



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, December 9, 2021

6:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted in person and Live Streamed via YouTube

- 1. Call to Order** Chair Randall
- 2. Roll Call** Margaret Duker, Clerk
- 3. Minutes of the November 18, 2021 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- 4. NOVA Gateway Update (Live Demo)** Mr. Rashid, Transportation Planner

Action Items

- 5. Adoption of 2022 State and Federal Legislative Program** Chair Randall, Chair
Ms. Baynard, McGuire Woods Consulting, LLC.
Recommended Action: Adoption of Legislative Program
- 6. Approval of the Weighting of the Performance Measures for the TransAction Update** Mr. Jasper, Principal, Transportation Planning and Programming
Recommended Action: Approval of Weighting
- 7. Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Arlington County** Ms. Backmon, CEO
Recommended Action: Approval of Reallocation Request

Discussion/Information Items

- 8. Planning Coordination Advisory Committee Report** Mayor Colbert, Chair
- 9. FY2022-2027 Six year Program Status Update** Ms. Backmon, CEO
- 10. Meeting Schedule for Calendar Year 2022** Ms. Backmon, CEO
- 11. Governance and Personnel Committee Report** Chair Randall, Chair

12. Planning and Programming Committee Report

Mayor Wilson, Chair

13. Technical Advisory Committee Report

Mr. Boice, Chair

14. Chief Executive Officer's Report

Ms. Backmon, CEO

15. Chair's Comments

i. **Appointment of Nominating Committee**

Closed Session

16. Adjournment

Correspondence

Next Meeting: January 13, at 7:00pm -Annual Organizational Meeting

NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, November 18, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted in person and Live Streamed via YouTube

1. **Call to Order** Chair Randall
 - ✓ Chair Randall called the meeting to order at 7:03pm.
2. **Roll Call** Margaret Duker, Clerk
 - ✓ Voting Members: Chair Randall; Councilmember Snyder; Supervisor Alcorn (for Chairman McKay); Chair Wheeler; Board Member Cristol; Mayor Meyer (joined 7:45pm); Mayor Rishell; Vice-Mayor Sebesky (for Mayor Davis-Younger); Senator Boysko (joined 7:06pm); Delegate Roem; Delegate Watts; Ms. Hynes; Mr. Kolb (7:11pm).
 - ✓ Non-Voting Members; Mr. Lynch; Mr. Horsley (for Ms. Mitchell); Mayor Burke (left at 8:36).
 - ✓ Staff: Monica Backmon (CEO); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Remotely, Regional Transportation Planner); Mackenzie Love (Remotely, Regional Transportation Planner); Erica Hawksworth (Communications and Public Affairs Manager); Margaret Duker (Board Clerk).
 - ✓ Other Attendees: Rob Dickerson (Council of Counsel – Prince William County); MinhChau Corr (Remotely, Council of Counsel, Arlington County); Daniel Robinson (Council of Counsel – Fairfax County), Tracy Baynard (McGuire Woods Consulting LLC); Martin Kenny (Remotely, The Millennial Group); Julie Coccari (Remotely, The Millennial Group).
3. **Minutes of the October 14, 2021 Meeting**

Recommended action: Approval [with abstentions from those who were not present]

 - ✓ Board Member Cristol motioned for the acceptance of the October 14, 2021, meeting minutes; seconded by Mayor Rishell. Motion passed with three abstentions from Vice-Mayor Sebesky, Chair Wheeler and Supervisor Alcorn.
 - ✓ Minutes amended to note that Delegate Watts was present at the October 14, 2021, meeting.

Action Items

4. **Acceptance of FY2021 Financial Statements and Compliance Report Audit**

Mayor Rishell, Chair, Finance

Recommended Action: Acceptance of the FY2021 Audit

- ✓ Mayor Rishell informed Members of the Authority about the successful completion of the FY2021 Audit, noting it was a clean audit with no problems or issues.
- ✓ As a result, the Finance Committee voted to recommend the audit results for Authority acceptance and welcomed Mr. Garber to proceed with the full update to the Authority.
- ✓ Mr. Garber (PBMares) proceeded with an overview of the audit results, noting that Mr. Farnsworth (PBMares) previously met with the Finance Committee to update Members about the results following the audit.
- ✓ He noted that NVTa received an unmodified, or clean, opinion regarding the audit of the Financial Statements, adding that there were no issues with internal controls and compliance.
- ✓ He also noted that based on the size of the Authority's investment portfolio, this area became an additional focus area specifically related to the fair market value of investments.
- ✓ This year they contracted this to an independent outside firm. The results of this review confirmed the presented market value of investments 100%.
- ✓ Mr. Garber pointed to handouts distributed to members, noting that this schedule lists all funded projects sorted by locality and shows disbursements and remaining balances.
- ✓ Mr. Longhi further added that the handouts show all reimbursements as of June 30, 2021, and has a key which explains the modes funded.
- ✓ Mr. Garber concluded that they worked well with the Finance Team and were able to conduct the audit successfully onsite.
- ✓ Mayor Rishell moved Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the fiscal year ended June 30, 2021; seconded by Chair Randall. Motion passed unanimously.

5. Acceptance of Chief Executive Officer Position and Compensation Consultant Report

Mr. Longhi, CFO

Recommended Action: Acceptance of Consultant Report

- ✓ Mr. Longhi reminded Authority Members that this is the second part of a two-part consultant engagement, with the first section, a revised position description for the Chief Executive Officer (CEO) having concluded with adoption by the Authority at the October Authority Meeting.
- ✓ He reminded Members that The Millennial Group consulted with Members of the Governance and Personnel Committee as well as other members as they worked on the position description and more in depth as they performed the compensation analysis.
- ✓ He noted that the compensation analysis addressed the objectives of the GPC and proposed a salary range, based on independent consultant analysis.

- ✓ Mr. Longhi added that the table provides additional guidance on where Members perceive the CEO aligns for compensation purposes And offered other compensation items as options.
- ✓ He noted that one of the recommendations of the independent study was to hire an Assistant to the CEO, adding that this will not be an administrative position, but one which will require the person to have a background in Transportation Planning, so as to enable Ms. Backmon to operate more regionally and further ensure a work life balance.
- ✓ Mr. Longhi noted that importantly, the study advises the Authority and Staff on how to utilize the results of this study to keep this position current over the next couple years.
- ✓ Chair Randall extended a word of appreciation to Board Member Cristol, citing that it was her idea which led to the Authority embarking on the independent consultant study.
- ✓ Chair Randall moved Authority approval of the attached draft Chief Executive Officer Position Description and Compensation Analysis report from the Millennium Group International LLC; seconded by Board Member Cristol. Motion passed unanimously.

6. Approval of Mid-Year Operating Budget Adjustments Chair Randall, Chair, GPC
 Mayor Rishell, Chair, Finance

Recommended Action: Approval of Mid-Year Budget Adjustments

- ✓ Chair Randall continued to note that there is an acute need to bolster NVTA Staff, or else, the Authority could lose valuable staff. She added that the first need is to hire a Communications and Marketing person and secondly, an assistant to the Chief Executive Officer.
- ✓ Mayor Rishell continued to update Authority Members that the Finance Committee voted to recommend these positions for Authority approval, noting that the Authority has sufficient funds for these adjustments without using reserves or transferring funds from the Regional Revenue Fund.
- ✓ Supervisor Alcorn asked if the portfolio earnings are not used for staff, where will that money go.
- ✓ Mr. Longhi responded that the earnings would go to the Regional Revenue Fund, adding that prior to 2020 Operating Budget expenses were paid for by jurisdictions.
- ✓ Ms. Hynes also asked to confirm the presented budget adjustments were for half year expenses, to which Chair Randall confirmed that yes, the adjustments represented half year expenses.
- ✓ Councilmember Snyder voiced his support noting that among other things, there is going to be a huge demand on staff to coordinate the activities of the Authority regionally so this will be expedient for the Authority.
- ✓ Supervisor Alcorn noted that he has some concerns about doing this mid-year and wished to abstain. However, Mr. Dickerson, Member of the Council of Counsel interjected, explaining that due to the locality two-thirds majority

population voting requirement, the motion may not pass with Fairfax County's abstention.

- ✓ Following a brief discussion, Supervisor Alcorn opted to change his abstention to an aye vote for the motion.
- ✓ Councilmember Snyder moved Authority approval of the proposed FY2022 Operating Budget Adjustments as presented in the staff report; seconded by Mayor Rishell. Motion passed unanimously.

7. Approval of First Read of 2022 Legislative Program

Chair Randall, Chair, GPC

Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC.

Recommended Action: Approval of First Read

- ✓ Ms. Baynard, proceeded with the first read of the 2022 Legislative Program, noting that looking at upcoming changes in Virginia's administration, House of Delegates leadership and legislative structure, she wanted to ensure that all members of the Authority are on the same page regarding NVTA's 2022 Legislative priorities, with a chief goal to maintain and protect NVTA's current transportation funding, whilst capitalizing on every available opportunity to recover funds previously redirected.
- ✓ She noted a JLARC study undertaken in 2020 has reported more stability for transportation funding in Virginia.
- ✓ She added that the Authority will continue to work with other regional entities and transportation-focused business partners to drive this message across and get commitments from the General Assembly.
- ✓ Further, she mentioned the addition of the Transportation Technology Strategic Plan to the Legislative Program, noting that she believes there will be more electric vehicle related discussions at the 2022 General Assembly Session, which starts on January 12, 2022, with Sine die on March 12, 2022.
- ✓ Ms. Baynard emphasized concerns raised by Chair Randall about the need to be very proactive about this and not assume all General Assembly members understand the importance of protecting what the Authority currently has, in order to keep up the momentum of the Authority.
- ✓ Chair Randall reiterated that the main goal of the Legislative Program is to protect what the Authority currently has, ensuring nothing is lost. She noted this may involve educating some of the newly-elected House of Delegates as well as members of the new administration.
- ✓ She noted that unfortunately, the Authority may lose one of the current House of Delegates members on the Board, but hoping both will be able to stay on. She noted that if consulted by the new administration, she will make a strong case about why both should stay on the Authority.
- ✓ Delegate Roem explained to Authority Members a House Rule about assigning only elected members to the Authority. She explained what led to those changes.

- ✓ Delegate Watts added that the Legislation is not always the determining factor regarding who gets assigned to the NVTA, using her own example of how she was informed about some pushback years past, when she had made a case for proportionality and requested to be assigned to the Authority.
- ✓ Chair Randall also noted that the other subject of discussion at the GPC meeting was whether there could be any effort to take funding away from the NVTA looking at how circumstances have changed. She pointed to the need to be on alert, adding that the GPC stated that the Authority should continue to work diligently to advocate for funding protection.
- ✓ Senator Boysko reminded Authority Members that the makeup at the Senate has not changed, and all are committed to ensuring that the Authority's funding is protected.
- ✓ Delegate Watts informed Members that representatives from the Highway Construction Industry and other alliances have been in discussions and reported that there is a major pushback regarding any suspension of the gas tax increase.
- ✓ She explained that although federal funding may come from the recently passed Infrastructure and Investment Act, this is still a critical situation as it indicates a potential loss of funding and could put pressure on retail taxes in the long run.
- ✓ Ms. Baynard committed to continue to keep Members apprised of any developments as new Gubernatorial Cabinet position announcements are expected in December.
- ✓ Chair Randall moved Authority approval of the first read of the 2022 State and Federal Legislative Program, inclusive of any changes directed by the Authority; seconded by Chair Wheeler. Motion passed unanimously.

8. Approval of the Goals, Objectives, Performance Measures for the TransAction Update

Mr. Jasper, Principal, Transportation Planning and Programming

Recommended Action: Approval of Goals, Objectives, Performance Measures

- ✓ Ms. Backmon and Mr. Jasper provided a briefing of the development of the proposed goals, objectives, and performance measures, describing regional input and NVTA Committee involvement.
- ✓ Councilmember Snyder noted that the issue of climate change has become more prominent than before, and wanted to know to what extent can the goals, objectives and measures lead to reducing climate change.
- ✓ Mr. Jasper, promised to address Councilmember Snyder's question as he went over the presentation graphic.
- ✓ He noted that this process involves two parts; the first is to seek the Authority's approval for the goals, objectives, and performance measures and in December, the second part will be to seek the Authority's approval for the weightings associated with the performance measures.
- ✓ From the graphic, every measure has at least one of the three core values of equity, sustainability, and safety. He pointed that the goals are what NVTA would

like to accomplish, and the core values represent how these goals are going to be accomplished.

- ✓ He noted that the Authority TransAction Work Session held on October 28, 2021, helped gain insight into the priorities related to the objectives.
- ✓ He added that the recommended performance measures represent the totality of things that the Authority should measure, adding that all three Committees, the PPC, PCAC and TAC have endorsed the goals, objectives, and performance measures.
- ✓ Mr. Jasper further noted that, subject to Authority action on the goals, objectives, and performance measures, the team would be working with each Committee to get their thoughts on weightings for the approved performance measures, via a polling exercise, after which these would be summarized and presented at the next Authority meeting for Member' consideration.
- ✓ Chair Wheeler recommended putting up the graphic's legend, noting its alignment to the core values for better understanding.
- ✓ Mr. Jasper noted that yes, there is a legend (missing from the presentation graphic) and explained the icons on the chart.
- ✓ In response to another question from Chair Wheeler regarding HB599, Mr. Jasper explained that this references legislation passed in 2012, requiring transportation projects in Northern Virginia to be evaluated and rated before being funded by NVTA.
- ✓ Delegate Watts noted that she has a concern that the words 'car' and 'transit' are used but High Occupancy Vehicle (HOV) is not specifically included in transit nor is there any explanation that transit includes HOV.
- ✓ Delegate Watts explained that HOV is an important component to transit, and she recommended including a footnote to the chart, stating that transit includes HOV.
- ✓ Ms. Hynes suggested that a solution to this could be to note it as 'transit/HOV', since it is the chart that is being adopted but does agree that HOV should be associated with transit when modeled.
- ✓ Delegate Roem also inquired whether there is a part of the performance measures that a reduction in Vehicle Miles Traveled (VMT) would fall under.
- ✓ Ms. Dalia Leven, Cambridge Systematics Consultant, responded that VMT is used to measure a number of metrics but the closest correlation to VMT would be the vehicle emissions metric. This is because transportation related emissions are calculated based on rate of emissions per vehicle mile traveled, which varies by vehicle type and speed.
- ✓ Delegate Roem noted that if VMT is going to be part of the measures, it should be specified on the chart.
- ✓ Councilmember Snyder expressed his concern about moving from greenhouse gases to VMT, pointing that VMT from single occupancy vehicles are the threat to the climate.

- ✓ Following a series of discussions among Authority Members and responses from the TransAction Consultant, Ms. Leven from Cambridge Systematics, Authority Members agreed to Delegate Watts motion to make a language amendment which notes that Transit may include HOV; seconded by Mayor Rishell.
- ✓ Delegate Watts moved Authority approval of the proposed goals, objectives, and performance measures for the TransAction update; seconded by Supervisor Alcorn. Motion passed with three abstentions. Councilmember Snyder, Board Member Cristol and Ms. Hynes abstained from voting until the associated weightings for the TransAction goals, objectives and performance measures are available.

Discussion/Information Items

9. Technical Advisory Committee Report

Mr. Boice, Chair

- ✓ Mr. Randy Boice, Chair of the Technical Advisory Committee (speaking as part of Discussion Item 8 above) introduced himself to Authority Members.
- ✓ Mr. Boice noted his thirty years of experience in the field of Transportation Planning, Design and Construction, having managed over six hundred signal designs in Northern Virginia alone and currently in his fourteenth year serving on the Technical Advisory Committee.
- ✓ Mr. Boice noted that he was excited to see progress made in the transportation network in Northern Virginia and equally encouraged to note NVTAs core values of equity, sustainability, and safety as part of the TransAction update.
- ✓ He noted that transportation is a system which requires a balanced approach between personal vehicles, commercial vehicles, transit options, bicyclists and pedestrians and reminds everyone to keep the bigger picture in mind in doing what is best for the region.
- ✓ He looked forward to continuing to work with everyone for the betterment of the region.

10. HB1915 Annual Update

Ms. Backmon, CEO

- ✓ Ms. Backmon informed the Authority that HB1915 Bill requires localities embraced by the Authority to annually report to the Authority any changes to the the land use or transportation elements of its comprehensive plan which are inconsistent with the regional transportation plan, TransAction.
- ✓ NVTAs developed a form which jurisdictions are required to use in reporting these changes annually.
- ✓ She noted that after initiating the FY2021 update process, NVTAs received five responses out of which three jurisdictions noted changes to the land use sections of their comprehensive plans. However, no inconsistencies with TransAction were reported.
- ✓ She pointed that the law only requires localities to report these changes but there is no action expected of NVTAs in the event of any reported changes by the localities.
- ✓ Mayor Burke inquired whether the localities include towns for this requirement.

- ✓ Ms. Backmon responded that yes, the five towns with a population of 3,500 or more, are included when the notice is sent out for reporting.

11. Travel Trends Update

Mr. Rashid, Regional Transportation Planner

- ✓ Ms. Backmon informed Members that Mr. Rashid will be providing the update to travel trends remotely.
- ✓ She noted that NVTA has been providing this analysis to compare the use of the transportation network since COVID began with previous presentations made in June, July and September of this year.
- ✓ She noted that the current update includes a regional survey by the Greater Washington Partnership and other insights into travel trends from transit agencies in Northern Virginia.
- ✓ Mr. Rashid continued with the update, noting that telecommuting results from the Capital COVID-19 Snapshot Survey (by the Greater Washington Partnership), indicate that workers are getting back to offices, albeit at a slow rate.
- ✓ Additionally, the survey reported that less than half of workers are forecasted to get back to the office on a typical workday by Fall.
- ✓ Highway volumes however show that travel is gradually inching back to pre-COVID conditions, with data from Metropolitan Washington Council of Governments (MWCOG), showing that AM and PM peak levels are getting back to pre-COVID-19 conditions.
- ✓ Mr. Rashid noted that information from some transit managers regarding ridership trends indicate that certain routes like the Pentagon-based routes are picking up stronger ridership than others like the Washington-DC based routes.
- ✓ Adding that local bus services experienced a strong growth in commuting between August and September of this year. Referencing the orange line in the staff report chart, which represents local bus services ART (from Arlington County), DASH (from City of Alexandria), CUE (from City of Fairfax) and the Loudoun County Transit, he pointed to a strong growth in commuting but noted that these may have simply coincided with the City of Alexandria's dropping of fares from early September. However, since no causal relationship has been established yet, Mr. Rashid concluded that these trends will continue to be monitored and feedback provided at later meetings.

12. Transportation Technology Strategic Plan Update

Ms. Love, Regional Transportation Planner

- ✓ Ms. Backmon informed Authority Members that there is an update to the implementation of the Transportation Technology Strategic Plan and more details are in the packet.

13. Finance Committee Report

Mayor Rishell, Chair, Finance

- ✓ Mayor Rishell provided an update on the Finance Committee meeting on October 21, 2021, noting the completion of a successful Audit as previously discussed.

- ✓ She mentioned that the Finance Committee has begun FY2023 budget discussions, and these will continue at the next meeting.

- i. **Investment Portfolio Report** Mr. Longhi, CFO
No verbal report given.
- ii. **Monthly Revenue Report** Mr. Longhi, CFO
No verbal report given.
- iii. **Operating Budget Report** Mr. Longhi, CFO
No verbal report given.

- 14. Governance and Personnel Committee Report** Chair Randall, Chair, GPC
✓ Item discussed with the Legislative First Read.

- 15. Planning and Programming Committee Report** Mayor Wilson, Chair
✓ No verbal report given.

- 16. Planning Coordination Advisory Committee Report** Mayor Colbert, Chair
✓ No verbal report given.

- 17. Chief Executive Officer’s Report** Ms. Backmon, CEO
✓ No verbal report given.

- 18. Chair’s Comments**
✓ Chair Randall informed everyone that Authority Members would go into closed session after a five-minute break.

Closed Session

(CEO Annual Performance Evaluation)

Motion to Convene Closed Meeting

Chair Randall moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A1, for the purpose of discussing a personnel matter involving CEO annual performance review.; seconded by Council Member Snyder. Motion passed unanimously at 8:50pm.

Motion to Reconvene in an Open Meeting

Chair Randall moved that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by

which closed the meeting was convened were heard, discussed, or considered by the Committee; seconded by Board Member Cristol. Motion passed unanimously at 9:23pm with a roll call vote.

Chair Randall offered a motion for Authority approval of the 2020 Annual Evaluation of the NVTA CEO and authorize the Chair to sign the attached memo, inclusive of any modifications determined by the Authority.

Motion made by Chair Randall, seconded by Board Member Cristol. Motion passed unanimously.

19. Adjournment: Meeting adjourned at 9:24pm.

Next Meeting: December 9, at 6:00pm
NVTA Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, McGuire Woods Consulting, LLC

DATE: December 3, 2021

SUBJECT: Adoption of 2022 Legislative Program and 2022 Legislative Priorities

Purpose: To seek the Northern Virginia Transportation Authority (NVTA) adoption of the draft 2022 Legislative Program and 2022 Legislative Priorities.

Suggested Motion: *I move Authority adoption of the 2022 State and Federal Legislative Program and Legislative Priorities, inclusive of any changes directed by the Authority.*

Discussion: For review are two documents – a draft 2022 Legislative Program and a draft one-pager with three recommended priorities for 2022. The Program and Priorities provide a framework for the Authority to review and comment on any legislation or budget action that impacts its ability to advance multi-modal transportation projects in Northern Virginia.

Governor-Elect Youngkin and members of the Virginia General Assembly are developing their policy and budget priorities for consideration during the upcoming session. To date no transportation related bills have been pre-filed by legislators.

In broad terms we can expect initiatives to address many matters of interest to the Authority and its member jurisdictions:

- Electrification of the transportation sector
 - Funding for the Electric Vehicle Rebate Program
 - Funding or policy proposals related to electric vehicle charging infrastructure
- Recommendations for use of funding from the Infrastructure Investment and Jobs Act
- Tax relief initiatives that may involve the State fuels tax
- Recommendations from the Transit Equity and Modernization Study Interim Report
- Efforts to secure FY 2021 General Fund surplus revenue for transportation
 - May require temporary cap increase for the Revenue Sharing Program in order to maximize restoration of Program funds

- Proposed legislative recommendations from the Transportation Infrastructure and Funding Study completed by the Joint Legislative and Audit Commission
 - Consider limiting data collected under the Mileage-Based User Fee Program
 - Allow the State of Good Repair Program to fund more repair and reconstruction of bridges in fair but almost structurally deficient condition in order to use available funds more efficiently
 - Consider raising or eliminating the cap on State of Good Repair Program funds that go to each district to better address local needs

Attachments:

- Draft 2022 State and Federal Legislative Program
- 2022 NVTAs Legislative Program



NVTA 2022 State and Federal Legislative Program

Draft Presented for Action December 9, 2021

PREAMBLE:

The Northern Virginia Transportation Authority (Authority), created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects and to address the mobility needs of Planning District 8, is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars. The Authority brings Northern Virginia jurisdictions and agencies together to prioritize and fund regionally significant multimodal transportation solutions. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$0.07 Sales and Use Tax were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

During the 2018 General Assembly Session, HB1539/SB 856 (2018) resulted in the diversion of two of the Authority's three revenue sources. The Transient Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use.

2022 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

I. *PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (Ongoing Position)*

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multimodal solutions. The Authority and its member localities use these dedicated revenues to fill in funding needs the Commonwealth is unable to meet to keep

the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region. The Authority will work with the General Assembly and the administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community.

Any action to change the provisions of Chapter 766 (2013), Chapter 837 (2019), Chapter 846 (2019), Chapter 1230 (2020) and Chapter 1275 (2020) that reduce dedicated revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

II. RESTORE LONG TERM FUNDING TO THE AUTHORITY (Revised Position)

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The two percent Transient Occupancy Tax and the fifteen cents per \$100 Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$275 million from initial projections resulting in partial funding for multiple projects with high scores of reducing congestion.

In recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session, the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022, the new interstate funding tools will raise just under \$20 million annually for the Authority and its member jurisdictions. Current Virginia estimates show the Authority will receive on average \$13.5 million each year for FY 2022-2027 from the Interstate Operations and Enhancement Fund.

In the 2020 General Assembly Session, the Authority secured an additional \$50 million in replacement dedicated revenues. The Authority and the member jurisdictions have access to a ten cents per \$100 regional Grantor's Tax and \$20 million annually from the state Commonwealth Transportation Fund.

An additional \$38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantors Tax and a three percent increase in the Transient Occupancy Tax to

produce revenue to complete critical multimodal transportation infrastructure.

III. PROTECT VIRGINIA'S TRANSPORTATION FUNDING (New Position)

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These resources need to continue and grow to ensure the Commonwealth can support its business community's need for infrastructure that moves goods and people.

IV. SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY (New Position)

The NVTA Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and eight strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety.

V. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS OF PUBLIC BODIES (Revised Position)

In response to the COVID-19 health and safety emergency, the Authority and its member jurisdictions found additional ways to maintain transparency and citizen involvement in the operations of government. The Authority supports efforts to maximize flexibilities for regional government bodies to conduct electronic meetings, allowing greater access to the public and opportunities for members to participate remotely outside of a declared state of emergency.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- a) **State of Good Repair:** The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to ensure Northern Virginia's primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.

- i. The Authority encourages the Commonwealth to adopt performance metrics and a funding strategy for pavement and bridge maintenance that recognizes the unique use patterns in Northern Virginia where primary and secondary roads carry significantly more traffic than similar facilities in other parts of Virginia.

b) Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below \$100 million.

- i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region.
- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds but are important to the region as well.

c) Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure. Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

d) Smart Scale: The Authority supports allocation of state funds via objective and transparent data analysis. In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost.

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride lots along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect

the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

a) **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**

- i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.

b) **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders.** The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system and must work with the Federal Government to ensure that it, too, provides sufficient resources.

- i. **Sustainable Funding Reforms: The Authority supports federal action that extended the annual \$150 million federal capital appropriation known as the Passenger Rail Investment and Improvement Act (PRIIA) thru 2030. *(revised position)***
Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- ii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

c) **Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in**

Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. *(Reaffirms previous position)*

III. VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.
- c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

IV. LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

V. **SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. *(Reaffirms previous position)*

VI. **MAXIMIZING USE OF FACILITIES AND OPERATIONS**

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use; teleworking; safe pedestrian and bicyclist movement; and user-friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. *(Reaffirms previous position)*

B. **FEDERAL LEGISLATIVE PROGRAM**

PROVIDE ADDITIONAL FEDERAL COVID-19 FUNDING SUPPORT FOR TRANSIT

Northern Virginia's transit agencies and the Washington Metropolitan Washington Transit Agency (WMATA) continue to provide essential services serving our region and the federal government. Earlier federal COVID-19 relief enabled these systems to operate safely and serve first responders, healthcare workers and essential employees across the National Capital Region. Now WMATA and these agencies need additional funding to avoid staff layoffs and service reductions that would cripple our region's ability to quickly recover from the economic downturn. The Federal agency workforce depends on WMATA service to serve the nation and further federal aid is paramount.

I. **SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:**

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly.

USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments, as it works on rules to establish performance measures and standards for numerous programs;

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the country.

To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and

Safety and security must continue to be an important focus of transportation projects. *(Reaffirms previous position)*

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.
- i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority supports federal action that extended PRIIA funding at \$150 million annually through 2030.
 - ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
 - iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. *(Reaffirms previous position)*
- b) **Maximize Metrorail's Existing Infrastructure:** The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in

Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed.
(Reaffirms previous position)

III. VIRGINIA RAILWAY EXPRESS (VRE):

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. *(Reaffirms previous position)*

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. *(Reaffirms previous position)*

VI. FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. *(Reaffirms previous position)*

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landings) and the perimeter rule at Reagan National Airport (DCA). Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport (IAD), and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles Airport. *(Reaffirms previous position)*



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Northern Virginia Transportation Authority

2022 Virginia General Assembly Focus

Draft Presented for Action December 9, 2021

The Northern Virginia Transportation Authority has several goals for the 2022 Virginia General Assembly session:

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

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region.

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

RESTORE LONG TERM FUNDING TO THE AUTHORITY

An additional \$38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These dedicated resources need to continue and grow to ensure the Commonwealth can support business, residents and visitors needs for infrastructure that moves goods and people.

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction

top of mind. It is comprised of an Action Plan and eight strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority’s vision and core values including equity, sustainability, and safety. For 2022 we call on state government to expand access to low or zero emission vehicles for private and public sector use including assistance to help Virginians at all income levels gain access to electric vehicles and advancing private and public efforts to provide needed charging infrastructure.

Background

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

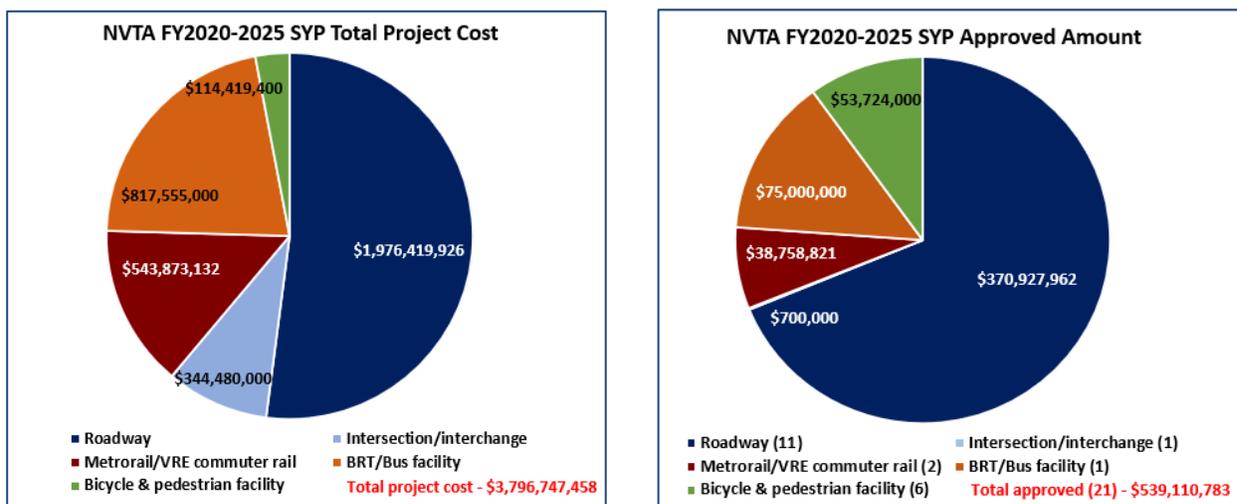
The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

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

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

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

To date, the Authority is advancing a total of 106 regional multimodal transportation projects, totaling \$2.5 billion, for congestion reduction throughout the region



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, CEO

DATE: December 3, 2021

SUBJECT: Approval of the Weighting of the Performance Measures for the TransAction Update

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the weightings of the performance measures for the TransAction update.
2. **Suggested Motion:** *I move Authority approval of the weightings of the performance measures for the TransAction update.*
3. **Background.** The Authority adopted the current version of TransAction, the long-range transportation plan for Northern Virginia, on October 12, 2017. NVTA updates the long-range transportation plan every five years. This TransAction update will occur in three phases, starting with a review of transportation needs and priorities. The consultant team will conduct much of the transportation planning and analytical work in the second of these phases, during winter 2021/2022. In the third phase, the public will have an opportunity to provide comment on the draft plan. Each phase includes differing planning and public engagement activities.

Since summer 2021, over the course of multiple meetings, three NVTA committees have reviewed the goals, objectives and performance measures for the TransAction update. The three NVTA committees are:

- a. Technical Advisory Committee (TAC)
 - b. Planning Coordination Advisory Committee (PCAC)
 - c. Planning and Programming Committee (PPC)
4. The TAC and PCAC are the Authority's Statutory Committees, while the PPC is one of the Authority's Standing Committees, comprising five Authority members.

In the first part of a two-part action process, the Authority approved the proposed goals, objectives, and performance measures (with the addition of a footnote stating that 'HOV may include Transit') for the TransAction update at its meeting on November 18, 2021.

Since then, NVTA staff have worked with the TAC, PCAC, and PPC to develop recommendations for the weightings associated with each of the ten performance measures approved in November 2021. This memorandum describes the importance of, and the approach leading up to, this second part of the two-part action process.

It is important to note that the recommendations provided in the attachment to this memo represent a starting point for discussion among Authority members. The Authority may choose to approve the recommendations as-is or make changes as desired, subject to compliance with the Code of Virginia.

Subject to Authority action, approval of weightings for the ten performance measures will enable the process of updating TransAction to advance from phase 1 to phase 2.

- 5. Development of Weighting Recommendations.** Prior to each committee meeting since the November 2021 Authority meeting, NVTA staff provided guidance on the development of weighting recommendations and requested committee members develop their initial weighting suggestions. NVTA staff collated these initial suggestions at each committee meeting, which then served as the starting point for each committee's deliberations. Each committee in turn developed its recommended weightings for the ten performance measures. NVTA staff did not share recommendations from other committees ahead of each individual committees' actions. (Note: the order of committee meetings was TAC, PPC, and finally PCAC.)

NVTA staff, guided by the Council of Counsels, have ensured that the weighting recommendations are consistent with the intent of the various sections of the Code of Virginia that direct NVTA to give priority to reducing congestion.

Subsequent to the committee meetings, NVTA staff tabulated the recommendations, and calculated two values for each performance measure – the average 'precise' value and a 'rounded' value (rounded to the nearest five percent). Consistent with the weightings used for the current TransAction, rounded values have negligible impact on the overall evaluation compared to precise values but are much easier to communicate to the public.

NVTA staff have focused on facilitating the process of developing weighting recommendations, but not influencing them. Consequently, NVTA staff have not developed weighting recommendations as part of this process, other than from an arithmetical perspective.

- 6. Committee Recommendations.** The TAC and PCAC unanimously recommended weightings for the performance measures at their respective meetings in November/early December 2021. At its meeting in late November 2021, the PPC also recommended weightings for the measures, albeit with one abstention. The attachment provides individual committee recommendations, average weightings, and rounded weightings. The rounded weightings

provided in the attachment represent the starting point for Authority member discussion.

- 7. Discussion.** While there was no expectation that each committee would make identical recommendations, they did nonetheless make similar recommendations. In part, this is due to the number of performance measures (ten), meaning that it was always likely that weighting recommendations would fall into a relatively narrow range between five and fifteen percent. Averaging and rounding the recommendations of the three committees further smoothed the relative weighting recommendations for each performance measure.

Nonetheless, the recommendations (individually and collectively) appear well balanced across the potentially conflicting priorities of different sub-regions within Northern Virginia. While the recommendations are firmly in keeping with NVRTA's legislatively mandated charge to reduce traffic congestion, they also demonstrate a clear desire to 'reward' projects that support travel choices that go beyond driving alone:

- a. The highest weighted performance measures for each committee were:
 - TAC – A1: Total Person-Hours of Delay in autos (16 percent)
 - PCAC – C2: Access to jobs by car, transit, and bike for EEA populations (15.9 percent)
 - PPC – D1: Quality of access to transit and the walk/bike network (14 percent)
 - b. The lowest weighted performance measures for each committee were:
 - TAC – A2: Total Person-Hours of Delay in transit (6 percent)
 - PCAC – C1: Access to jobs by car, transit, and bike (5.8 percent)
 - PPC – G1: Transportation System Redundancy (5 percent)
 - c. The six performance measures that most closely align with congestion reduction (A1, A2, B1, B2, C1, and G1) attracted a rounded weighting recommendation of 55 percent. Given the mandates on congestion reduction included in HB599 (2012) and HB2313 (2013), this is considered both appropriate and compliant;
 - d. At the same time, the five performance measures that most closely align with improving transit and travel choices (A2, B2, C1, D1, and G1) attracted a rounded weighting recommendation of 50 percent;
 - e. Significantly, the six performance measures that most closely align with NVRTA's equity core value (A2, B2, C2, D1, F1, and G1) attracted a rounded weighting recommendation of 60 percent;
- 8.** The evaluation of grouped projects (TransAction) and individual projects (Six Year Program) will use the weighted performance measures. As such, the evaluation process will assess how well each project (or groups of projects) performs under each performance measure. The evaluation will then aggregate these impacts across all performance measures using the approved weights. Most projects will have impacts that will apply to multiple performance measures.

It is noted that for the evaluation of grouped projects in TransAction, the combination of weighted performance measures represents the major quantitative rating approach. However, since TransAction is a geographically and fiscally unconstrained plan, ratings do not commit the Authority to specific project selections. For the evaluation of individual candidate projects for the Six Year Program, the TransAction project ratings derived using weighted performance measures are one of three quantitative analyses, with the others being congestion reduction relative to cost and Long-Term Benefit. Further, the evaluation for the Six Year Program takes account of qualitative considerations such as past performance, external funding, modal/geographic balance, and public comment.

As important as the weighted performance measures are, it is also necessary for a comprehensive blend of regional projects to be included in TransAction. Without this blend of projects, it may be challenging to achieve the desired priorities as expressed by the weighting recommendations. For example, performance measure B2 will 'reward' projects that incorporate dedicated or priority treatments for transit passengers. However, if no such projects are included in the TransAction analyses, this performance measure will have no impact regardless of how significant the B2 weighting is.

- 9. Next Steps.** Subject to Authority action on weightings for performance measures, NVTA staff and the consultant team will begin the transition from Phase 1 to Phase 2 of the TransAction update. During Phase 2, the consultant team will incorporate the weighted performance measures into the development of TransAction Project Ratings, consistent with the requirement of HB599 (2012). TransAction Project Ratings are an important analytical component of the TransAction update, and a requirement for NVTA's funding programs.

Simultaneously, the consultant team will incorporate the weighted performance measures into the evaluation of candidate regional transportation projects submitted for inclusion into NVTA's FY2022-2027 Six Year Program.

Currently, it is envisioned that the Authority will adopt the FY2022-2027 Six Year Program in July 2022 and the final TransAction Plan in November 2022.

Attachment – Summary of Recommended Weightings for Performance Measures

Attachment: Summary of Recommended Weightings for Performance Measures

In the following table:

- Performance Measures A1, A2, B1, and B2 support the Mobility goal
- Performance Measures C1, C2, and D1 support the Accessibility goal
- Performance Measures E1, F1, and G1 support the Resiliency goal

| Performance Measure | Committee Recommendations (percent) | | | Average (percent) | Rounded (percent) | Rounded by Objective (percent) | Rounded by Goal (percent) |
|--|-------------------------------------|------|-----|-------------------|-------------------|--------------------------------|---------------------------|
| | TAC | PCAC | PPC | | | | |
| A1: Total Person-Hours of Delay in autos | 16 | 10.7 | 12 | 12.9 | 10* | 20 | 40 |
| A2: Total Person-Hours of Delay on Transit | 6 | 11.8 | 11 | 9.6 | 10 | | |
| B1: Duration of Severe Congestion | 12 | 10.2 | 9 | 10.4 | 10 | 20 | |
| B2: Transit person-miles in dedicated/priority ROW | 8 | 7.5 | 9 | 8.2 | 10 | | |
| C1: Access to jobs by car, transit, and bike | 10 | 5.8 | 9 | 8.3 | 10 | 20 | 35 |
| C2: Access to jobs by car, transit, and bike for EEA populations | 10 | 15.9 | 10 | 12.0 | 10 | | |
| D1: Quality of access to transit and the walk/bike network | 12 | 13.6 | 14 | 13.2 | 15 | 15 | |
| E1: Potential for safety and security improvements | 9 | 8.0 | 9 | 8.7 | 10 | 10 | 25 |
| F1: Vehicle Emissions | 8 | 10.2 | 12 | 10.1 | 10 | 10 | |
| G1: Transportation System Redundancy | 9 | 6.3 | 5 | 6.8 | 5 | 5 | |
| | 100 | 100 | 100 | 100.2 | 100 | 100 | 100 |

Notes

- (*) indicates Performance Measure A1 rounded down to 10 instead of up to 15 in order to total to 100
- Transit may include High Occupancy Vehicles (HOV)
- ROW – Right of Way
- EEA – Equity Emphasis Areas (designated by MWCOG/TPB)
- TAC – Technical Advisory Committee
- PCAC – Planning Coordination Advisory Committee
- PPC – Planning and Programming Committee
- ‘Average’ – average weighting for the TAC, PCAC, and PPC
- ‘Rounded’ – average weightings rounded to the nearest multiple of five percent

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

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

DATE: December 3, 2021

1. **Purpose.** To seek Northern Virginia Transportation Authority approval for Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Arlington County.
2. **Suggested Motion:** *I move Authority approval of the reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Arlington County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

Arlington County requested a total transfer of \$982,597 to UPC 120576 (Traffic Signal Optimization) from the following projects:

- \$275,567 from UPC 52287 (Signal Prioritization VA 244)
- \$363,239 from UPC 94652 (TSM Fiber Phase 2A)
- \$18,645 from UPC 94652 (TSM Fiber Phase 2A)
- \$325,146 from UPC 94652 (TSM Fiber Phase 2A)

These surplus CMAQ funds from previously completed projects cover multiple fiscal years. Line items 3 and 4 include state matching funds. Line items 1 and 2 are unmatched; the County will provide the required 20 percent match from local funding sources. The transfer will enable the County to begin a new cycle of county-wide traffic signal optimization.

At its meeting on November 29, 2021, the RJACC recommended approval of the request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Lynch
Request Letter from Arlington County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 9, 2021

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Arlington County

Dear Mr. Lynch:

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

Arlington County requested a total transfer of \$982,597 to UPC 120576 (Traffic Signal Optimization) from the following:

- \$275,567 from UPC 52287 (Signal Prioritization VA 244)
- \$363,239 from UPC 94652 (TSM Fiber Phase 2A)
- \$18,645 from UPC 94652 (TSM Fiber Phase 2A)
- \$325,146 from UPC 94652 (TSM Fiber Phase 2A)

These surplus CMAQ funds from previously completed projects cover multiple fiscal years. Line items 3 and 4 include state matching funds. Line items 1 and 2 are unmatched; the County will provide the required 20 percent match from local funding sources. The transfer will enable the County to begin a new cycle of county-wide traffic signal optimization.

On December 9, 2021, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Dennis M. Leach, Director of Transportation, Arlington County



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-0588 www.arlingtonva.us

November 22, 2021

Mr. Paolo Belita, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Belita:

Arlington County requests RJACC approval of the following transfer of Congestion Mitigation and Air Quality (CMAQ) Funds:

1. \$275,567 from UPC 52287 (Signal Prioritization VA 244) to UPC 120576 (Traffic Signal Optimization)
2. \$363,239 from UPC 94652 (TSM Fiber Phase 2A) to UPC 120576 (Traffic Signal Optimization)
3. \$18,645 from UPC 94652 (TSM Fiber Phase 2A) to UPC 120576 (Traffic Signal Optimization)
4. \$325,146 from UPC 94652 (TSM Fiber Phase 2A) to UPC 120576 (Traffic Signal Optimization)

The total requested funding transfer to UPC 120576 is \$982,597. These surplus CMAQ funds from previously completed projects cover multiple fiscal years. Line items 3 and 4 include state matching funds. Line items 1 and 2 are unmatched; the County will provide the required 20 percent match from local funding sources. The transfer will enable the County to begin a new cycle of county-wide traffic signal optimization. UPC 120576 is a new project, so this transfer will require approval by the Authority following RJACC action. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or rroisman@arlingtonva.us.

Sincerely,

Dennis M.
Leach

Digitally signed by Dennis
M. Leach
Date: 2021.11.22
13:56:15 -05'00'

Dennis M. Leach
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVTA
Jan Vaughan, Manager, NOVA Program Management, VDOT
Carol Bondurant, Programming Assistant Manager, VDOT
Joshua Nicholas, ITS and Streetlight Manager, Arlington County

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: December 3, 2021

SUBJECT: Report from the Planning Coordination Advisory Committee

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
- 2. Background.** The PCAC met on December 1, 2021.

The meeting was held in NVTa offices, with options to participate remotely. 11 members were present in-person, and 2 members joined via an online meeting collaboration platform.

The October 27, 2021, meeting summary was approved, with abstentions from members who did not attend the October 27, 2021, meeting.

- 3. Approval of Performance Measure Weightings for the TransAction Update.**

Mr. Jasper shared a timeline of upcoming milestones for TransAction, with its adoption currently scheduled for November 2022. Next major milestone is proposed adoption by Authority the set of weightings for performance measures in its December meeting. Members were presented with significance and impacts of performance measures' weights on project analyses, at an aggregate level. Staff also shared a set of guidance to facilitate the allocation of weights before the meeting. With this information, each member assigned a set of weights, which were then averaged and discussed to derive a final set of weightings for approval. Council member Stehle, City of Fairfax, proposed to re-allocate weight scores between two measures for accessibility to jobs, to prioritize job access from TPB-identified Equity Emphasis Areas.

After this exercise, members approved unanimously the set of weightings for performance measures to recommend for Authority's adoption.

4. Discussion/Information – TransAction scenario definitions

Any long-range forecasting process includes a range of uncertainty. To effectively capture these uncertainties, TransAction planning process proposes to conduct following 4 scenario analyses – Post-Pandemic New Normal, Technology, Incentives/Pricing, Climate Change. Project consultant staff described each scenario with their definitions and assumptions. Committee members shared their suggestions for these scenario analyses.

5. NVTA update.

NVTA Chief Executive Officer, Ms. Backmon, expressed her gratitude to committee members for their diligence in deriving TransAction goals/objectives/performance measures, and their associated weights. She stated that the metric of approved weightings of performance measures by this, and other NVTA statutory and standing committees will be presented to Authority in its December meeting for adoption.

6. Next steps. I envision the PCAC will continue to be engaged in the update of its long-range transportation plan TransAction.

Attachment: Weights for the ten Performance Measures Recommended by the Planning Coordination Advisory Committee.

Attachment:

Weights for the ten Performance Measures Recommended by the Planning Coordination Advisory Committee.

| Technical Advisory Committee | | | |
|-------------------------------------|----|--|---------------------------|
| Goal | | Performance Measure | Recommended Weight |
| Mobility | A1 | Total Person-Hours of Delay in autos* | 10.7 |
| | A2 | Total Person-Hours of Delay on Transit* | 11.8 |
| | B1 | Duration of Severe Congestion* | 10.2 |
| | B2 | Transit person-miles in dedicated/priority ROW* | 7.5 |
| Accessibility | C1 | Access to jobs by car, transit, and bike* | 5.8 |
| | C2 | Access to jobs by car, transit, and bike for EEA populations | 15.9 |
| | D1 | Quality of access to transit and the walk/bike network | 13.6 |
| Resiliency | E1 | Potential for safety and security improvements | 8.0 |
| | F1 | Vehicle Emissions | 10.2 |
| | G1 | Transportation System Redundancy* | 6.3 |

* HB599 measures

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, CEO

DATE: December 3, 2021

SUBJECT: Update on the Development of the FY2022-2027 Six Year Program

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on the status of the development of the Authority's FY2022-2027 Six Year Program (SYP).
- 2. Background.** At its July 9, 2020, meeting, the Authority adopted its FY2020-2025 SYP, following the adoption of inaugural SYP in 2018. 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 FY2022-2027 SYP Update, using FY2026 and FY2027 regional revenues will follow a similar version of the process used for the previous SYPs, initiated by a Call for Regional Transportation Projects (CfRTP) that was posted on July 1, 2021.

This will be the last SYP for which the current TransAction Project List (adopted in October 2017) will be used. The new model being developed as part of the current TransAction Update will be validated and used for model-based evaluations for the FY2022-2027 SYP, together with the weighted performance measures when approved by NVTA. The SYP schedule may potentially be affected by any delays in TransAction model development and approval.

- 3. Status.** The deadline for eligible jurisdictions and agencies to respond to the CfRTP was October 1, 2021, and to submit the governing body resolutions is December 3, 2021.

NVTA staff have been reviewing the project applications, conducting eligibility verifications, requesting clarifications, and preparing information for the modeling and other analytical work including congestion reduction relative to cost calculations.

Following the successful implementation of an automated online project application process for the previous cycle of SYP, jurisdiction/agency staff were able to use an enhanced online portal to submit applications. This greatly streamlined the application process for NVTA staff as well as for jurisdiction/agency staff. Similar to the previous cycle, jurisdiction staff were provided a chance to meet with NVTA staff to present their respective applications, and to provide an early opportunity for NVTA staff to request clarifications.

The candidate project list includes 26 applications from 9 jurisdictions, with a combined request of approximately \$1.213 billion. A comparison of all funding programs is provided in Table 1 below.

Table 1: Comparison of NVTA Funding Programs

| Funding Program | Amount Requested (\$) | Amount Approved (\$) | Approved/ Requested (%) |
|------------------------|------------------------------|-----------------------------|--------------------------------|
| FY2014 | 339,693,000 | 178,784,455 | 53 |
| FY2015-2016 | 467,124,215 | 326,983,782 | 70 |
| FY2017 | 297,949,000 | 166,043,951 | 56 |
| FY2018-2023 SYP | 2,470,139,861 | 1,285,273,281 | 52 |
| FY2020-2025 SYP | 1,444,826,078 | 539,110,783 | 37 |
| FY2022-2027 SYP | 1,213,916,553 | N/A | N/A |

Note: Adjusted for approved projects that were subsequently withdrawn

The candidate projects for the FY2022-2027 SYP will now advance to the detailed project evaluation phase. It is noted that project details may change during the evaluation phase to reflect any updates that are received by NVTA staff.

A breakdown of applications by applicant is provided in Table 2 below.

Table 2: Summary of Applications by Applicant

| Applicant | Applications (#) | Requested amount (\$) |
|-----------------------|-------------------------|------------------------------|
| Arlington County | 1 | 80,000,000 |
| Fairfax County | 7 | 572,000,075 |
| Loudoun County | 4 | 58,500,000 |
| Prince William County | 8 | 444,200,000 |
| City of Alexandria | 2 | 10,000,000 |
| City of Falls Church | 1 | 22,500,000 |
| City of Manassas | 1 | 8,851,639 |
| Town of Herndon | 1 | 4,581,000 |
| Town of Leesburg | 1 | 13,283,839 |
| TOTAL | 26 | 1,213,916,553 |

A breakdown of applications based on the primary mode for the project applications is provided in Table 3 below. Please note that the projects may support other modes too.

Table 3: Summary of Applications by Primary Mode

| Primary Mode | Applications (#) | Requested amount (\$) |
|---|-------------------------|------------------------------|
| New or improved roadway capacity and/or alignment | 14 | 842,351,714 |
| New or improved intersection/interchange | 5 | 166,564,839 |
| New or improved bus/BRT facility | 3 | 95,000,000 |
| Improvement/access to Metrorail/VRE commuter rail | 1 | 80,000,000 |
| New or improved bicycle/pedestrian facility | 2 | 27,500,000 |
| Transportation technology | 1 | 2,500,000 |
| TOTAL | 26 | 1,213,916,553 |

The final list of candidate projects and a regional map showing the locations of the candidate projects are provided in Attachments 1 and 2. The latest information will be available on the NVTa website, under the Programming tab, FY2022-2027 Six Year Program: <https://thenovaauthority.org/fy2022-2027-six-year-program/>.

- 4. Next Steps.** Development of the FY2022-2027 SYP remains on schedule. Upcoming milestones include:
- a. **December 2021-January 2022:** project evaluations including TransAction ratings (HB599), Congestion Reduction Relative to Cost (CRRC), Long Term Benefit (LTB), and qualitative considerations.
 - b. **March 2022:** Authority approval of date for NVTa Public Hearing/Open House
 - c. **March 2022:** Commencement of Technical Advisory Committee (TAC), Planning Coordination and Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews;
 - d. **March – April 2022:** Staff submission of funding availability recommendations to the Finance Committee
 - e. **April 2022:** Release of candidate project list and evaluations by the Authority;
 - f. **April – May 2022:** Public comment period, NVTa Public Hearing/Open House, jurisdictional Town Hall meetings;
 - g. **June 2022:** Release of NVTa staff project recommendations for review by TAC, PCAC, and PPC;
 - h. **July 2022:** Authority adoption of FY2022-2027 SYP

Attachments:

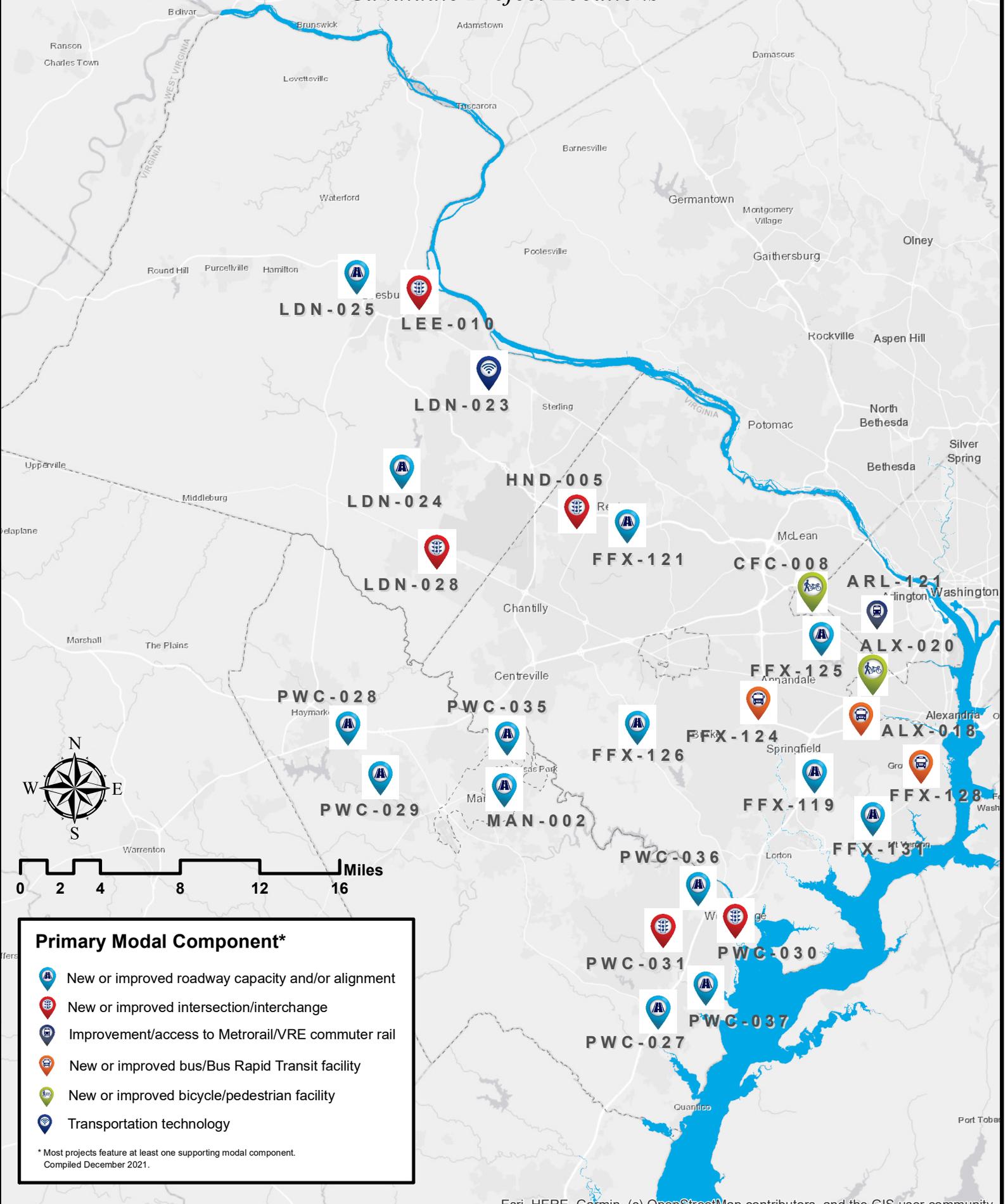
- 1. List of candidate projects
- 2. Regional map showing candidate projects and primary mode.

Attachment 1: List of candidate projects

| # | Application ID | Jurisdiction / Agency | Project | Fund request | Total project cost | Primary and supporting modal components |
|----|----------------|-----------------------|---|-------------------------|-------------------------|---|
| 1 | ARL-021 | Arlington Co | Ballston-MU Metrorail Station West Entrance | \$ 80,000,000 | \$ 140,000,000 | |
| 2 | FFX-131 | Fairfax Co | Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane | \$ 60,207,038 | \$ 415,000,000 | |
| 3 | FFX-128 | Fairfax Co | Richmond Highway (Route 1) BRT | \$ 80,000,000 | \$ 730,000,000 | |
| 4 | FFX-121 | Fairfax Co | Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive | \$ 73,793,037 | \$ 235,000,000 | |
| 5 | FFX-119 | Fairfax Co | Frontier Drive Extension and Intersection Improvements | \$ 145,200,000 | \$ 180,200,000 | |
| 6 | FFX-126 | Fairfax Co | Fairfax County Parkway Widening: Nomes Court to Route 123 | \$ 108,000,000 | \$ 115,035,882 | |
| 7 | FFX-125 | Fairfax Co | Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road | \$ 94,800,000 | \$ 94,800,000 | |
| 8 | FFX-124 | Fairfax Co | 8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service | \$ 10,000,000 | \$ 10,000,000 | |
| 9 | LDN-025 | Loudoun Co | Route 7 Improvements: Route 9 to Dulles Greenway | \$ 20,000,000 | \$ 130,992,500 | |
| 10 | LDN-028 | Loudoun Co | Loudoun County Parkway Interchange at US 50 | \$ 20,000,000 | \$ 181,152,680 | |
| 11 | LDN-024 | Loudoun Co | Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive | \$ 16,000,000 | \$ 31,500,000 | |
| 12 | LDN-023 | Loudoun Co | Route 7 Corridor ITS Implementation Program | \$ 2,500,000 | \$ 3,777,000 | |
| 13 | PWC-031 | Prince William Co | Construct Interchange at Prince William Parkway and Minnieville Road | \$ 67,500,000 | \$ 70,000,000 | |
| 14 | PWC-030 | Prince William Co | Route 1 at Route 123 Interchange | \$ 61,200,000 | \$ 68,000,000 | |
| 15 | PWC-027 | Prince William Co | Van Buren Road North Extension: Route 234 to Cardinal Drive | \$ 80,000,000 | \$ 82,000,000 | |
| 16 | PWC-029 | Prince William Co | Devlin Road (South) Widening: Linton Hall Road to University Boulevard | \$ 35,000,000 | \$ 40,000,000 | |
| 17 | PWC-028 | Prince William Co | University Boulevard Extension: Devlin Road to Wellington Road | \$ 53,000,000 | \$ 100,000,000 | |
| 18 | PWC-036 | Prince William Co | Old Bridge Road Widening: Colby Drive to Minnieville Road | \$ 25,000,000 | \$ 25,000,000 | |
| 19 | PWC-037 | Prince William Co | Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive | \$ 26,500,000 | \$ 26,500,000 | |
| 20 | PWC-035 | Prince William Co | Old Centreville Road Widening: Fairfax County Line to Route 28 | \$ 96,000,000 | \$ 96,000,000 | |
| 21 | ALX-018 | City of Alexandria | West End Transitway Phase 1b: South Van Dorn Street and Bridge Design | \$ 5,000,000 | \$ 40,999,440 | |
| 22 | ALX-020 | City of Alexandria | Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge | \$ 5,000,000 | \$ 5,500,000 | |
| 23 | CFC-008 | City of Falls Church | North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place | \$ 22,500,000 | \$ 22,500,000 | |
| 24 | MAN-002 | City of Manassas | Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue | \$ 8,851,639 | \$ 8,851,639 | |
| 25 | HND-005 | Town of Herndon | Herndon Parkway Improvements at Worldgate Drive Extension | \$ 4,581,000 | \$ 6,536,000 | |
| 26 | LEE-010 | Town of Leesburg | Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road | \$ 13,283,839 | \$ 185,074,950 | |
| 26 | | | TOTAL | \$ 1,213,916,553 | \$ 3,044,420,091 | |

FY2022-2027 Six Year Program Update

Candidate Project Locations



Primary Modal Component*

- New or improved roadway capacity and/or alignment
- New or improved intersection/interchange
- Improvement/access to Metrorail/VRE commuter rail
- New or improved bus/Bus Rapid Transit facility
- New or improved bicycle/pedestrian facility
- Transportation technology

* Most projects feature at least one supporting modal component.
Compiled December 2021.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

10.

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 3, 2021

SUBJECT: Proposed Meeting Schedule for Calendar Year 2022

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the proposed NVTA meeting schedule for Calendar Year (CY) 2022.

2. **Background:** As the regions multi-modal transportation planning, programming, and funding entity, it is vitally important to allow sufficient planning time for the Authority to conduct its business meetings.

Consistent with prior practice, the Chief Executive Officer proposes the Authority continue to meet on the second Thursday of each month at 7:00pm for CY2022 as indicated below with noted exceptions:

- January 13, 2022 at 7:00pm
- February 10, 2022 at 7:00pm
- March 10, 2022 at 7:00pm
- **April 14, 2022 at 7:00pm – (Day is Holy Thursday, Alternate maybe 21st).**
- May 12, 2022 at 7:00pm
- June 9, 2022 at 7:00pm
- July 14, 2022 at 7:00pm
- **August - No Meeting, unless special circumstances require.**
- September 8, 2022 at 7:00pm
- October 13, 2022 at 7:00pm
- November 10, 2022 at 7:00pm
- December 8, 2022 at 7:00pm



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Placeholder
for
Governance and Personnel Committee Report
(Verbal Update)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Wilson, Chair, Planning and Programming Committee

DATE: December 3, 2021

SUBJECT: Report from the Planning and Programming Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background.** The Planning and Programming Committee met on November 29, 2021. The meeting was held at the NVTA office. Four Committee members attended in-person and the meeting was livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of November 1, 2021, Meeting:**
The meeting summary for the November 1, 2021, meeting was approved unanimously.
 - b. **Approval of Weights for the Performance Measures for TransAction update:**
The Committee discussed various aspects of the Authority-approved performance measures and their weights. The Committee, with three ayes and one abstention (fifth member was absent), recommended weights for the ten performance measures for Authority approval. See the Committee recommendations in the attached table below. The staff noted that the weights recommended by the Planning and Programming Committee, Technical Advisory Committee, and Planning Coordination Advisory Committee, will be averaged and rounded to the nearest 5%. The averaged weights, along with sums of these for each core value, will be presented to the Authority at its December meeting.
4. **Discussion Items:**
 - a. **TransAction: Update on Scenario Definitions**
The Committee was presented with four potential future scenarios (post-pandemic new normal, technology, incentives/pricing, and climate change) and associated assumptions. The Committee discussed and provided inputs.

b. NVTA Update:

Ms. Backmon informed the Committee that the Authority, at its December 9th meeting, is expected to adopt TransAction performance measure weights and the 2022 Legislative Program.

- 5. Next Steps.** The PPC will continue to be engaged in the update of TransAction, discussing future scenarios and plan development. The PPC will also be engaged in the Six Year Program (SYP) application evaluations and program development.

The next Committee meeting will be decided later.

Attachment: Weights for the ten performance measures recommended by the Planning and Programming Committee

Attachment:

Weights for the ten Performance Measures Recommended by the Planning and Programming Committee

| Planning and Programming Committee | | | |
|---|----|--|---------------------------|
| Goal | | Performance Measure | Recommended Weight |
| Mobility | A1 | Total Person-Hours of Delay in autos* | 12.0 |
| | A2 | Total Person-Hours of Delay on Transit* | 11.0 |
| | B1 | Duration of Severe Congestion* | 9.0 |
| | B2 | Transit person-miles in dedicated/priority ROW* | 9.0 |
| Accessibility | C1 | Access to jobs by car, transit, and bike* | 9.0 |
| | C2 | Access to jobs by car, transit, and bike for EEA populations | 10.0 |
| | D1 | Quality of access to transit and the walk/bike network | 14.0 |
| Resiliency | E1 | Potential for safety and security improvements | 9.0 |
| | F1 | Vehicle Emissions | 12.0 |
| | G1 | Transportation System Redundancy* | 5.0 |

* HB599 Measures

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: December 3, 2021

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background.** The Technical Advisory Committee met on November 22, 2021. The meeting was held at the NVTA office. Six committee members attended in-person and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of October 20, 2021, Meeting:**

The meeting summary for the October 20, 2021, meeting was approved unanimously.
 - b. **Approval of Weights for the Performance Measures for TransAction update:**

The Committee discussed various aspects of the Authority-approved performance measures and their weights. The Committee, with six ayes (the seventh member was absent), recommended weights for the ten performance measures for Authority approval. See the Committee recommendations in the attached table below. The staff noted that the weights recommended by the Technical Advisory Committee, Planning and Programming Committee, and Planning Coordination Advisory Committee, will be averaged and rounded to the nearest 5%. The averaged weights, along with sums of these for each core value, will be presented to the Authority at its December meeting.
4. **Discussion Items:**
 - a. **TransAction: Update on Scenario Definitions**

The Committee was presented with four potential future scenarios (post-pandemic new normal, technology, incentives/pricing, and climate change) and associated assumptions. The Committee discussed and provided inputs.
 - b. **NVTA Update:**

Dr. Nampoothiri reminded the Committee that the Authority is expected to vote on weightings for the TransAction Performance Measures in their next meeting, which is scheduled for 6:00pm on Thursday, December 9th, 2021.

- 5. Next Steps.** The TAC will continue to be engaged in the update of TransAction, discussing future scenarios and plan development. The TAC will also be engaged in the Six Year Program (SYP) application evaluations and program development.

The next Committee meeting will be decided later. However, the placeholder date of December 15th will be retained on NVTA calendars, should it be deemed appropriate to meet that month.

Attachment: Weights for the ten performance measures recommended by the Technical Advisory Committee.

Attachment:

Weights for the ten Performance Measures Recommended by the Technical Advisory Committee

| Technical Advisory Committee | | | |
|-------------------------------------|----|--|---------------------------|
| Goal | | Performance Measure | Recommended Weight |
| Mobility | A1 | Total Person-Hours of Delay in autos* | 16.0 |
| | A2 | Total Person-Hours of Delay on Transit* | 6.0 |
| | B1 | Duration of Severe Congestion* | 12.0 |
| | B2 | Transit person-miles in dedicated/priority ROW* | 8.0 |
| Accessibility | C1 | Access to jobs by car, transit, and bike* | 10.0 |
| | C2 | Access to jobs by car, transit, and bike for EEA populations | 10.0 |
| | D1 | Quality of access to transit and the walk/bike network | 12.0 |
| Resiliency | E1 | Potential for safety and security improvements | 9.0 |
| | F1 | Vehicle Emissions | 8.0 |
| | G1 | Transportation System Redundancy* | 9.0 |

* HB599 measures

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 3, 2021

SUBJECT: Chief Executive Officer's Report

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

- 1. TransAction.** The TransAction team is finalizing the development of a travel-demand model based on the MWCOG/TPB model with some additional enhancements. The team is currently finalizing the TransAction project list, trends analysis, needs assessment, and definition of scenarios for sensitivity analysis. Following the original benchmark survey of public perceptions on transportation in 2015 and subsequent tracking surveys in 2016 and 2019, the 2021 edition of the tracking survey will be in data collection mode during December. As previously, the target number of respondents is 600 adult Northern Virginians selected to be broadly representative of the region. Some enhancements for the 2021 edition include questions related to the pandemic, core values, emerging technologies, and climate change.
- 2. Northern Virginia Joint Transportation Meeting.** The public is invited to a joint virtual meeting on Wednesday, Dec. 15, 2021 with representatives from the Northern Virginia Transportation Authority, Commonwealth Transportation Board, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Office of Intermodal Planning and Investment, Northern Virginia Transportation Commission and Virginia Railway Express, to learn more about the regional collaboration required to keep travelers in Northern Virginia moving. Those who would like to attend and/or provide public comment must register [online](#). The VDOT, DRPT, OIPI, NVTA, NVTC and VRE presentations will begin at 7 p.m. highlighting transportation programs, regional collaboration and receive public comments about Virginia's transportation network. Comments may also be submitted through January 7, 2022 via this [online comment form](#), by voicemail to 703-721-8270, by email to meetingcomments@vdot.virginia.gov (please reference "Northern Virginia Joint Transportation Meeting" in the subject line) or by mail to Ms. Maria Sinner, VDOT, 4975 Alliance Drive, Fairfax, VA 22030.

3. **Transportation Technology Strategic Plan (TTSP).** On November 19, Mackenzie Love (NVTA Regional Transportation Planner) presented the TTSP during a national webinar hosted by the Transportation Planning Division of the American Planning Association, as part of a panel called “Planning for Innovation in Transportation”. Other panelists included the Deputy Program Manager of Smart Columbus and the Transportation Planning Manager for the City of Columbus. Presentations of this nature are consistent with the NVTA staff outreach and information role as part of the TTSP. Over 350 people participated in the webinar.

4. **7th Annual Northern Virginia Transportation Roundtable.** Please save the date for the 2022 Roundtable hosted by NVTA – Wednesday, March 30, 2022, starting at 8:00am. Various meeting formats are under consideration, and details on panelists and the moderator will be announced early next year.

NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for Thursday, December 9, 2021, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, December 17, 2021, at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee’s next meeting is TBD.

NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee’s is next meeting is TBD.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee’s next meeting is TBD.

CMAQ-RSTP Transfers:

- CMAQ and RSTP Transfers requested since the last Executive Director’s report are presented in Attachment A.

Regional Projects Status Report:

- Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

Link to the Projects Status Report: <https://thenovaauthority.org/funded-projects/>

Attachments:

- A. CMAQ-RSTP Transfers
- B. Regional Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

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

DATE: December 3, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Loudoun County.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 November 29, 2021, Loudoun County requested the following reallocation:

- Transfer of \$184,615 of surplus CMAQ funds from UPC 93273 (Broadlands S. Moorefield Station Park and Ride Lease) to UPC 111674 (Waxpool Road/Loudoun County Parkway Intersection Improvements); and,
- Transfer of \$600 of surplus RSTP funds from UPC 97529 (Route 606/Dulles Loop) to UPC 105584 (Route 7/George Washington Boulevard Overpass)

The donor projects are completed and the projects receiving funds need additional funds to complete.

At its meeting on November 29, 2021, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Lynch
Request Letter from Loudoun County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 9, 2021

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Loudoun County

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 November 29, 2021, Loudoun County requested the following reallocation:

- Transfer of \$184,615 of surplus CMAQ funds from UPC 93273 (Broadlands S. Moorefield Station Park and Ride Lease) to UPC 111674 (Waxpool Road/Loudoun County Parkway Intersection Improvements); and,
- Transfer of \$600 of surplus RSTP funds from UPC 97529 (Route 606/Dulles Loop) to UPC 105584 (Route 7/George Washington Boulevard Overpass)

The donor projects are completed and the projects receiving funds need additional funds to complete.

The RJACC approved the request on November 29, 2021, and the NVTA was informed at their December 9, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Joe Kroboth III, Director, Department of Transportation and Capital Infrastructure



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure
101 Blue Seal Drive, S.E., Suite 102, PO Box 7500, Leesburg, VA 20177-7500
Telephone (703) 777-0396 • Fax (703) 777-0626

November 4, 2021

Mr. Rich Roisman and Mr. Paolo Belita
Co-Chairmen, Jurisdiction and Agency Coordinating Committee Northern Virginia
Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Roisman and Mr. Belita:

Loudoun County would like to request a transfer of \$184,615.00 in surplus CMAQ funding, and a transfer of \$600.00 in surplus RSTP funding, from completed projects listed below with residual CMAQ funds transferred to UPC 111674 (Waxpool Road / Loudoun County Parkway Intersection Improvements), and residual RSTP funds to UPC 105584 (Route 7 / GW Blvd Overpass). All of these projects have previously been approved by the NVTa.

| <u>Transferred From:</u> | <u>Amount</u> | <u>Transfer To</u> |
|---|---------------|--|
| <u>CMAQ:</u> | | |
| UPC 93273 (Broadlands S. Moorefield Station Park and Rides Lease) | \$184,615.00 | UPC 111674 (Waxpool Road / Loudoun County Parkway Intersection Improvements) |
| <u>RSTP:</u> | | |
| UPC 97529 (Rte. 606 – Dulles Loop) | \$600.00 | UPC 105584 (Route 7 / GW Blvd Overpass). |

If you have any questions regarding this request, please contact Bob Brown, Loudoun's representative to the RJACC at 703-777-0122 or at bob.brown@loudoun.gov.

Sincerely,


Joe Kroboth III
Director

Cc: Kim McCool, VDOT
Jan S. Vaughan, VDOT
Bob Brown, DTCI
James Zeller, DTCI
Jessica Futrell, DTCI

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

DATE: December 3, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) for City of Alexandria.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 November 29, 2021, City of Alexandria requested the following reallocation:

- \$111,264 from old UPC #81077 (City Sidewalk Connections) to UPC #107962 Route 7 Intersection Improvements at Beauregard – Phase II

This funding was originally for the City Sidewalk Connections project, which funded the design and construction of pedestrian improvements along Duke Street at I-395. The project is completed, and the balance of the CMAQ funds were moved to UPC 70716-Balance Entry Account. The reallocation of these funds will allow the City of Alexandria to account for design changes to the Route 7 at Beauregard project, to make the project more pedestrian friendly. In addition, the funding will also go toward a budget shortfall due to project delay as well as increasing construction costs resulting from labor and material shortages caused by the COVID-19 pandemic. Costs for other construction projects risen significantly over the past year, and staff expect this trend to continue for the foreseeable future. The project is currently in the Utility relocation phase. Construction is anticipated to begin in early 2023.

At its meeting on November 29, 2021, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Lynch
Request Letter from City of Alexandria

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 9, 2021

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

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

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 November 29, 2021, City of Alexandria requested the following reallocation:

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The RJACC approved the request on November 29, 2021, and the NVTA was informed at their December 9, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Hillary Orr, Deputy Director, Transportation and Environmental Services



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

November 23, 2021

Richard Roisman, Co-Chair
Paolo Belita, Co-Chair
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTa)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

Dear Mr. Roisman and Mr. Belita:

The City of Alexandria requests the NVTa RJACC's and Authority's concurrence to reallocate \$111,264 from old UPC #81077 (City Sidewalk Connections) to UPC #107962 Route 7 Intersection Improvements at Beauregard – Phase II.

- From CMAQ (Prior Years) - \$111,264

This funding was originally for the City Sidewalk Connections project, which funded the design and construction of pedestrian improvements along Duke Street at I-395. The project is completed, and the balance of the CMAQ funds were moved to UPC 70716-Balance Entry Account.

The reallocation of these funds will allow the City of Alexandria to account for design changes to the Route 7 at Beauregard project, to make the project more pedestrian friendly. In addition, the funding will also go toward a budget shortfall due to project delay as well as increasing construction costs resulting from labor and material shortages caused by the COVID-19 pandemic. Costs for other construction projects risen significantly over the past year, and staff expect this trend to continue for the foreseeable future. The project is currently in the Utility relocation phase. Construction is anticipated to begin in early 2023.

Richard Roisman, Co-Chair
Paolo Belita, Co-Chair
November 23, 2021
Page 2

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: Yon Lambert, Director, Transportation & Environmental Services
Terry Suehr, Director, Department of Project Implementation
Tafesse Gyes, Division Chief, Department of Project Implementation
Tarrence Moorer, Division Chief of Strategic Management Services
Steve Sindiong, Capital Projects Program Manager



| As of December 2, 2021. | | |
|--|--|---|
| NVTA's Regional Fund Program FY2014 - FY2025 | | Upcoming Public Information Meeting(s): |
| Total Revenue Allocated | \$2,491,195,952 | 1. Prince William County: Construct Interchange at Route 234 and Brentsville Road (FY2018-23) - A virtual and in-person Design Public Hearing on December 8, 2021. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaaauthority.org/funded-projects/ |
| Total Amount Reimbursed | \$604,124,533 | |
| Total Number of Individual Projects | 106 | |
| SPAs | 142 | |
| Currently Active | 63 | |
| Completed | 52 | |
| Not Yet Executed | 27 | |
| Substantive Status Updates (during October 2021 - November 2021)** | | |
| Project Title (program year) | Updated Status | % Reimbursed |
| Arlington County | | |
| Crystal City Streets (FY2017) | 12th St. - Construction contract award approved by County Board; construction starts in Spring 2022 | 23.8% |
| Fairfax County | | |
| Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16/FY2018-23/FY2020-25) | Project is in right-of-way (ROW) acquisition phase. After UFI plans are reviewed to determine ROW needs for utilities, separate authorization will be needed for partial parcel ROW acquisitions. | FY2015-16: 100.0% FY2018: 0.0% |
| Rolling Road Widening - Old Keene Mill Road to Franconia Springfield Parkway (FY2015-16/FY2018-23/FY2020-25) | Phase I construction started in February, 2021; completed in November 2021. | FY2015-16: 75.0% FY2018: 0.0% |
| Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23) | Virtual Public meeting ROW progress was held on October 25, 2021. Community Charm Conversations for Stations anticipated to begin in Spring 2022. | 4.9% |
| Loudoun County | | |
| Loudoun County Parkway Development (FY2015-16) | Board of Supervisors approved moving forward with starting the Interchange design for the intersection of Loudoun County Parkway and Route 50. | 39.4% |
| Belmont Ridge Road Widening (Truro Parish Dr to Croson Ln) (FY2015-16) | Board of Supervisors approved the Construction Bid received from Shirley Contracting; Notice to proceed expected in January 2022. | 10.6% |
| Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23) | Phase II – The Board of Supervisors endorsed the project design on 10/5/2021. Phase I - 90% Development continues; completion of 90% design plans contingent on coordinating utility locations. | 5.5% |
| Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) (FY2018-23) | The project design was endorsed by the Board on 11/3/21. Development of the 90% plans has been initiated. | 56.9% |
| Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23) | Phase II – NTP was issued on 10/13/21 to Shirley Contracting for the project. A ground-breaking ceremony was held on November 5, 2021. Phase I - ROW Authorization plan set and package submitted to VDOT. | 6.5% |
| Prince William County | | |
| Route 28 Widening: Route 234 Bypass to Linton Hall Road (FY2014/FY2015-16/FY2017/FY2018-23) | All southbound and northbound traffic lanes are open. Project was inspected and all VDOT punch list items were completed November 2021. | FY2014: 100.0% FY2015-16: 100.0% FY2018-23: 74.5% |
| Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23) | Design contract awarded on October 19, 2021. Notice to proceed will be issued in December 2021. | FY2015-16: 78.4% FY2018-23: 0% |
| Construct Interchange at Prince William Parkway and University Blvd (FY2018-23) | Final plans have been submitted to VDOT for approval. Utility relocation will be completed early 2022. | 8.1% |
| Town of Leesburg | | |
| Route 7 (East Market Street)/Battlefield Parkway Interchange (FY2015-16/FY2017/FY2018-23) | All construction tasks completed on 11/18/21 | FY2018-23: 60.0% |

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