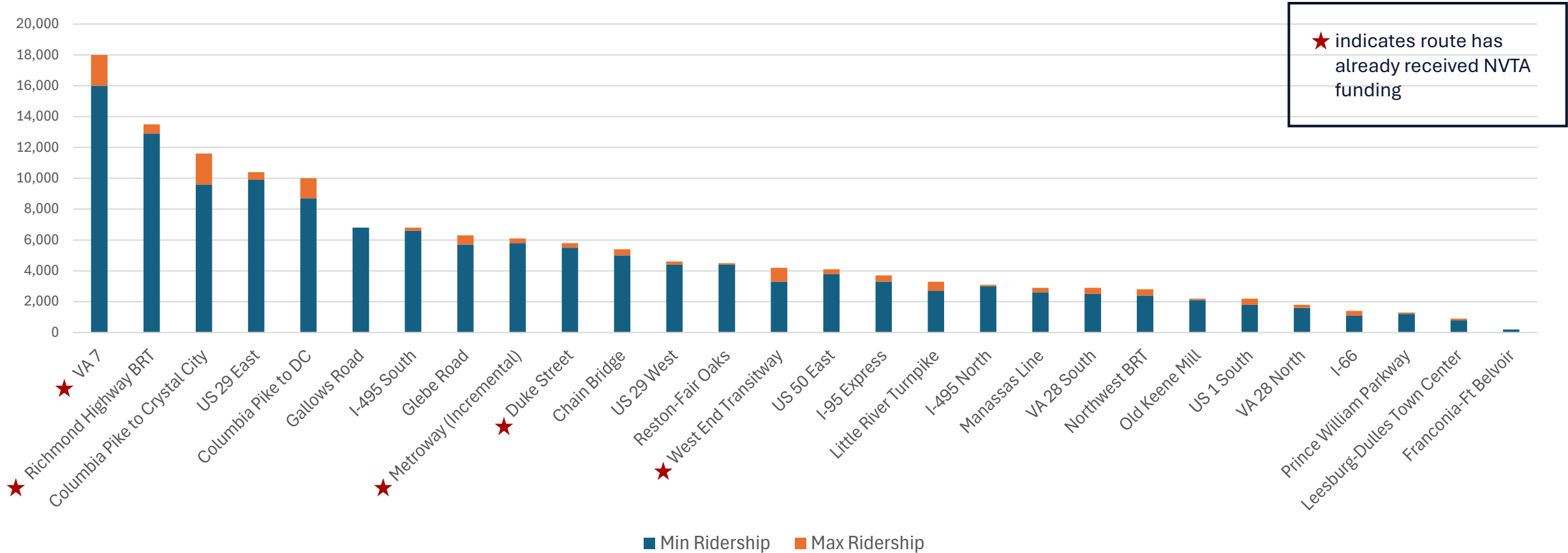
- 28 Routes serving 282 stations
- Provide BRT service to 1.1M residents and 860,000 jobs across 9 Northern Virginia jurisdictions
- Planning-level cost estimates (in 2024\$)
 - ~\$4.2B to construct**
 - ~\$192M/year to operate
- At the proposed levels of service:
 - 18.7M Annual Revenue Miles
 - 1.1M Annual Revenue Hours
 - Requires ~550 vehicles and more than 700 drivers

**Excludes new maintenance facilities which could add an additional \$725M



System Evaluation

Average Daily Boardings by Route - 2045



Ridership Range considers both the individual route runs and the system runs to account for synergies & transfers

System Evaluation - Results

- BRT System will have more than **143,000 boardings each weekday** – or more than 47M riders annually
 - For reference, FY2024 Northern Virginia bus ridership was 33.6M and rail ridership was 60.2M
- **Shift almost 27,000 trips from driving to transit** every day – more than 35% of those new transit trips will be from Equity Emphasis Areas. This results in:
 - Congestion Reduction: **12,000 person-hours of delay removed** daily
 - Emissions Reduction: **23 tons of CO₂ emissions avoided** daily
- The average resident of Northern Virginia will be able to **access more than 17,000 additional jobs** within 60 minutes by transit
 - Residents of Equity Emphasis Areas will be able to access 23,000 additional jobs within 60 minutes
- Northern Virginia could save almost \$10M (in 2024\$) annually in damages/injuries from crashes avoided
- Fare Recovery ratios range from 1% to 42% for different routes – average is 15% across the whole system

Operational and Policy Considerations

- As part of the plan development, a number of operational needs have been reviewed in the context of defining an integrated regional BRT system:
 - Local bus system impacts
 - Customer and maintenance/storage facility needs
 - Technology
- Additionally, policy considerations include:
 - Funding
 - Governance

C. Scenario Tests



Dealing with Uncertainty

- Scenario analysis is used to better understand uncertainty:
 - Plausible futures, but not necessarily preferred or most-likely
 - Assumptions-based using proxy variables than can be modeled
 - Applied to the BRT network to quantify how the results might change (e.g. ridership, congestion reduction, etc.)
- Three specific alternative futures (scenarios):
 - Post-pandemic 'New Normal'
 - BRT-Oriented Land Use
 - Transportation Incentives & Pricing

Post-Pandemic New Normal Scenario - Results

- FOCUS: Long-term continuation of travel trends observed during the pandemic
- Key Assumptions:
 - Increased telework for workers that are able to telework, especially office workers;
 - Decrease in other work-based trips due to increased telework;
 - Replacement of shopping trips with at-home deliveries;
- **Results** - Less travel means:
 - Lower BRT ridership: 130,000 daily riders is 9% lower than the 'standard' forecast
 - Less congestion, lower VMT and emissions on the roads for BRT to mitigate



BRT-Oriented Land Use

- FOCUS: Concentrating growth and development along BRT corridors
- Key Assumptions:
 - Within jurisdictions, align future growth to 2045 with BRT stations
 - Does not remove growth from areas near Metrorail or VRE stations
 - Focus on tested routes that do not currently meet recommended density thresholds
- **Results:**
 - Additional 31,000 jobs and 46,000 residents will be within ½ mile of BRT – moving only ~15% of growth between 2030 and 2045
 - Moderate ridership increase of 1.5% on BRT system



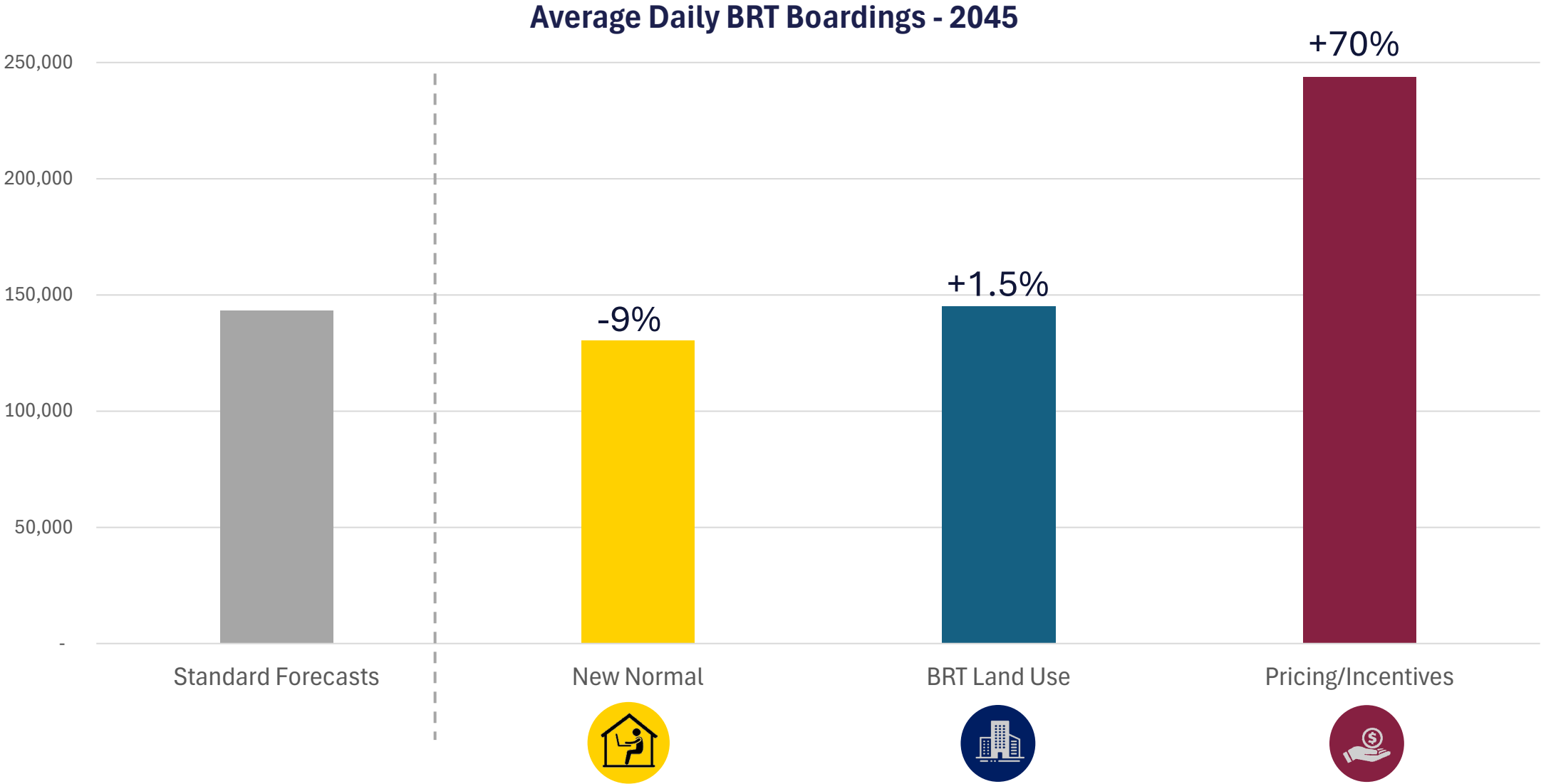
Incentives/Pricing Scenario

- FOCUS: Implementation of transportation pricing and incentive mechanisms to manage travel demand and encourage use of non-SOV modes
- Key Assumptions:
 - VMT Pricing on all roads
 - Discounts for lower-income households
 - Increase in parking costs across the region
 - Free transit fares
 - Incentives to shift travel times out of peak periods
- **Results** – Incentives/pricing combined with BRT encourage the use of transit:
 - More than 200,000 trips shifted from driving to transit on an average day
 - Average daily BRT boardings of more than 243,000 – 70% higher than without incentives/pricing
 - Combined, incentives/pricing and BRT remove almost 110,000 person-hours of delay and 880 tons of CO₂ emissions



Percentages show
% increase over
Standard Forecasts

Scenario Results



D. Engagement Activities



Phase 3: Stakeholder & Community Engagement

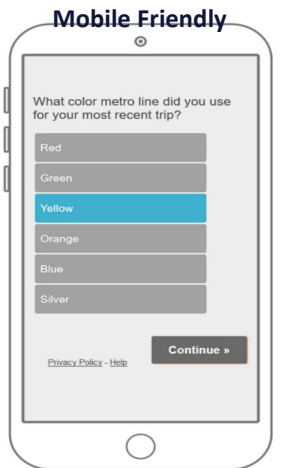
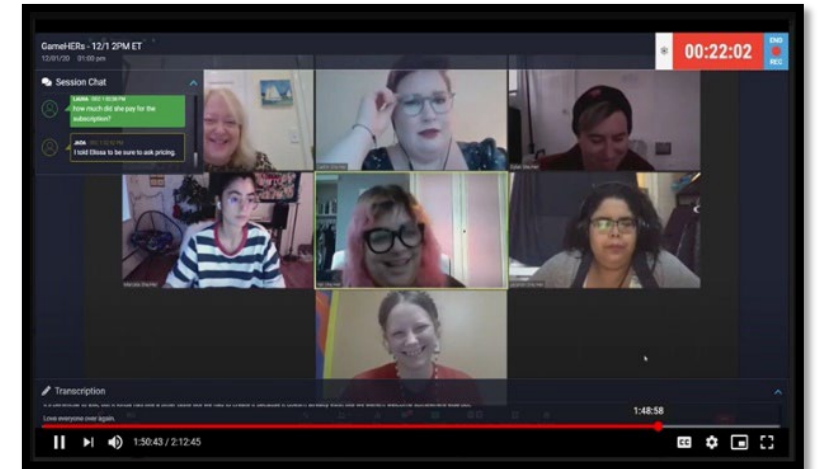
- **Goals for Phase 3**
 - **Education and Awareness:**
Raising awareness of BRT in the region and the benefits of investing in an integrated system.
 - **Feedback on the Draft Plan:**
Sharing the recommended network and priorities with the wider community and getting feedback on the plan from a range of audiences.

Focus Groups

On-line
Questionnaire

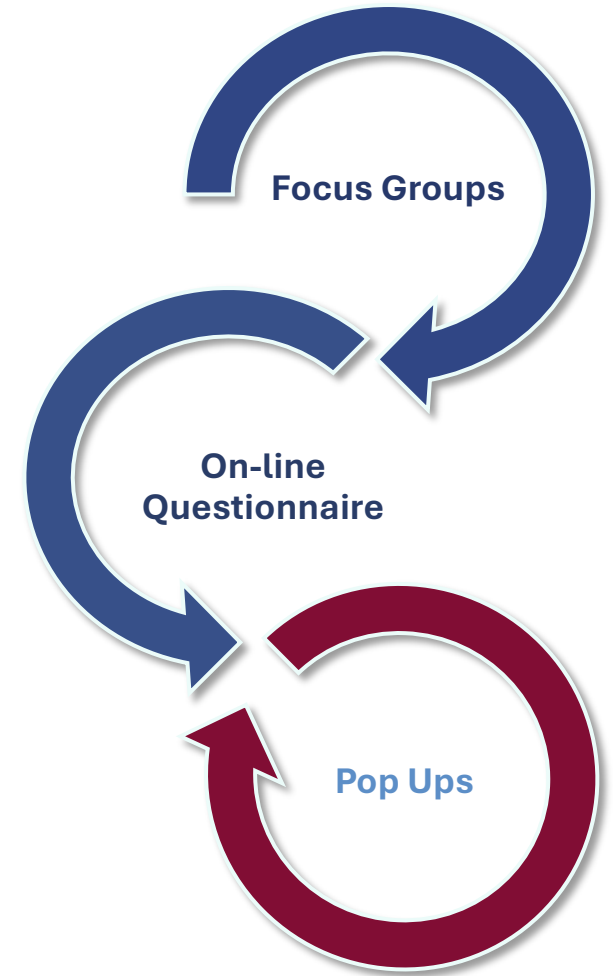
Pop-up Events

Stakeholder Events



Phase 3 Engagement Schedule

- March 2025
 - Conduct 2nd round Focus Groups
 - Prepare draft plan and public engagement materials
- April 2025
 - Create online public comment questionnaire
 - **April 16 – May 18 - Public comment period**
- May 2025
 - Pop-up / open house events
 - Compile public comments on the plan
- June 2025
 - NVTa work session
- July 2025
 - Approve the BRT plan



Thank you!





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.

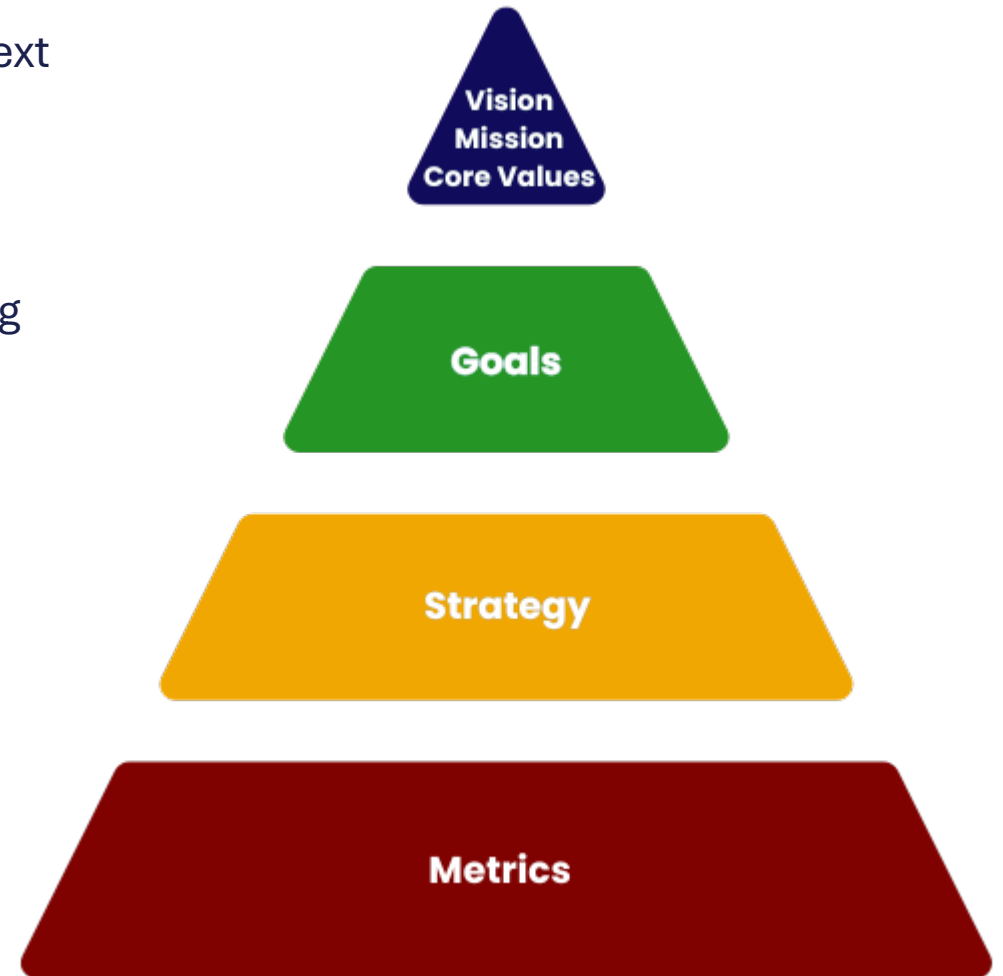
Funding - Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

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 NVTa's 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



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.



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

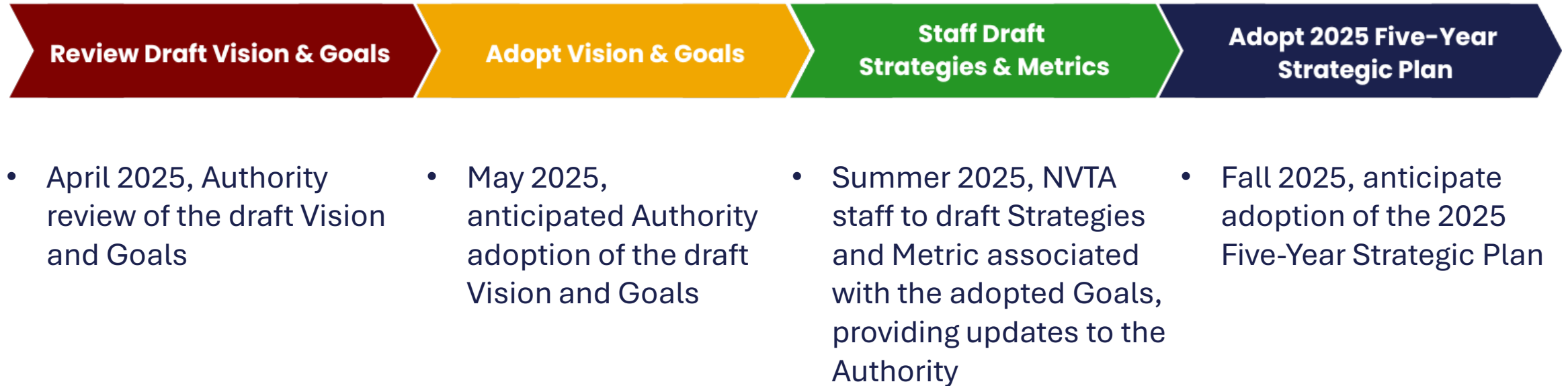
NVTA provides regional insights to support informed decision-making through advanced data analytics



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



Recap

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

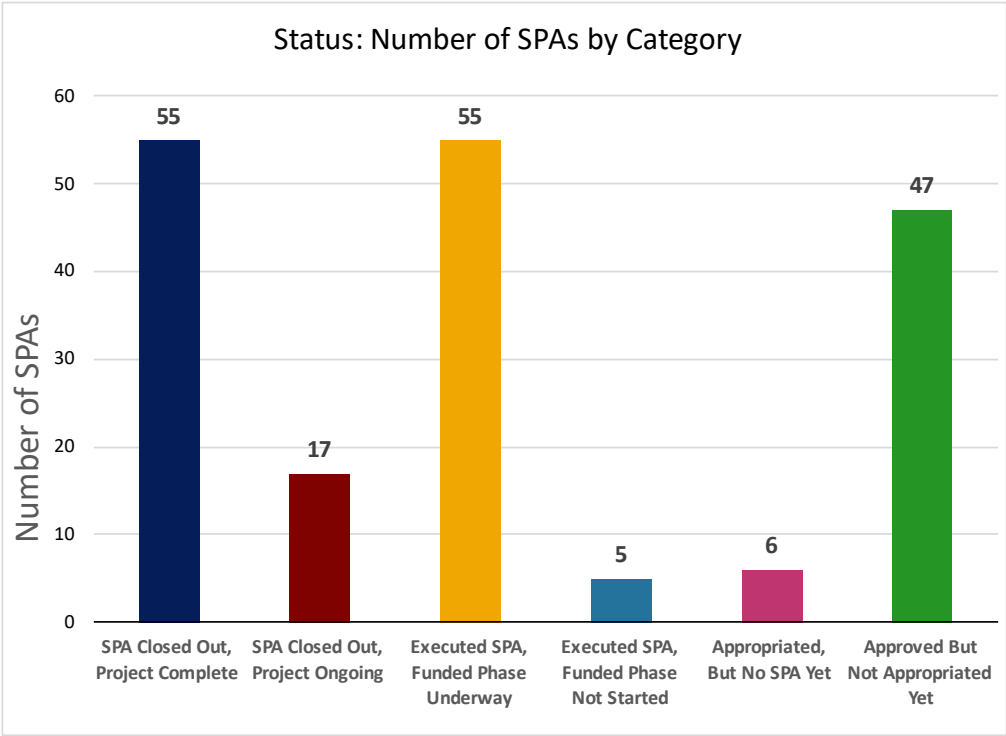
NVTA protects and expands its revenue to bolster the region's capital funding needs



Project Status Update

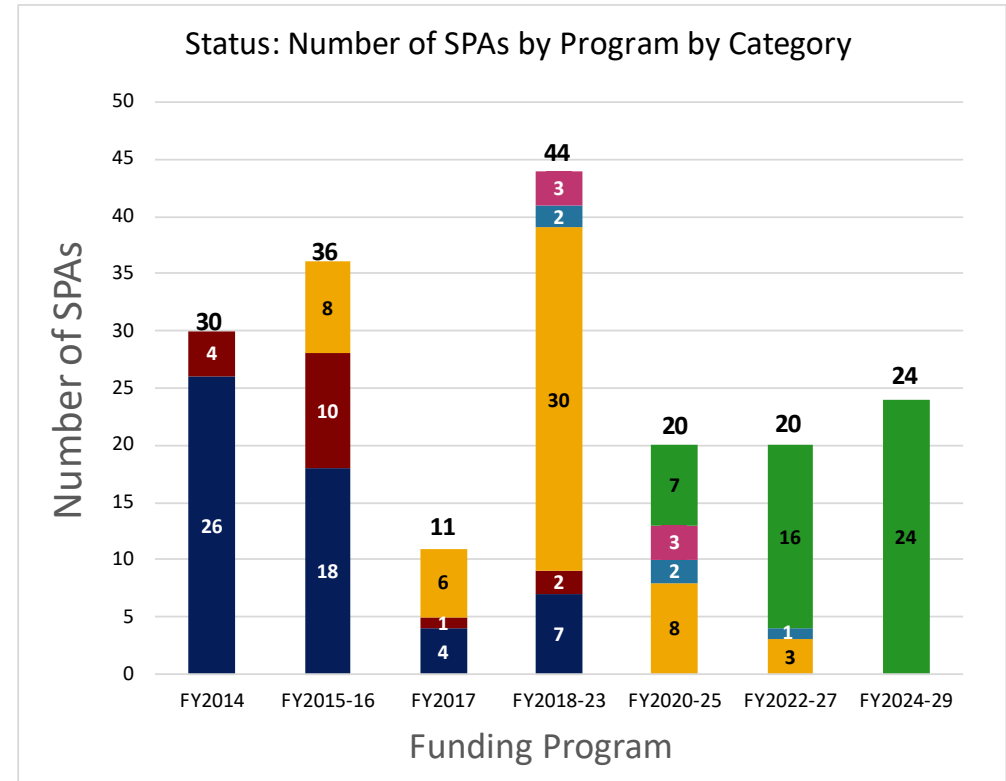
Project Status – Standard Project Agreements (SPAs)

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 6 categories below. While there are a total of 185 SPAs across the different categories, these represent 139 unique projects.



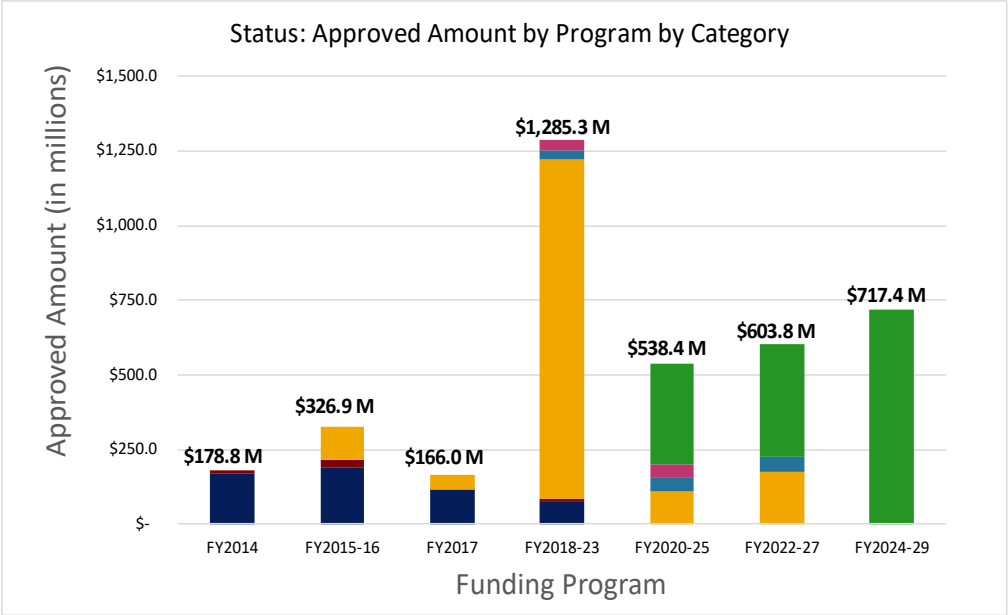
6 Classification Categories and Stages of a SPA

- **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.
- **Executed, funded phase underway:** SPA has been approved by NVTA and funded phases have started/reimbursements have occurred.
- **Executed, funded phase not started:** SPA has been approved by NVTA, but funded phases have not started. Therefore, no reimbursements have occurred.
- **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.



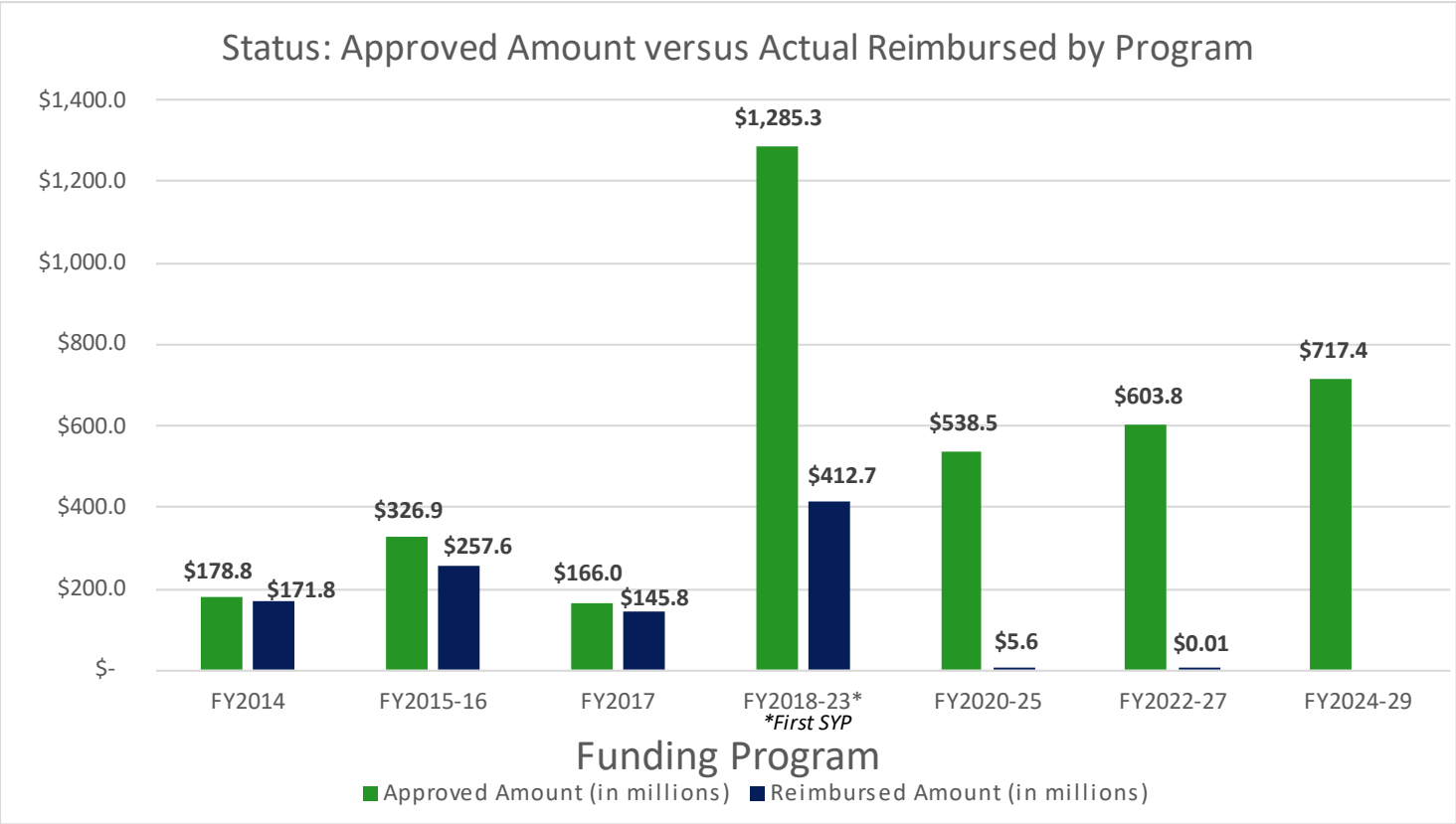
Project Status – Revenue Allocated, Appropriated and Reimbursed as of 3/4/2025

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: **\$993,574,546**



6 Classification Categories and Stages of a SPA

- SPA closed out; Project complete
- SPA closed out; Project ongoing
- Executed, funded phase underway
- Executed, funded phase not started
- Appropriated but no SPA yet
- Approved but not appropriated yet



NVTA’s updates to the Six Year Program (SYP) allocate funding to two future fiscal years (e.g., the FY2024-2029 SYP allocates funding for FY2028 and FY2029). SPAs approved within each SYP typically begin drawing NVTA funds in these out years and continue into subsequent fiscal years. For example, under the FY2024-2029 SYP, all SPAs typically begin drawing funds by FY2029, though most will not fully expend their full allocations until FY2032. Additionally, NVTA appropriates the total approved funding amount at the time of appropriation.

Upcoming Public Information Meetings and Events



Van Buren Road North Extension: Route 234 to Cardinal Drive

- When: March 26th, 2025, 6-8pm
- Where: Henderson Elementary School - 3799 Waterway Dr., Dumfries, VA 22025

NVTA has \$8 million invested in this project in Prince William County.

University Boulevard Extension: Devlin Road to Wellington Road

- **When:** March 31st, 2025
- **Where:** TBD

NVTA has \$53 million invested in this project in Prince William County.

Substantive Project Status Updates

Substantive changes reported by the project sponsor for the period January 18, 2025- February 22, 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	ART Operations and Maintenance Facilities (FY2013-23)	ART moved into facility. Contract amendment still in process for solar panels & BEB (Battery-Electric Buses) equipment. County sent Army Corps the Certificate for Compliance for completion of channel improvements.	98%
Prince William County	North Woodbridge Mobility Improvements (FY2020-25)	Asphalt paving has been delayed due to weather. Project is scheduled to be completed March 2025. Project completion dates pushed up from 6/30/2026 to 3/30/2025.	57%
Prince William County	Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Punch list item work has been significantly delayed due to weather and C-5 issuance (the official document VDOT uses to certify project is complete) is not expected until May 2025. Initial completion date was February 2025.	99%
City of Alexandria	West End Transitway Northern Segment Phase 1 (FY2015/FY2018-23)	100% design submission on 2/6/2025. The consultant began scheduling appraisal of impacted properties, which will begin in March 2025. Pushed completion date from 6/30/2026 to 8/30/2027.	52%
City of Alexandria	DASH Transit Service Enhancements and Expansion (FY2018-23)	Consultant team is finalizing 30% design and preparing for the next step which review by the City's Department of Planning and Zoning. Completion date pushed from 12/31/2026 to 12/31/2027.	78%

Substantive Project Status Updates *Continued...*

FY2026 Appropriations

As part of NVTAs’s FY26 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	Grant funding has been approved. 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	Construction anticipated to begin spring '25. ALX staff working on procurement for construction services.
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.

Substantive Project Status Updates *Continued...*

Flagged Projects

Flagged projects for the period January 18th, 2025- February 22, 2025, are outlined below.

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

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Arlington County	Intelligent Transportation System Improvements (FY2018-23)	No response since November 2024.	43%
Arlington County	Glebe Road Corridor ITS Improvements (FY2015).	No response since November 2024.	34%

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.

- Prince William County:** Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015/FY2017)