

Northern Virginia Transportation Authority Meeting

Thursday, February 13, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

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

AGENDA

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Henderson, Board Secretary

Presentations

3. **Draft Round 6 SMARTSCALE Funding Recommendations**
Ms. Jackson, Office of Intermodal Planning and Investment
4. **Economic Impact Analysis of NVTA's Capital Investments**
Dr. Nampoothiri, Senior Manager, Planning and Programming

Action Items

5. **Approval of January 9, 2025, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of January 9, 2025, Meeting Summary Minutes
6. **Adoption of Policy 30** Mr. Longhi, Chief Financial Officer
Recommended Action: Adoption of Policy 30
7. **Approval of Letter of Endorsement for the Virginia Railway Express-Virginia Passenger Rail Authority Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Grant Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement
8. **Approval of Letter of Endorsement for Prince William County's Better Utilizing Investments to Leverage Development (BUILD) Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement
9. **Request To Transfer Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds for Loudoun County** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Recommendation to Reallocate CMAQ Funds

Discussion/Information Items

10. 2025 General Assembly Update

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

11. Governance and Personnel Committee Report

Chair Randall

12. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

13. Technical Advisory Committee Report

Mr. Boice, Chair

14. CEO Report

Ms. Backmon, Chief Executive Officer

15. Chair's Comments

Chair Randall

A. Committee Appointments

B. Other Business

Closed Session

(If necessary)

16. Adjournment

Chair Randall

Correspondence

(Presented as needed)

Next Meeting:

Thursday, March 13, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180





COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE FY 2026 (Round 6) Results NVTa Meeting

Brooke Jackson, P.E. – SMART SCALE Program Manager
Office of Intermodal Planning and Investment
February 13, 2025



SMART SCALE FY 2026 Results – NVTa Meeting Agenda

- **Process Overview**
- **FY 2026 Requests and Funding Distribution**
- **Results Observations**
- **Next Steps**

History and Purpose

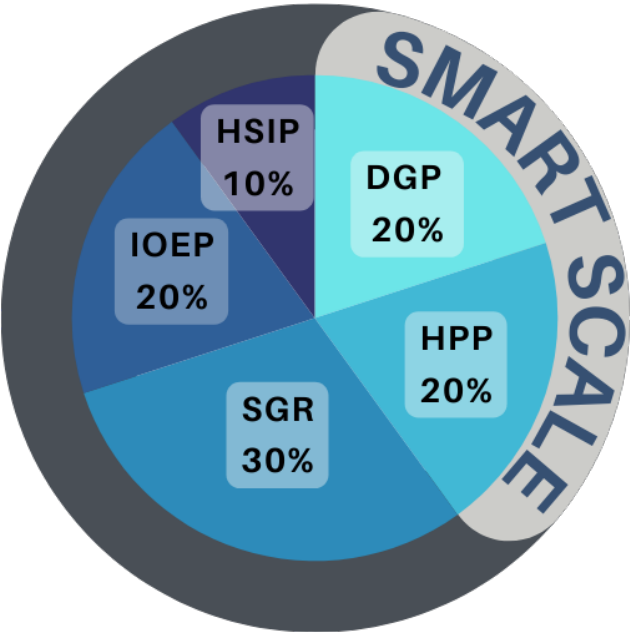
- **SMART SCALE was created to improve the transparency and accountability of project selection and stabilize the Six-Year Improvement Program**
- **Effective July 1, 2014 (Virginia House Bill 2, defined in § 33.2-214.1), required developing a prioritization process that the CTB was to use for project selection by July 2016.**
 - Needed to remove the political element and select projects that bring the best value
- **It reformed Virginia's transportation programming process by requiring the use of a data-driven, outcome-based prioritization process**
 - SMART SCALE has improved the transparency and accountability of project selection
 - The process scores projects based on an objective and fair analysis that is applied statewide
- **SMART SCALE is a tool to help CTB select projects that provide the greatest benefits for tax dollars spent**

Virginia Code § 33.2-214.1

- **Benefit-Cost Relationship**
- **Six Factor Areas Required (SCALE)** – safety, congestion mitigation, accessibility, land use*, economic development, and environmental quality
- **Multi-Modal Project Evaluation** – must consider highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies
- **Meet a VTrans Need**
- **Projects must be fully funded when added to the SYIP**

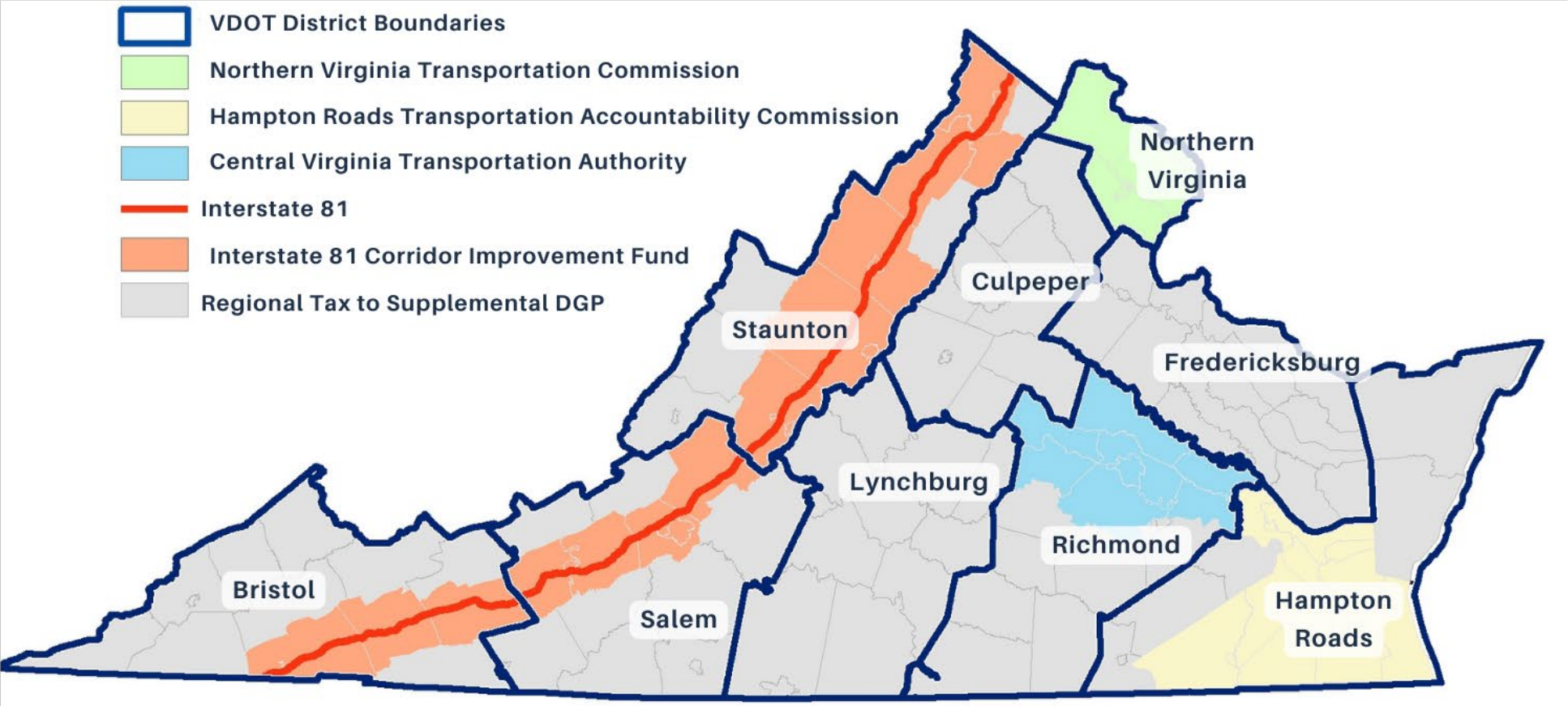
**Note: Land Use is required in populations over 200,000 defined in the 6th enactment clause*

Virginia HB 1414 Defines Funding to Construction Programs



Program	Formula Percentage	Update Cycle
Construction District Grant (DGP)	20%	Even FYs
High Priority Projects (HPP)	20%	Even FYs
State of Good Repair Program (SGR)	30%	Annual
Interstate Operations and Enhancement Program (IOEP)	20%	4 Years
Virginia Highway Safety Improvement Program (HSIP)	10%	Annual
Revenue Sharing (state and local match)	NA	Odd FYs
Transportation Alternatives (TAP)	NA	Odd Fys

Supplemental DGP Funding



The regional fuels tax funding the Supplemental District Grant is collected in all areas of the Commonwealth where it is not already imposed (shown in the gray areas).

Implemented Improvements from 2023 SMART SCALE Review

- **Administrative Improvements**

- Applications pass readiness gates before submission to improve quality and reduce staff resources
- Considering applicant delivery performance in final Board consensus funding decisions

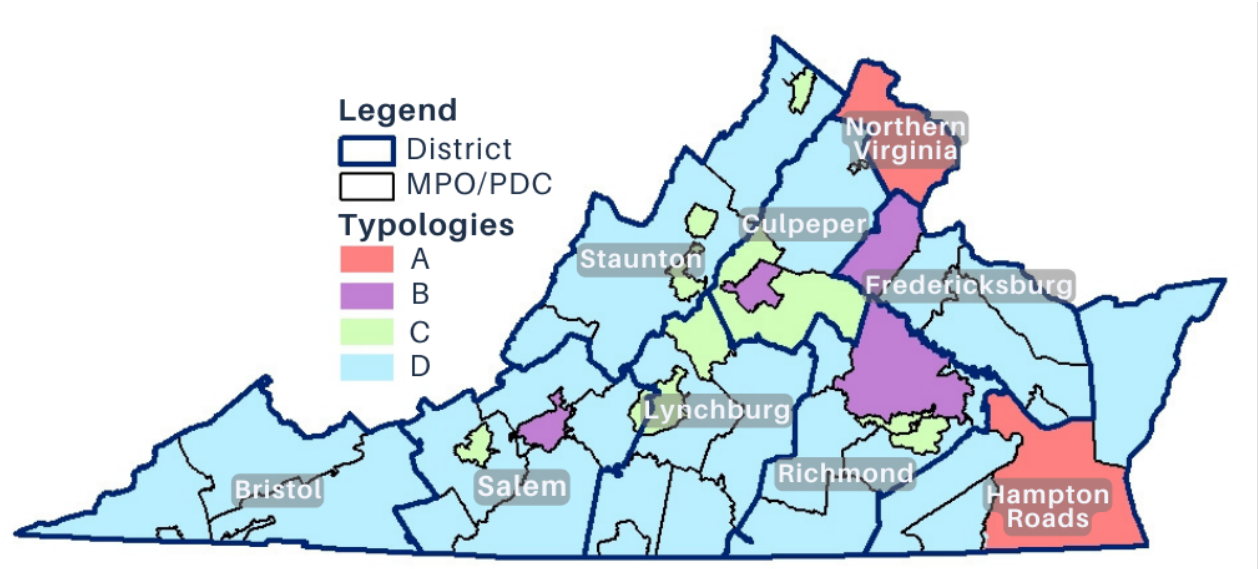
- **Policy Improvements**

- Clarified High-Priority Projects Program (HPP) definition to ensure projects are of statewide or regional significance by
 - refining the definition to include “what” type of projects are eligible
 - distributing all HPP program funds based on statewide rankings of SMART SCALE scores, rather than districtwide rankings
- Reduced the influence of the one-factor majority of the Land Use factor by making it a multiplier of all other factor areas and modifying the other factor weightings
- Applied a forward-looking congestion benefit for 7 years in the future, to better align with project design requirements that are based on future growth volumes and consider future economic growth
- Incorporate key economic priorities of the Commonwealth to reflect best-in-class economic impact assessments used by VEDP

Implemented Improvements from 2023 SMART SCALE Review

Evaluation Factors and Weighting

Safety	Reduce the number and rate of fatalities and severe injuries
Congestion	Reduce person-hours of delay and increase person throughput
Accessibility	Increase access to jobs and travel options
Land Use	Support transportation-efficient land development patterns
Economic Development	Support economic development and improve goods movement
Environment	Improve air quality and avoid impacts to the environment



Factor	Safety		Congestion		Accessibility		Land Use		Economic Development	Environment
Round	6	5	6	5	6	5	6	5	No Change	No Change
Type A	15%	5%	45%	45%	25%	15%		20%	5%	10%
Type B	20%	20%	25%	15%	25%	20%	Up to 100% Added	15%	20%	Up to -5 Points 10%
Type C	30%	25%	20%	15%	15%	15%		10%	25%	10%
Type D	40%	30%	10%	10%	10%	10%		10%	30%	10%

Scorecard Example



Duke St and Route 1 Intersection Improvements Project Id: 11496

The purpose of this project is to design and implement safety improvements at the intersections of Duke Street & South Patrick Street and Duke Street & South Henry Street. The project will include constructing a median within the existing painted median space west of Henry Street on Duke Street, reducing and realigning the Duke Street slip lane from two-to one lanes onto Henry Street, install curb extensions on the northside of Duke Street at both Henry and Patrick Street, and installing a center island and southside curb extension at Duke Street on the westside of the Patrick St intersection. Traffic signal, lighting modifications, and ROW temporary easements are also part of this project.

18.9 SMART SCALE SCORE	#5 OF 270 STATEWIDE	SMART SCALE Requested Funds	\$6,577,065
	#1 OF 23 DISTRICTWIDE	Total Project Cost	\$6,577,065
		Project Benefit	12.4
		Project Benefit / Total Cost	18.9

Submitting Entity: Alexandria City
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: Safety



SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	304.1 persons	0.0 person hrs.	3.6 EPDO	1,155.8 EPDO / 100M VMT	0.2 jobs per resident	0.1 jobs per resident	456.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	8,543,840.0 adj. buffer time index	40.2 adjusted points	0.0 impacted acres	56.3 access * pop/emp density	58.8 access * pop/emp density change
Normalized Measure Value (0-100)	5.5	0.0	0.6	1.9	0.1	0.0	30.1	0.0	0.0	0.1	40.2	0.0	78.2	81.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.7		1.0		6.1			0.0			40.2		79.6	
Factor Weight (% of Project Score)	45%		15%		25%			5%			10%	5 (max point reduction)	**	
Weighted Factor Value	1.2		0.2		1.5			0.0			4.0	0.0	1.8	
Project Benefit	12.4													
SMART SCALE Cost	\$6,577,065													
SMART SCALE Score***	18.9													

* After combining all weighted factors, up to 5 points are subtracted from the project benefit score, therefore it has no measure weight.
** Up to 100% multiplied by the benefit score based on normalized measure performance.
*** Project Benefit per \$10M SMART SCALE Cost

Project Selection Process

- **Step 1 – Fund top-scoring projects within each district eligible for Highway Construction District Grant Program (DGP) funds using DGP funds until the remaining funds are insufficient to fund the next highest-scoring project.**
 - DGP eligibility pertains only to localities addressing a VTrans need
- **Step 2 – Fund remaining top-scoring projects statewide that are eligible for Highway High-Priority Projects Program (HPP) funds using HPP funds until the remaining funds are insufficient to fund the next highest-scoring project.**
 - HPP eligibility pertains to localities, transit agencies, and regional entities addressing a VTrans need on either a Corridor of Statewide Significance (CoSS) or a Regional Network (RN), and refined policy definitions

Summary of Full Application Request By District

District	Number of Applications	Request (Millions)	Total Cost (Millions)
Bristol	20	\$290	\$290
Culpeper	24	\$795	\$795
Fredericksburg	34	\$1,005	\$1,090
Hampton Roads	31	\$650	\$720
Lynchburg	12	\$295	\$295
Northern Virginia	23	\$1,330	\$1,865
Richmond	65	\$2,190	\$2,575
Salem	34	\$1,240	\$1,265
Staunton	27	\$375	\$415
Grand Total	270	\$8,170	\$9,310

Funding Available in millions for FY 2026 (Round 6)

- A total of \$1.08 billion is available for Round 6
- Background information for the FY2026 – 2031 planning period
 - [VDOT CFO Presentation \(pdf\)](#)
 - [VDOT CFO Presentation \(YouTube\)](#)
- Budget is still in flux depending on remaining needs through May

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	\$37.0		
Culpeper	\$68.0	-\$6.6	
Fredericksburg	\$76.2		
Hampton Roads	\$121.6		
Lynchburg	\$85.9		
Northern Virginia*	\$97.4		
Richmond	\$104.9		
Salem	\$64.3		
Staunton	\$39.4	-\$6.0	
Statewide HPP			\$384.7
Total	\$694.6		\$384.7

**Note: Supplemental DGP from additional gas tax in localities is not captured in NOVA District*

Staff Recommended Funding Scenario Summary - \$ in millions

					Step 1		Step 2			
District	Number of Applications	DGP Available	Previous DGP Cost Increases	HPP Available	DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	Funded in Staff Scenario	Total Allocated
Bristol	20	\$37.0			\$27.2	\$9.8	\$0.0		3	\$27.2
Culpeper	24	\$68.0	-\$6.6		\$57.0	\$4.3	\$36.4		4	\$93.5
Fredericksburg	34	\$76.2			\$73.5	\$2.7	\$16.8		4	\$90.3
Hampton Roads	31	\$121.6			\$111.9	\$9.7	\$27.3		11	\$139.2
Lynchburg	12	\$85.9			\$82.4	\$3.5	\$0.0		4	\$82.4
Northern Virginia	23	\$97.4			\$88.7	\$8.8	\$0.0		4	\$88.7
Richmond	65	\$104.9			\$82.6	\$22.2	\$255.8		14	\$338.5
Salem	34	\$64.3			\$53.9	\$10.3	\$0.0		3	\$53.9
Staunton	27	\$39.4	-\$6.0		\$25.3	\$8.1	\$44.7		6	\$69.9
Statewide HPP				\$384.7						
Total	270	\$694.6		\$384.7	\$602.5	\$79.5	\$381.0	\$3.6	53	\$983.6

Starting Total	\$1,079.3
Remaining Total	\$83.1

Summary of Principal Improvement Type - \$ in millions

Principal Improvement Type	Applications Scored	Request	Percent of Request	Funded in Staff Scenario	Funding Allocated	Percent of Funded
Highway	219	\$7,216.5	88.3%	43	\$855.2	87.0%
Bike/Pedestrian	47	\$805.8	9.9%	8	\$94.3	9.6%
Bus Transit	3	\$133.5	1.6%	2	\$34.0	3.5%
TDM	1	\$13.7	0.2%	0	\$0.0	0.0%
Rail Transit	0	\$0.0	0.0%	0	\$0.0	0.0%
Rail Freight	0	\$0.0	0.0%	0	\$0.0	0.0%
Grand Total	270	\$8,169.6		53	\$983.6	

SMART SCALE FY 2026 (Round 6)

Summary and Comparison to Prior Rounds

PROJECT APPLICATIONS	FY 2017 ROUND 1	FY 2018 ROUND 2	FY 2020 ROUND 3	FY 2022 ROUND 4	FY 2024 ROUND 5	FY 2026 ROUND 6 STAFF REC
Pre-Application Submitted	N/A	N/A	557	484	490	325
Full Application Submitted	321	436	468	406	413	277
Scored	287	404	433	397	394	270
Funded	163	147	134	167	164	53
Total Funding Requested*	\$7.4 B	\$8.6 B	\$7.4 B	\$6.3 B	\$8.3 B	\$8.2 B
Total Funding Allocated	\$1.7 B	\$1.1 B	\$0.9 B	\$1.4 B	\$1.6 B	\$1.0 B
Value of Projects Supported	\$3.3 B	\$2.4 B	\$5.1 B	\$1.9 B	\$2.4 B	\$1.1 B

*Total of scored applications funding requested

Summary of Funding Requests

Round	Funding Requested (billions)	Funding Leveraged (billions)	Average Request (millions)	Average HPP Request (millions)	Average DGP Request (millions)
FY 2017	\$7.4	\$6.0	\$25.7	\$32.6	\$19.5
FY 2018	\$8.6	\$2.3	\$21.2	\$25.9	\$19.3
FY 2020	\$7.4	\$4.9	\$17.0	\$24.1	\$12.9
FY 2022	\$6.3	\$1.1	\$15.7	\$17.3	\$15.7
FY 2024	\$8.3	\$1.5	\$21.1	\$24.4	\$21.6
FY 2026	\$8.2	\$1.1	\$30.3	\$55.2	\$17.4

Staff Recommended Scenario – Northern Virginia

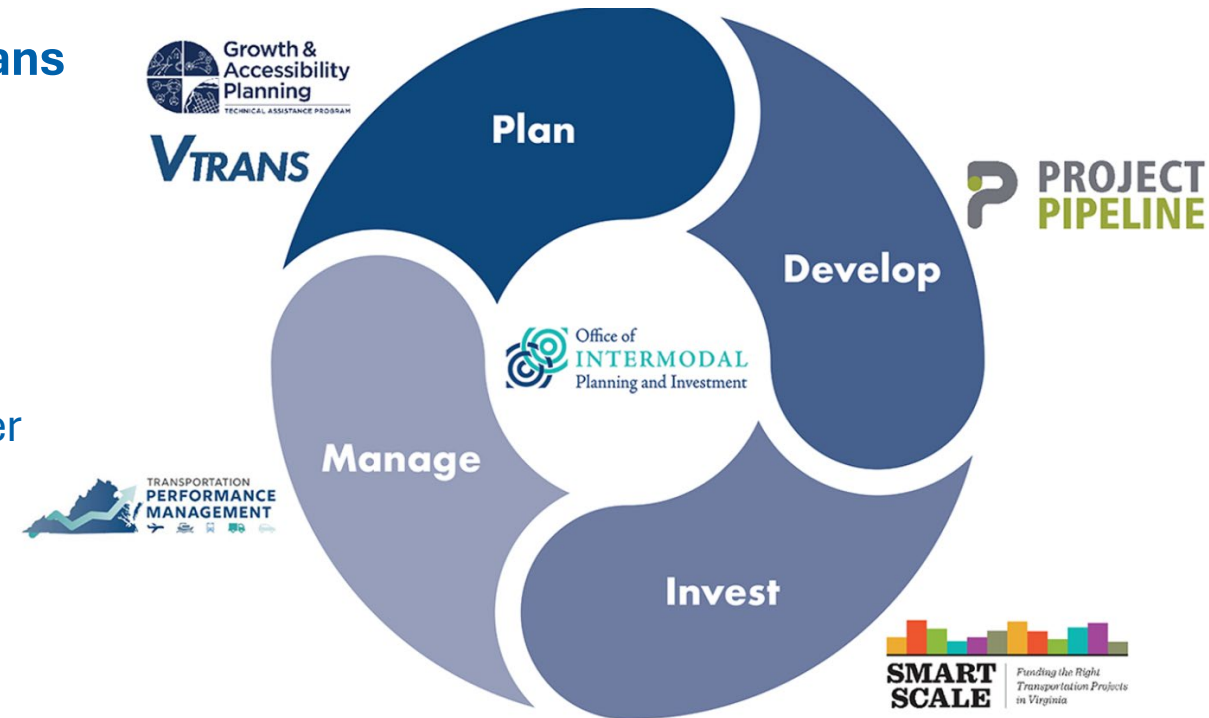
App ID	Organization	Application Name	Area Type	Benefit	Total Cost	Total Requested	SMART SCALE Score	FUND	(1) DGP	(2) HPP
11496	Alexandria City	Duke St and Route 1 Intersection Improvements	A	12.43	\$ 6,577,065	\$ 6,577,065	18.90	DGP	\$ 6,577,065	
11577	Arlington County	US 50 at VA 27 Interchange Access Improvements	A	24.46	\$ 32,348,376	\$ 32,348,376	7.56	BOTH	\$ 32,348,376	
11475	Prince William County	US 29 (Lee Highway) Corridor Improvements	A	18.63	\$ 40,463,612	\$ 40,463,612	4.60	BOTH	\$ 40,463,612	
11469	Loudoun County	Cascades Pkwy Bike &Ped (Church Rd. to Victoria Station Dr)	A	3.66	\$ 13,932,841	\$ 9,296,841	3.94	DGP	\$ 9,296,841	
11466	Loudoun County	Route 15 at Braddock Road Roundabout	A	5.70	\$ 46,914,469	\$ 14,538,179	3.92	DGP		
11703	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	A	9.48	\$ 26,742,423	\$ 26,742,423	3.54	BOTH		
11481	NVTA	I395 Shirlington Rotary &S Glebe Rd Interchange Improvements	A	10.47	\$ 31,462,633	\$ 31,462,633	3.33	HPP		
11485	Loudoun County	North Berlin Turnpike Shared Use Path	A	0.80	\$ 5,887,528	\$ 2,762,528	2.88	DGP		
11709	Fairfax County	Braddock Road Phase II	A	20.03	\$ 97,778,658	\$ 70,479,658	2.84	BOTH		
11581	Arlington County	Glebe Rd Safety Improvements (I-66 to Columbia Pike)	A	12.94	\$ 46,125,836	\$ 46,125,836	2.81	BOTH		
11453	Prince William County	Route 123 and Old Bridge Rd Intersection Improvements	A	33.22	\$ 159,160,334	\$ 118,674,082	2.80	BOTH		
11490	Alexandria City	King St -Bradlee Safety and Mobility Enhancements	A	6.04	\$ 26,367,419	\$ 23,350,267	2.59	BOTH		
11729	Alexandria City	Eisenhower Avenue and Van Dorn Street Improvements	A	6.07	\$ 26,078,581	\$ 26,078,581	2.33	BOTH		
11484	Loudoun County	East Broad Way Sidewalk	A	0.11	\$ 704,279	\$ 470,042	2.29	DGP		
11465	Loudoun County	Route 7 Improvements - Route 9 to Dulles Greenway	A	11.33	\$ 195,134,112	\$ 49,631,037	2.28	BOTH		
11524	Loudoun County	Old Ox Road Widening - Shaw Road to Fairfax County Line	A	10.13	\$ 104,490,636	\$ 52,114,636	1.94	BOTH		
11793	Prince William County	Dale Boulevard/Rippon Boulevard Corridor Improvements	A	9.64	\$ 51,767,817	\$ 51,767,817	1.86	BOTH		
11557	Loudoun County	Route 7/Route 601 Intersection Improvements	D	0.76	\$ 5,186,091	\$ 4,636,091	1.64	DGP		
11630	Leesburg Town	Town of Leesburg, Catoctin Circle turn lane and sidewalk	A	0.58	\$ 6,368,444	\$ 3,722,554	1.55	DGP		
11468	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	A	3.01	\$ 26,378,740	\$ 20,285,740	1.48	DGP		
11530	Fairfax County	Frontier Drive Extension	A	5.60	\$ 267,227,772	\$ 71,503,584	0.78	BOTH		
11527	Fairfax County	Town Center Parkway Underpass	A	12.51	\$ 419,530,736	\$ 407,530,736	0.31	BOTH		
11685	Prince William County	Van Buren Road Improvements: Route 234 to Cardinal Dr	A	5.02	\$ 228,675,095	\$ 218,675,095	0.23	BOTH		

Project Benefit and SS Request determine SS Score

- **DGP funds are competed for within the district**
- **HPP funds are competed for statewide**
- **Of funded HPP projects statewide**
 - Highest SS Score was 17.68
 - Lowest SS Score was 3.96
 - Average funded Project Benefit was 17.9 and the average SS Score was 6.9
 - Average requested amount was \$27.2 million and the average value supported was \$30.4 million
- **HPP Requests in the NOVA District**
 - Average Project Benefit was 13.0 and the average SS Score was 2.7
 - Average requested amount was \$84.5 million and the average value supported was \$116.9 million

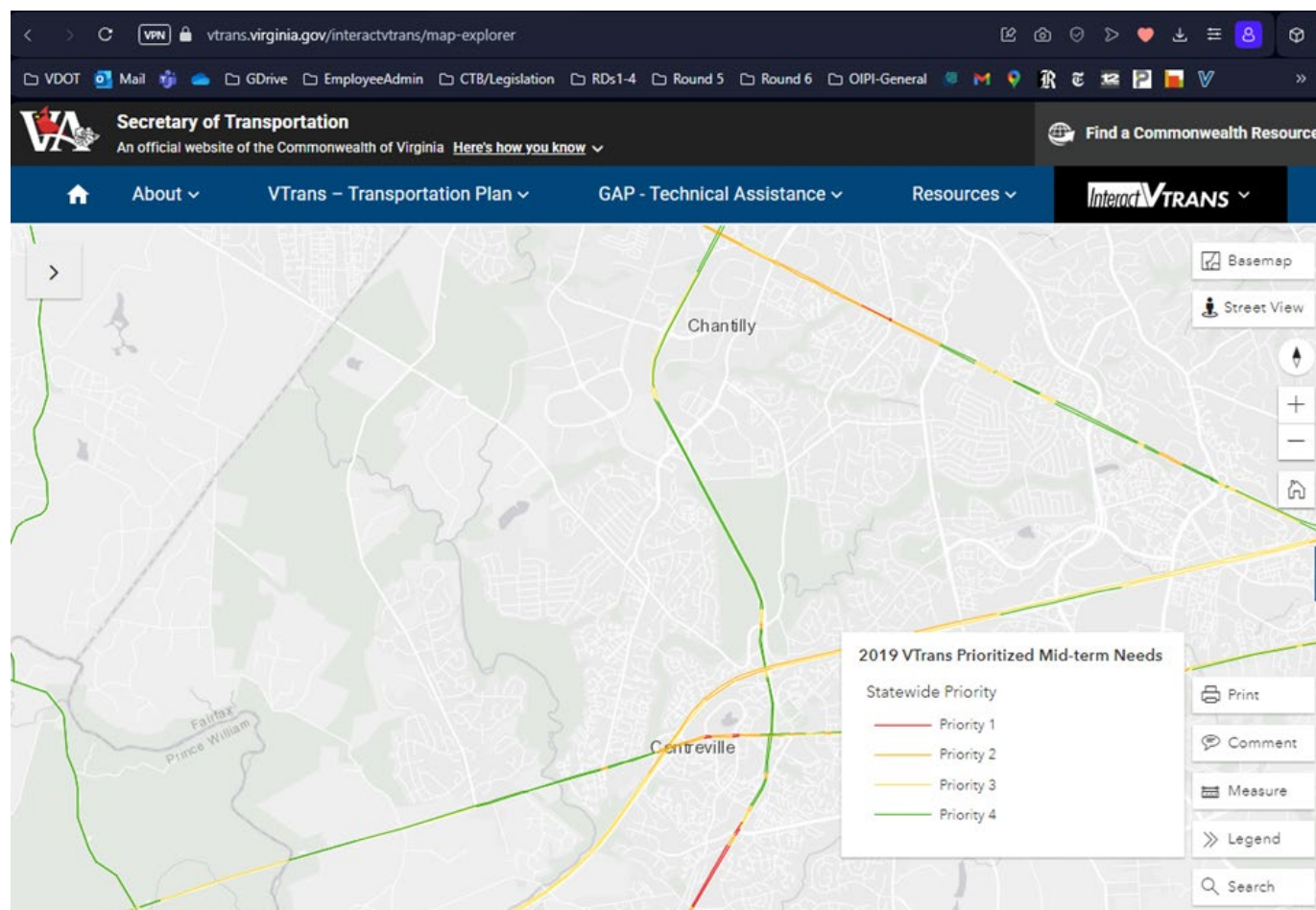
VTrans Priority Needs

- The locations with greatest needs are identified in VTrans
- VTrans Priority Needs are categorized by Statewide Priority or Construction District Priority
 - Statewide Priority Locations focused on Corridors of Statewide Significance
 - Construction District Priority Locations focused on all other roads (RN, Safety, UDA)
- For Round 6
 - 65% of the HPP eligible projects were located on a Statewide Priority Need Location
 - 70% of the HPP projects that were funded were located on a Statewide Priority Need Location
 - Of NOVA's HPP eligible projects, only 5 out of 15 were located on a Statewide Priority Need Location



VTrans Priority Needs

<https://vtrans.virginia.gov/interactvtrans/map-explorer>



Next Steps

- **February to April** – Board to consider potential revisions to staff recommended funding scenario
- **April to May** – Public hearings (Spring SYIP Meetings) on staff recommended scenario and any potential revisions
- **May CTB meeting** – Consensus funding scenario developed
- **June CTB meeting** – Adoption of Six-Year Improvement Program and SC Round 6 projects

FY 2026 SMART SCALE Results

Reminder website is now - <https://smartscale.virginia.gov>

Apply/Resources

Round 6 Funding Scenario

- [Round 6 Screening Decisions](#) (Excel, 17KB)
- [Staff recommended funding scenario](#) (Excel, 50KB)
- [Project scorecards](#) (PDF, 77.6MB)
- [Project scores](#) (Excel, 106KB)
- [Project scoring calculations](#) (Excel, 307KB)
- [January 2025 CTB Presentation](#) (PPT, 1.4MB)

2023 Review Implemented for Round 6

Contact Us

- **Brooke Jackson, P.E. – SMART SCALE Program Manager**
 - Brooke.Jackson@oipi.virginia.gov
- **Email - SmartPortal@CTB.Virginia.gov**
- **Contact Form**



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Thank you.





NORTHERN VIRGINIA TRANSPORTATION AUTHORITY



Economic Impact Analysis of NVTA's Capital Investments

Sree Nampoothiri, PhD., AICP, Senior Manager, NVTA

February 13, 2025

Outline

Study Purpose

Study Structure

Investments

Impacts

Areas to Explore



Study Purpose

- Determine economic impact of NVTa's capital investments, building upon prior studies.
- Include same benchmarks as before, including regional and statewide impacts.
- Induce confidence in results by use of well recognized, transparent, repeatable modeling techniques and assessment tools, executed by an independent external firm.



Study Structure

- Conducted by Chmura Economics & Analytics (Richmond, VA)
- Used JobsEQ tool (similar to IMPLAN Pro, which is one of the most widely used economic impact assessment modeling systems).
- Focused on the impact of the Authority's Regional Revenue Funds (70%) and Local Distribution Funds (30%).



Study Structure

Economic Impact

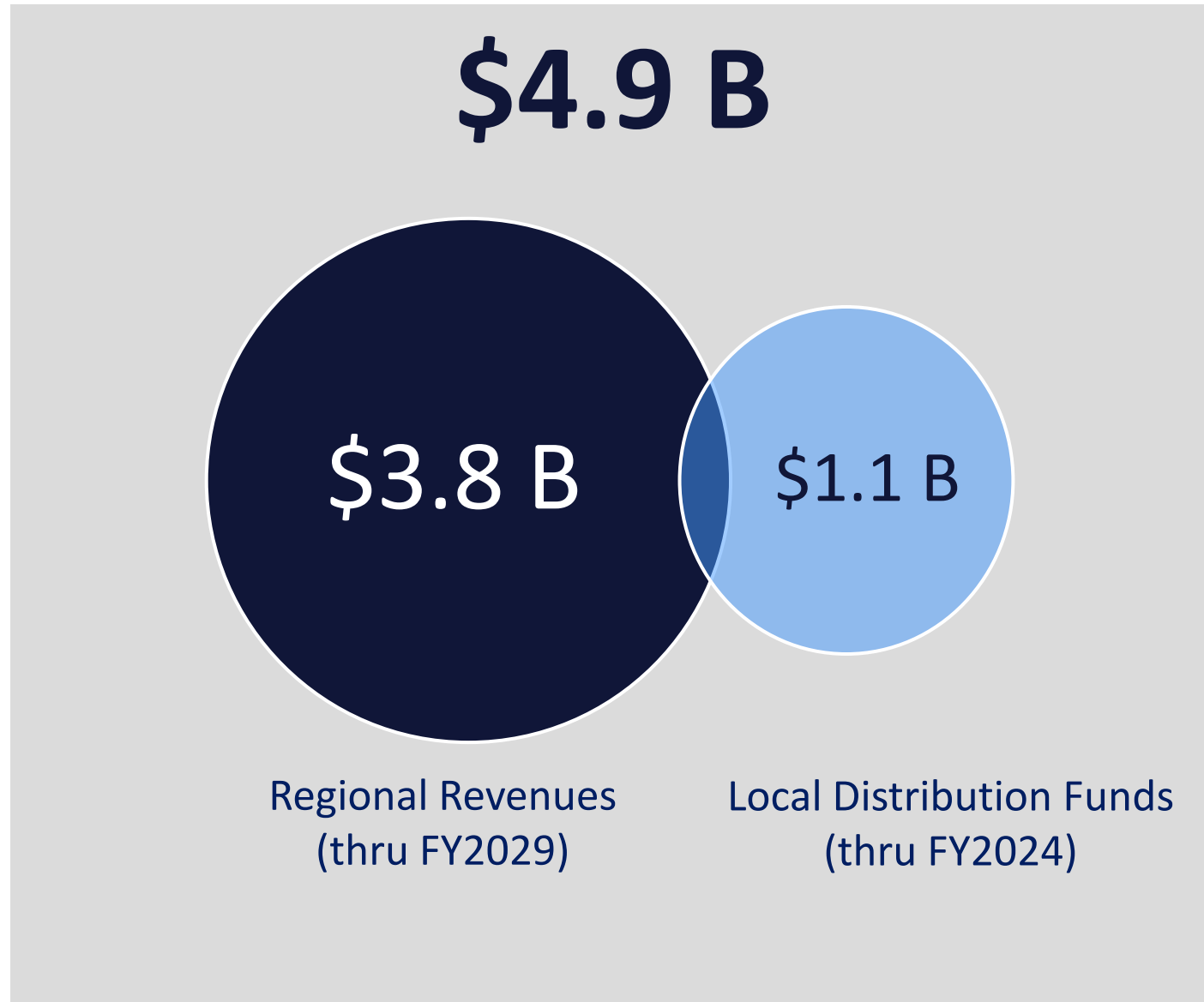
- **Direct Impact** is economic activity generated (materials, payroll, equipment)
- **Indirect Impact** is secondary economic activity generated (rental equipment, design software, services)
- **Induced Impact** is payroll spending of people working on projects (retail purchases)

Fiscal Impact

- Tax revenue for local & state governments from direct impacts
 - Local tax: business, professional, and occupational license (BPOL) tax
 - State tax: individual and corporate income taxes



Investments



Impacts

Economic Impact



Impacts

Employment Generated



Impacts

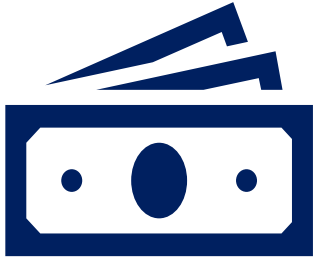
Fiscal (tax) Impact



Impacts

Value of Time Impact

(Regional Revenues only)



\$3.8 B

Regional Revenues



139

Projects



500 million hours
of travel time saved
thru 2040



\$8 B

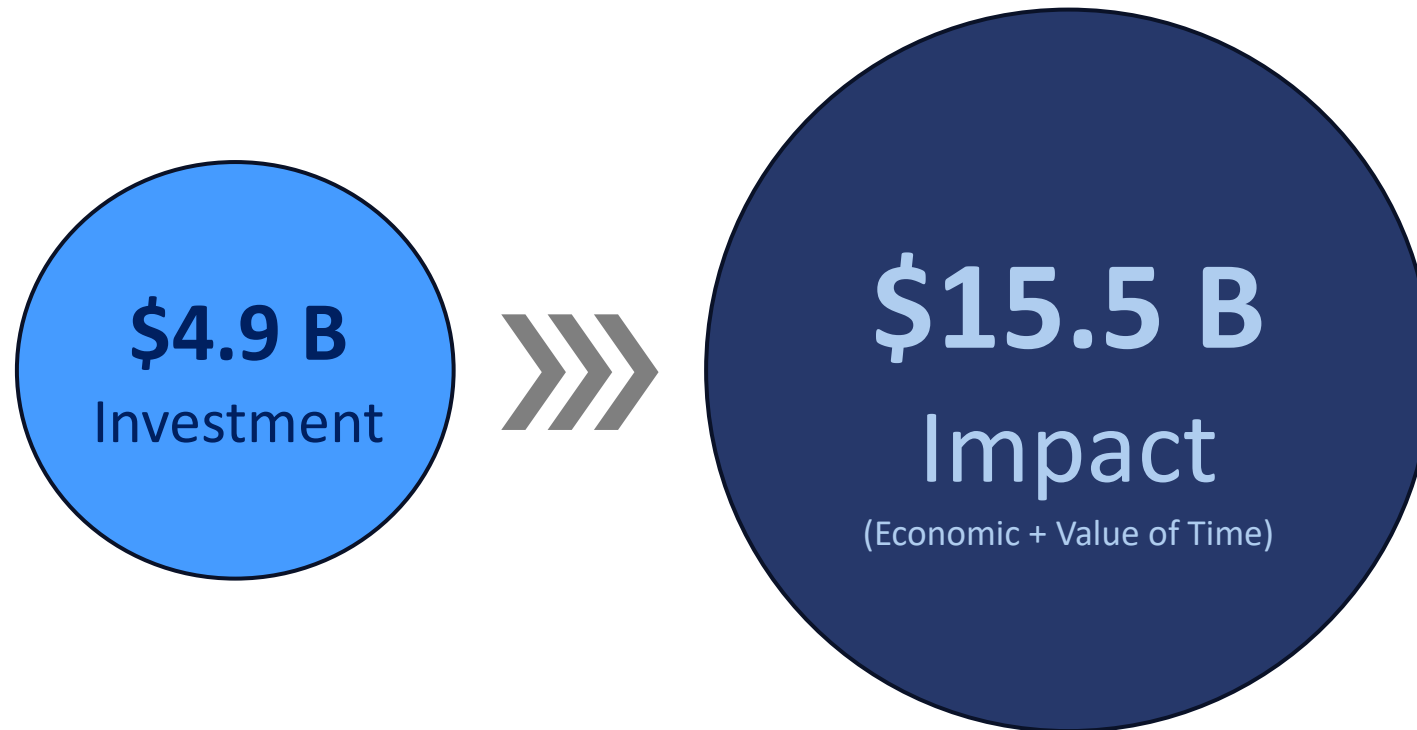
in Value of Time
thru 2040

*NVTA staff analysis with
\$16/hr median wage*



Impacts

Return On Investment (ROI)



300% ROI



Areas to Explore

- Further the examination of mobility benefits
 - Safety
 - Emissions Reduction
 - Health
 - Vehicle Operating Cost
- Do additional procurement as directed by the Finance Committee on exploring the addition of impact on NVRTA's Core Values of equity, safety, and sustainability.

Full report can be accessed at:

https://thenovaauthority.org/wp-content/uploads/2024/12/1.-NVRTA_Economic_Impact_20241205-FINAL.pdf





Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, January 9, 2025

7PM, EST.

2600 Park Tower Drive, Sixth Floor Authority Board Room

Vienna, VA 22180

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

1. Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:03 p.m.

2. Roll Call

Ms. Henderson, Board Secretary

- ✓ **Membership Attendees:** Chair Phyllis Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Deshundra Jefferson, Mayor Alyia Gaskins, Board Member Matt de Ferranti, Mayor Alanna Mensing, Mayor Catherine Read, Senator Jennifer Boysko (arrived at 7:37 p.m.), Delegate Brianna Sewell, Mr. Bill Cuttler, and Mr. Todd Horsley.
- Non-Attendees:** Mayor Michelle Davis-Younger, Delegate Karrie Delaney, and Mr. DJ Gribbin.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon; Chief Financial Officer Michael Longhi; Communications and Public Affairs Manager Abigail Hillerich, Senior Manager Transportation Planning and Programming Dr. Sree Nampoothiri, Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Alyssa Beyers, and Kristen Sarik; Project Delivery/Grants Manager Amanda Sink; Debt and Investment Manager Dev Priya Sen; Strategic Communications Specialist Sharara Faisal; Comptroller Lu Han, Senior Accountant Gary Armstrong, Accounting Associate Margaret Duker, Executive Assistant to the CEO Quinn Haley, and Board Secretary Lee Ann Henderson.
- ✓ **Council of Counsel Attendees:** Ms. MinhChau Corr-Arlington County and Mr. Daniel Robinson-Fairfax County.
- ✓ **Other Attendees:** Tracy Baynard-McGuire Woods, LLC, Mayor Linda Colbert.

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

3. Annual Organizational Meeting Public Comments

Chair Randall

- ✓ Chair Randall stated that NVTA always welcomes feedback to let the Authority know what the public is thinking about the multimodal projects that NVTA helps to fund. She thanked everyone who signed up to speak or submitted written comments.
- ✓ As an order of business, Chair Randall noted that members of the public who registered to provide comments will speak first and that each person providing comment will have three (3) minutes to speak.
- ✓ After all comments were received, Chair Randall thanked members of the public for taking the time to provide their comments and noted that their feedback is very important and valuable to the Authority.

- ✓ To view comments that were submitted, please visit: [January 9, 2025, Northern Virginia Transportation Authority Meeting](#)
- ✓ Written comments are attached.

PRESENTATION

- 4. NVTA Report** Ms. Hillerich, Communications and Public Affairs Manager
- ✓ Ms. Hillerich stated that for this year's report, she and Ms. Faisal managed the entire report in-house.
 - ✓ She noted that a more detailed report on the economic impact of NVTA's investments will be provided at the next meeting but recapped a few key points regarding the economic impact of NVTA funded projects that are covered in the report.
 - ✓ Ms. Hillerich emphasized NVTA's commitment to multimodal transportation investments, such as Bus Rapid Transit, WMATA, and rail, which go beyond simply adding lane miles.
 - ✓ Chair Randall questioned how NVTA could change the perception that it does not invest in other modes of transportation. Ms. Backmon stated that as long as NVTA funds road projects, the perception will be that the focus is on roads and single occupant vehicles even though buses depend on roads as well. She pointed out that road projects often include a trail/sidewalk component. She also noted a Council of Governments study indicating that lower income individuals are more likely to drive than use transit to commute to work.

CONSENT ITEMS

- 5. Approval of December 12, 2024, Summary Meeting Minutes** Chair Randall
- ✓ On a motion by Chair Randall, seconded by Senator Boysko, the Summary Meeting Minutes of December 12, 2024, were approved by the Authority with Mayor Gaskins, Mayor Mensing, and Board Member de Ferranti abstaining.
- 6. Approval of Arlington County's Ballston-MU Metrorail Station West Entrance Standard Project Agreement 2022-142-2** Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Board Member de Ferranti, seconded by Chair Jefferson, the Arlington County Ballston-MU Metrorail Station West Entrance Standard Project Agreement (2022-142-2) was approved unanimously by the Authority.
- 7. Approval of Fairfax County's Fairfax County Parkway Widening (Route 29 to Nomes Court) Standard Project Agreement 2020-16-4** Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chairman McKay, seconded by Mayor Read, the Fairfax County Fairfax County Parkway Widening (Route 29 to Nomes Court) Standard Project Agreement (2020-16-4) was approved unanimously by the Authority.

- 8. Approval of Fairfax County's Fairfax County Parkway Widening (Nomes Court to Route 123) Standard Project Agreement 2022-16-5** Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chairman McKay, seconded by Mayor Read, the Fairfax County Fairfax County Parkway Widening (Nomes Court to Route 123) Standard Project Agreement (2022-16-5) was approved unanimously by the Authority.
- 9. Adoption of Meeting Schedule for Calendar Year 2025** Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chair Randall, seconded by Vice Chair Snyder, the Authority Meeting Schedule for Calendar Year 2025 was approved unanimously by the Authority.
- 10. Annual Adoption of Electronic Meeting Policy** Mr. Longhi, Chief Financial Officer
- ✓ On a motion by Chair Randall, seconded by Chairman McKay, the Electronic Meeting Policy was re-adopted unanimously by the Authority, as required by the Code of Virginia.

ACTION ITEMS

- 11. Appointment of Chair and Vice Chair for Calendar Year 2025** Nominating Committee
- ✓ Chairman McKay stated that he consulted with the other members of the Nominating Committee, Mayor Davis-Younger and Mayor Read, and subsequently moved that the Authority appoint Chair Phyllis Randall as Chair, and Council Member Dave Snyder as Vice Chair of the Northern Virginia Transportation Authority for Calendar Year 2025. The motion was seconded by Mayor Read and approved unanimously by the Authority with Chair Randall abstaining.
 - ✓ Chair Randall and Vice Chair Snyder thanked the Authority.
- 12. Appointment of Town Member for Calendar Year 2025** Ms. Backmon, Chief Executive Officer
- ✓ On a motion by Chairman McKay, seconded by Mayor Read, Mayor Linda Colbert of the Town of Vienna, was appointed Town Member for Calendar Year 2025 by unanimous vote of the Authority.
- 13. Adoption of the Bylaws Amendments** Mr. Longhi, Chief Financial Officer
- ✓ Mr. Longhi stated this is the second reading of the proposed Bylaws amendment.
 - ✓ He noted that this is the first update since 2021 and contains updates and clarifications to support the functioning of the Authority.
 - ✓ There being no additional comments or changes from Authority members, Vice Chair Snyder made a motion to approve adoption of the proposed Bylaws amendments. The motion was seconded by Chair Randall and approved unanimously by the Authority.

14. Approval of Recommendation to Update the Scope of a Project Receiving CMAQ Funds for the City of Alexandria

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that this project is part of the City of Alexandria's transportation master plan and the city wishes to revise the scope by splitting the project into two parts.
- ✓ On a motion by Mayor Gaskins, seconded by Chair Randall, the Recommendation to Update the Scope of a Project Receiving CMAQ Funds for the City of Alexandria, was approved unanimously by the Authority.

DISCUSSION/INFORMATION ITEMS

15. 2025 General Assembly Update

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

- ✓ Ms. Baynard updated the Authority on two bills currently before the General Assembly that affect NVTa.
 - The first bill discussed was Senate Bill 1007 (Surovell), which proposes a dedicated funding source for standalone bike/ped projects through a \$0.50 per year tax on private parking spaces, excluding single family detached homes. The money would go into a fund managed by NVTa. Ms. Baynard stated that no fiscal impact study has been performed to understand the amount of revenue that would be raised. Chair Randall clarified that the tax would be paid by the owner of the property and asked for input from NVTa members.
 - Chair Randall questioned what decision points NVTa would use to determine the distribution of funds without using Congestion Reduction Relative to Cost. Ms. Backmon stated that NVTa would have to develop weighted performance measures to evaluate proposed projects. Ms. Baynard added that long-term benefits would be one of the metrics used in the evaluation process.
 - Senator Boysko questioned whether the legislation includes funding to increase NVTa's capacity to administer this program. Ms. Baynard noted that the proposed legislation is silent on the use of funds for administrative costs.
 - Chair Randall stated that the Governance and Personnel Committee members agreed that NVTa should withhold any stance on this bill at this time. Chairman McKay agreed, stating that this bill needs to be closely monitored until more information is available.
- ✓ The second bill, House Bill 1982 (Askew), is a request for funding similar to what VRE receives, for the Hampton Roads Transit. Ms. Baynard stated that a lot of questions are still outstanding, particularly regarding the revenue impact for Hampton Roads Transit and potential effects on the fund. The recommendation is to watch this bill as well.

16. Draft Policy 30 Update

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi summarized the issue behind the draft policy and the staff recommendation for NVTa to not fund cost overruns/underestimates as well as transferring funds between projects.
- ✓ The Authority asked for a petition process to allow approval of funding in unique and unforeseen circumstances that could not have been anticipated.
- ✓ He noted that a petition would have to be linked to a two-year update to the Six Year Program and go through a process similar to that of a new project application.
- ✓ Chairman McKay questioned whether a project sponsor might overestimate to avoid the petition process. Mr. Longhi stated that projects are mindful of their overall costs, which affects how they are ranked. Ms. Backmon stated that project sponsors are concerned about their Congestion Reduction Relative to Cost (CRRC) score and sometimes reduce the contingency costs to have a lower CRRC score.
- ✓ Chairman McKay questioned how many projects return money and how many projects would this policy affect. Mr. Longhi stated that projects returning funds and asking for additional funds are both rare occurrences.
- ✓ Vice Chair Snyder noted that the petition process would be rigorous and difficult, which will limit applications to unique circumstances.

17. Finance Committee Report

Vice Chair Snyder

- ✓ Vice Chair Snyder stated that the Finance Committee last met on December 12th where they established the Committee Meeting Schedule for Calendar Year 2025, continued working on the Authority's three budgets, and discussed the addition of two positions to address the increased workload related to reduced contractor use, increased reimbursement requests, and the growing size of the investment portfolio.

18. CEO Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that the CEO Report includes a more comprehensive Project Update, and that this information is also available on the NOVA Gateway.

19. Chair's Comments

Chair Randall

- ✓ Chair Randall wished everyone a happy new year, wished the General Assembly members on the Authority a good session and acknowledged Senator Boysko, and Delegates Sewell and Delaney as good representatives of NVTa in Richmond.
- ✓ Chair Randall asked that all Authority members identify a designee for quorum purposes, and let staff know when locality budget meetings will compete with NVTa meetings.
- ✓ She stated that she will be contacting Authority members to complete the committee appointments. She confirmed that Mayor Read and Chair Jefferson will continue on the GPC and Vice Chair Snyder will Chair the Finance Committee.

20. Adjournment

Chair Randall

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 8:54 p.m.

Northern Virginia Transportation Authority Annual Organizational Meeting Public Comments

January 9, 2025

Deadline: January 8, 2025 at 5 p.m.

1) Mostafa Elnahass (Fairfax County resident)

- I urge you to prioritize the following transportation investments:
 - * **Prioritize Public Transit:** We need full funding for robust and accessible public transit systems. This includes expanding rapid transit options in Northern Virginia, transforming VRE into a true regional rail system with bidirectional service, and increasing frequency and service areas.
 - * **Invest in Active Transportation:**
 - * **Cycling:** Implement a comprehensive network of protected bike lanes, ensuring safe and convenient cycling for all.
 - * **Pedestrian:** Increase the number of crosswalks, improve pedestrian signals, and prioritize pedestrian safety at all intersections.
 - * **Reclaim Urban Space:**
 - * **Highway/Freeway Removal:** Where feasible, consider removing or significantly reducing the footprint of highways and freeways, returning valuable urban space to the community.
 - * **Road Diets:** Implement road diets to slow traffic and improve safety for all road users, especially pedestrians and cyclists.
 - * **Enhance Trail Infrastructure:**
 - * **Lighting:** Install lighting on all trails to ensure safe and enjoyable use, even during evening hours.
- These investments will:
- * **Reduce traffic congestion:** By providing more efficient and attractive public transportation options.
 - * **Improve air quality:** By reducing reliance on single-occupancy vehicles.
 - * **Promote health and wellness:** By encouraging walking and cycling.
 - * **Create more livable communities:** By prioritizing people over cars.
- I urge you to consider these recommendations and allocate the necessary resources to create a more sustainable, equitable, and human-centered transportation system for all

2) David Reid (Washington, D.C. resident)

- I'd like to see investments in transit, bike and pedestrian infrastructure as well as road safety enforcement for motorists. I work in NOVA and spend time with my family living in Arlington, the improvements here have been good over the last few years, but so much more can be done to strengthen the region.

3) Andrew Krause (Burke, Fairfax County resident)

- I think Fairfax Connector and other public bus service providers in Northern Virginia need to create a network of express buses with routes directly from Park and Rides to Metro Stations (e.g. Pentagon), or even bus stations in the District. For example, I like using Fairfax Connector Bus 699

because it goes right into the District without any stops. We really need a similar express bus from Rolling Valley Park and Ride in Burke to save time. I believe many more people would take public transit if these express bus options were available.

Registered to Provide In-Person Public Comment:

- 1) Malcom Gregory (Loudoun County resident)
- 2) Allen Muchnick (Active Prince William and City of Manassas Resident)
- 3) Doug Wagner (Town of Leesburg)

Registered to Provide Virtual Public Comment:

- 1) Kevin O'Brien (Washington Area Bicyclist Association/VA Bicycling Federation and NoVA Resident)
- 2) Stewart Schwartz (Coalition for Smarter Growth)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 6, 2025

SUBJECT: Draft Policy 30 – Funding Cost Underestimates, Overruns and Transfers

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of efforts to develop a policy to address resubmitted projects that have experienced a cost underestimate, overrun and/or is requesting a transfer.
- 2. Suggested Motion:** *I move Authority adoption of Policy 30 – Funding Cost Underestimates, Overruns and Transfers, as presented in the attached draft.*
- 3. Background:**
 - a.** At the July 11, 2024, Authority meeting, a directive was made for Authority staff to return with a policy to deal with resubmitted projects that have experienced a cost underestimate, overrun and or requesting a transfer between projects, by the end of the calendar year.
 - b.** The fundamental aspects of this directive (funding cost underestimates and overruns) were reviewed by the Authority's Finance Committee in 2015 and 2016. Additionally, a regional Advisory Panel was established by the Chief Executive Officer, to collect key insights from regional jurisdiction staff regarding the composition of a policy to fund project cost overruns through the establishment of a Contingency Reserve.
 - c.** At the October 5, 2016, meeting the Authority acted, based on the Finance Committee and Advisory Panel recommendations, to eliminate the funding of project cost overruns and no longer pursue the development of a related policy. The associated 2016 staff report for this Authority action is attached.
 - d.** The 2016 staff report was presented to and discussed with:
 - I.** The Authority on October 17th.
 - II.** The Technical Advisory Committee (TAC) on October 16th.
 - III.** The Planning Coordination Advisory Committee (PCAC) on October 23rd.
 - IV.** The Planning and Programming Committee (PPC) on November 18th
 - V.** The Regional Jurisdiction Coordinating Committee (RJACC) on September 26th, October 24th, November 21st, and December 19th.

- e. The proposed policy and background material were presented to the RJACC, TAC, and PCAC.
 - I. RJACC has seen the proposed policy several times, with no changes.
 - II. TAC had an opportunity to review the proposed policy on January 15th and voted to recommend Authority adoption.
 - III. PCAC reviewed the policy on January 22nd. While the PCAC did not have an in-person meeting quorum, it did take a straw vote. Four members voted in support of the proposed policy. One member noted that while he did not have an objection, he was so new in his role he would abstain in order to discuss the policy with his city staff.
- f. At the November 14, 2024, Authority meeting, staff were directed to develop the policy to not fund cost underestimates, overruns or transfers between projects. This direction included the development of a petition process for unique and extraordinary circumstances that could not have been anticipated. The direction provided is to set the bar for such petitions very high. Additionally, petitions are to be examined within the context of a two-year update to the Authority's Six Year Program. The timeframe for the policy delivery was extended until the February 2025 Authority meeting.
- g. A draft policy is attached for Authority review, discussion and feedback, prior to the February 2025 Authority meeting.

4. Discussion Items: The policy development process, informed by prior Authority action, must be guided by whether the Authority is willing to fund cost underestimates/overruns/transfers or not.

a. Funding Cost Underestimates/Overruns/Transfers.

- I. A policy based on this direction will need to address the issues noted in the earlier 2015/2016 work of the Advisory Panel and Finance Committee as well incorporate lessons learned over the last eleven years.
- II. Prior efforts to form a policy identified 47 issues which will need to be addressed within the policy. The 47 issues cannot address all possible circumstances which will grow exponentially as experiences broaden.
- III. Addressing the issues involved in the implementation of such a policy will necessitate the expansion of Authority staff and the use of independent external consultants.
- IV. Implementation of such a policy must occur within the two-year update to the Six Year Program (SYP) call for projects, evaluation and ranking processes to maintain compliance with the Authority's legal requirements.

b. Not Funding Cost Underestimates/Overruns/Transfers.

- I. A policy to not fund cost underestimates/overruns will be relatively easy to draft.
- II. If the Authority chooses to direct the development of a policy to not fund cost underestimates/overruns, it can choose to leave an avenue open for project sponsors to submit a petition for additional funding under extraordinary circumstances which could not have been anticipated.
- III. Such a petition process would need to include, but not be limited to:
 1. Provisions to ensure the petitions are only reviewed in the context of an update to the SYP.
 2. Petitions should be submitted to the Chief Financial Officer (CFO) and Principal, Transportation Planning and Programming (P,TPP) to provide for an orderly examination and comprehensive NVTa staff review facilitating comprehensive professional recommendations for NVTa's Chief Executive Officer (CEO) to assess.
 3. The progress of petition reviews will be dependent on the promptness, completeness and clarity of project sponsor responses to NVTa inquiries. Such inquiries must be expected to be in-depth and thorough.
 4. NVTa must have provisions to use the services of independent outside consultants on an on-call basis, to fully examine the petition and form recommendations. (Cost to be paid by project sponsors.)
 5. The on-call services will limit the need to preemptively hire full-time NVTa staff.
 6. The CEO will make recommendations to the Authority's Finance Committee, PCAC and PPC.
 7. The PPC will make recommendations to the Authority as part of a SYP update suite of projects for new funding.
 8. Any recommendations will be made within the context of a two-year update to the SYP.

5. Attachments:

- a. Draft Policy 30 – Funding Cost Underestimates, Overruns and Transfers
- b. Recommendation to Eliminate Contingency Reserve – October 5, 2016

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 30 – Funding of Cost Underestimates/Overruns and Transfers

- I. **Purpose.** The purpose of this policy is to establish that project risks due to cost underestimates and/or cost overruns, will not be absorbed by the Northern Virginia Transportation Authority (Authority/NVTA). Upon the adoption of this policy the Authority will not allow the transfer of Authority Regional Revenue Fund project funding between projects.
- II. **General.**
- A. The funding of cost underestimates/overruns/transfers shifts project risks to the NVTA from the Project Sponsor.
 - B. Any shift of risks by individual Project Sponsors is incompatible with the regional role of the Authority to increase transportation capacity and reduce congestion.
 - C. Project Sponsors are expected to use appropriate, competent professional practices in estimating costs, scheduling and the establishment of contingencies.
 - D. The Authority does not set guidelines for cost estimation, contingency levels, scheduling, preliminary engineering, or any project phases/characteristics, recognizing that Project Sponsors, directly and with their expert consultants, are best positioned to make those decisions and determinations.
 - E. The Authority deploys all available PayGo funds in two-year updates to the Six Year Program. Therefore, the funding of cost underestimates/overruns will reduce the capacity for new and continuing projects.
 - F. Project funding decisions by the Authority are the culmination of a comprehensive evaluation process that is applied consistently across all project funding applications using quantitative and qualitative measures, combined with a formal public comment process. This evaluation process is compliant with NVTA's statutory responsibilities including a requirement that NVTA's funding decisions give priority to projects that achieve the greatest congestion reduction relative to cost.
 - G. The funding of cost underestimates/overruns/transfers will bring into question prior funding decisions of the Authority, which were completed within the parameters required in the Code of Virginia at the time of those decisions.
- III. **Petition for Policy Exemption.**
- A. Project Sponsor petitions for policy exemptions are not encouraged.
 - B. Project Sponsor petitions for policy exemptions will be examined rigorously.
 - C. Project Sponsors are encouraged to discuss project difficulties with the NVTA Principal, Transportation Planning and Programming (P,TPP) and Chief Financial Officer (CFO) as soon as practical for all parties to attempt to find alternative solutions.
 - D. It is the responsibility of the Project Sponsor to only submit a petition for which the Project Sponsor believes it can proficiently demonstrate factual circumstances supported in currently available and detailed records demonstrating project conditions that are unique, extraordinary in circumstance and could not have been anticipated.

- E. The Authority has the sole right and responsibility to determine the use of Regional Revenue Funds within the parameters and processes required in the Code of Virginia.
- F. All petitions for exemption under this policy will be presented to the Authority for final determination.
- G. Petitions must be presented and considered as part of and within the project selection process of the next available update to the Six Year Program's Call for Regional Transportation Projects (CfRTP).
- H. Petitions received after the current CfRTP deadline will not be reviewed until the next CfRTP.
- I. Petitions must be submitted to NVTAs CFO and P,TPP to provide for an orderly examination and comprehensive NVTAs staff review facilitating thorough and comprehensive professional recommendations for NVTAs Chief Executive Officer (CEO) to assess.
- J. The P,TPP will provide requirements for the submission of petitions within the Six Year Program Update CfRTP.
- K. At its sole determination, NVTAs may use the services of independent outside consultants, of its choosing, on an on-call basis, to fully examine the petition and to form recommendations. The cost of any on-call consultants used for the petition review will be paid by the Project Sponsor.
- L. The progress of petition reviews will be dependent on the promptness, completeness and clarity of Project Sponsor responses to NVTAs inquiries. Such inquiries must be expected to be in-depth and thorough.
- M. Delays in the receipt of requested Project Sponsor material and responses will result in a recommendation of No Finding. Authority acceptance of a No Finding recommendation will result in the petition, if not withdrawn by the Project Sponsor, being reviewed as part of the next two-year update to the Six Year Program.
- N. The CEO will make recommendations to the Authority's Finance Committee, Program Coordination Advisory Committee (PCAC), Technical Advisory Committee (TAC) and Planning and Programming Committee (PPC).
- O. The PPC will make recommendations to the Authority as part of a Six Year Program update cycle.
- P. Authority petition decisions are final and non-appealable.

X

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chairman, Finance Committee

DATE: October 5, 2016

SUBJECT: Recommendation to Eliminate Contingency Reserve

1. **Purpose:** Present Advisory Panel Contingency Reserve Recommendations.
2. **Suggested Motion:** *I move the Authority approval of the elimination of the Contingency Reserve in the Regional Revenue Fund as recommended by the NVTa Advisory Panel and reviewed by the NVTa Finance Committee.*
3. **Background:** The Finance Committee requested staff research and report on the establishment of two reserve funds. One reserve for project contingency (Contingency Reserve) and the other to set aside funds for future large scale projects (Transportation Project Reserve). The Executive Director established an Advisory Panel to examine and make recommendations on both reserves. Participation on the Advisory Panel was open to representatives of all member jurisdictions. Participation of jurisdiction transportation and finance representatives was especially welcomed.

After several meetings the Advisory Panel prepared this recommendation for the Contingency Reserve. The Advisory Panel also formulated a recommendation on the Transportation Project Reserve which is presented in a separate report.

4. **Comments:** The Finance Committee expressed an interest in establishing a Contingency Reserve within the Regional Revenue Fund to provide funding to achieve completion of approved Authority projects encountering cost overruns.

Initial funding of the reserve occurred with the FY2016 budget adoption with the provision that the reserve could not be utilized until a policy covering its use was adopted by the Authority. In FY2017, the reserve level was funded at \$8,573,894 in keeping with an objective of maintaining the reserve at 3.8% of Regional Revenue Fund annual revenues. The Advisory Panel, through policy development meetings made the following observations related to the reserve:

- a. A contingency reserve has the potential to shift project risk in some measure from the project sponsor to the NVTa. The Advisory Panel believes the NVTa should not absorb this risk.

- b. Past project performance would need to be made a formal part of the contingency request and possibly future project evaluation processes.
- c. The Contingency Reserve had been referred to as a 'last resort' option. The Advisory Panel questioned how the NVTa, at current staffing levels would be able to ensure other options are exhausted.
- d. If a Contingency Reserve were to be offered, the Advisory Panel recommended localities be required to commit their 30% funds as part of the 'other options' noted above prior to making a contingency request. However this raised additional questions:
 - 1. What if the locality 30% funds are already committed by contract or other governing body action?
 - 2. Are there equity issues with Agencies since they do not receive 30% funds?
 - 3. Should and how will project sponsors be required to affirm they have no other financial options other than to request contingency use? (Given the complexity and scope of the various fund structures and budgeting as well as accounting methods, this could be extraordinarily complex, intrusive and staff time consuming.)
- e. Having a contingency reserve and thus a portion of project risk being transferred to the NVTa would necessitate the requirement for project contingency assumptions to be disclosed as part of the project descriptions. This disclosure would then become part of the project assessment process.
- f. The Advisory Panel questioned if contingency costs could be meaningfully disclosed without the additional disclosure of all cost components. Such disclosure would be expensive, time consuming, while potentially adding little value to the actual project.
- g. The Advisory Panel cautioned that in an environment of broad economic changes such as inflationary labor, raw and finished material cost increases, a significant number of projects could face escalating costs at the same time for the same reasons. This potential raised questions as to:
 - 1. The sufficiency of the funding level of the Contingency Reserve.
 - 2. How will NVTa staff recommendations be formulated?
 - 3. Is there an equity issue when some project sponsors may have committed additional local funds to the project contingency while others are depending on the NVTa contingency reserve?
- h. The Advisory Panel recognized NVTa project evaluation and selection processes could be impacted through the application of Contingency Reserve funds:
 - 1. Cost is a consideration in the NVTa project selection decision, additional costs would impact the score and may have changed the initial funding decisions.
 - 2. The existence of a NVTa contingency reserve may induce project submitters to reduce their project contingency or other cost factors in their project estimates. Therefore, the existence of a contingency reserve with a stated purpose of reducing the risk of not achieving completion of a project, may unintentionally cause a broader risk shift.

3. Multi-phase projects have an opportunity to absorb cost increases through future requests for sequential phase funding. Those costs would then be part of the next project description, evaluation and rating.
 - i. The Advisory Panel recognized that few if any project grants from other sources came with the expectation that a contingency fund would be available to a project sponsor.
 - j. The Advisory panel noted that under the terms of the NVTAs Standard Project Agreement (SPA) the project sponsor agrees to provide a complete project as described in the SPA and therefore has already agreed to and conceivably planned for contingencies.
 - k. While no formal requests for use of the Contingency Reserve has been received by the NVTAs, project status discussions have indicated there is approximately \$24 million in potential project cost overruns, which is almost 3 times the current targeted contingency level.
 - l. Increasing the contingency level to \$24 million would have reduced FY2017 PayGo by almost 10% and increased the need for debt financing.
 - m. Replenishing a contingency reserve on an annual basis will make a significant reduction in PayGo resources, thereby delaying future NVTAs project awards or forcing a greater reliance on debt financing.
5. **Advisory Panel Recommendation:** After careful consideration of the benefits and drawbacks related to a NVTAs Contingency Reserve and in light of the above considerations, the Advisory Panel recommended to the NVTAs Finance Committee that a Contingency Reserve not be established.
6. **Next Steps:** If the Authority eliminates the Contingency Reserve, the reserve funding designation of \$8,573,893.78 will become fund balance in the Regional Revenue Fund. These funds will then be available for future FY2018 Project Program decisions by the Authority.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 6, 2025

SUBJECT: Approval of Letter of Endorsement for the Virginia Railway Express-Virginia Passenger Rail Authority Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Grant Application

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of the joint Virginia Railway Express (VRE)-Virginia Passenger Rail Authority (VPRA) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program grant application for a comprehensive study on the potential for extreme weather-related risks to railroad infrastructure in VRE's operating territory.
- 2. Suggested Motion:** *I move Authority approval of the letter of endorsement for the Virginia Railway Express-Virginia Passenger Rail Authority Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program grant application for a comprehensive study on the potential for extreme weather-related risks to railroad infrastructure in VRE's operating territory.*
- 3. Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement from VRE on their joint application with VPRA under the U.S. Department of Transportation (DOT)'s FY2024-2025 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) planning grant funding opportunity.
 - A. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program:** Section 11405 of the Bipartisan Infrastructure Law (BIL) established the PROTECT program to provide formula funding and competitive grants to eligible entities for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.

B. PROTECT Program Criteria:

Two types of applications are considered:

- Planning grants.
- Resilience grants.

By funding projects that improve resilience to natural hazards and climate change impacts, the PROTECT Discretionary Grant Program aims to reduce damage and disruption to the transportation system, improve the safety of the traveling public, and improve equity by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards. For planning grants such as the VRE-VPRA application, merit criteria include program alignment; planning activity approach; schedule and budget; public engagement, partnerships and collaboration; and innovation.

- 4. Project Scope Under the joint VRE-VPRA PROTECT Application:** Through the PROTECT program, VRE and VPRA are seeking funding for a comprehensive study on the potential risks to railroad infrastructure in VRE's operating territory posed by excessive heat, inland flooding, and other adverse weather events. This study will guide VRE and VPRA efforts to develop specific resiliency projects for the rail network and position the organizations for future funding opportunities that will enable the design and implementation of critical infrastructure improvements, protecting billions of dollars in existing and programmed future rail network investments. The proposed study, which will leverage existing desktop risk analysis tools, will provide valuable insights into the effects of future adverse conditions on the railroad assets used by VRE, VPRA, and their partners. In particular, the study will focus on the following key areas:

- A.** Heat impacts on critical rail infrastructure, including the VPRA/CSXT-owned track infrastructure between Crossroads Yard in Spotsylvania County, VA and AF Interlocking in Alexandria, VA, the entire VRE Manassas Line between Broad Run Yard in Manassas, VA and Alexandria, VA, and the VPRA/CSXT-owned tracks between AF and CP VA in Washington, DC.
- B.** Inland flooding risks to VRE stations and critical facilities, such as Quantico and L'Enfant stations and the VRE Broad Run Maintenance and Storage Facility, and critical VPRA rail infrastructure including the Quantico and Pohick Creek rail bridges.
- C.** Ancillary effects of extreme weather events, including the impact of excessive rainfall, straight-line winds, and fallen trees on the integrity and safety of the rail network.

- 5. Alignment with NVTa Activities:** Multiple VRE/VPRA facilities referenced above are in Northern Virginia, including elements that have received NVTa funding. More generally, one of NVTa's primary responsibilities is to develop and update TransAction, the long-range transportation plan for Northern Virginia. The current version of the TransAction vision statement specifically references resiliency: *Northern Virginia will plan for, and*

*invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, **and builds resilience**.* VRE's transportation services are essential to achieving this vision. NVTA staff look forward to continuing to work closely with VRE and VPRA on our respective planning efforts related to the resiliency of the multimodal transportation system as the next TransAction update begins to ramp up in CY2025.

Attachments:

- A. VRE's Request for Endorsement Letter**
- B. Draft Letter of Endorsement for the VRE-VPRA PROTECT Program Application**

February 13, 2025

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

Re: NVTA Endorsement of for the Virginia Railway Express-Virginia Passenger Rail Authority Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Grant Application

Dear Secretary Duffy:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the joint Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) application for *Protecting Virginia's Rail Transformation* under the USDOT PROTECT fiscal year 2024-2025 Planning Grant funding opportunity. VRE and VPRA seek funding for a comprehensive study on the potential risks to railroad infrastructure in VRE's operating territory posed by excessive heat, inland flooding, and other adverse weather events. This study will guide VRE and VPRA efforts to develop specific resiliency projects for the rail network and position the organizations for future funding opportunities that will enable the design and implementation of critical infrastructure improvements, protecting billions of dollars in existing and programmed future rail network investments.

The proposed study, which will leverage existing desktop risk analysis tools, will provide valuable insights into the effects of future adverse conditions on the railroad assets used by VRE, VPRA, and their partners. In particular, the study will focus on the following key areas:

1. Heat impacts on critical rail infrastructure, including the VPRA/CSXT-owned track infrastructure between Crossroads Yard in Spotsylvania County, VA and AF Interlocking in Alexandria, VA, the entire VRE Manassas Line between Broad Run Yard in Manassas, VA and Alexandria, VA, and the VPRA/CSXT-owned tracks between AF and CP VA in Washington, DC.
2. Inland flooding risks to VRE stations and critical facilities, such as Quantico and L'Enfant stations and the VRE Broad Run Maintenance and Storage Facility, and critical VPRA rail infrastructure including the Quantico and Pohick Creek rail bridges.
3. Ancillary effects of extreme weather events, including the impact of excessive rainfall, straight-line winds, and fallen trees on the integrity and safety of the rail network.

By conducting a desktop-based analysis, supplemented with limited in-person assessments, the proposed planning study will identify critical vulnerabilities and opportunities to enhance resilience across the VRE-VPRA rail network. This study will provide the foundation for specific resiliency projects, each developed to a conceptual level, with high-level cost estimates, scopes of work, and other key project components.

The Honorable Secretary Sean Duffy
February 13, 2025
Page Two

VRE's and VPRA's work to assure the resiliency of the Commonwealth's rail system aligns with NVTAs commitment to its goals of improving mobility, accessibility, and resiliency of the transportation system. NVTAs has made significant investments in Northern Virginia's rail infrastructure and looks forward to continuing to work closely with VRE and VPRA on our respective planning efforts related to the resiliency of all components of the regions and Commonwealth's multimodal transportation system.

I fully endorse the VRE-VPRA application for the USDOT PROTECT funding opportunity and urge you to give this project your full and thoughtful consideration. By selecting this application for funding, you are helping to safeguard the Commonwealth of Virginia and regional transportation infrastructure, improve the reliability of rail travel for thousands of daily riders, and enhance the resilience of the broader transportation network of the nation's capital.

Best Regards,

Phyllis J. Randall
Chair

cc: Monica Backmon, Chief Executive Officer, NVTAs
Rich Dalton, Chief Executive Officer, VRE



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 6, 2025

SUBJECT: Approval of Letter of Endorsement for Prince William County's Better Utilizing Investments to Leverage Development (BUILD) Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of Prince William County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now referred to as Better Utilizing Investments to Leverage Development (BUILD), application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Prince William County's Better Utilizing Investments to Leverage Development (BUILD) application.*
3. **Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement from Prince William County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now referred to as Better Utilizing Investments to Leverage Development (BUILD), discretionary grant program.
 - A. **RAISE/BUILD Grant:**

The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for FY2025 RAISE grants, now referred to as Better Utilizing Investments to Leverage Development (BUILD) through an amendment posted on January 24, 2025. The RAISE/BUILD program enables the USDOT to achieve national objectives, examining initiatives that promise to invest in road, rail, transit, and port projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.
4. **Project Scope Under Prince William County's RAISE/BUILD Application:**

Prince William County will construct a grade separated flyover ramp from the northbound Route 123 to westbound Old Bridge Road. This intersection improvement

will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals including increasing transportation resiliency, providing multimodal transportation options, improving travel time reliability for local and commuter bus routes, constructing pedestrian and bicycle facilities, improving operations for vehicles, and promoting local economic development.

The Route 123 – Old Bridge Road Intersection Improvements has been adopted in NVTAs long range multimodal transportation plan TransAction (ID 383) and therefore is a regional priority. The project is currently in design. Approximately \$33.4 million in local and state revenue sharing and federal Regional Surface Transportation Program (RSTP) funds have been allocated to the project. Additionally, local debt funding was approved in a 2019 bond referendum to support the project. Federal funding through the BUILD program would greatly facilitate construction of this important project.

Attachments:

- A. Prince William County's Request for Endorsement Letter**
- B. Draft Letter of Endorsement for Prince William County's BUILD Application**



January 8, 2025

Monica Backmon Chief
Executive Officer
Northern Virginia Transportation Authority (NVTa)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTa Endorsement of Prince William County's RAISE Application for the Gordon Boulevard
– Old Bridge Road Intersection Improvements

Ms. Backmon,

I am writing to request NVTa's endorsement of Prince William County's application for funding consideration under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant (RAISE) Program for the Gordon Boulevard – Old Bridge Road Intersection Improvements. This interchange is a high priority local project that will provide significant congestion reduction and improve safety for all multimodal users to the region.

The Gordon Boulevard – Old Bridge Road Intersection Improvements has been adopted in NVTa's long range plan TransAction (ID 383) and has been previously endorsed by the Authority for application for federal discretionary grant funding. The project will construct a grade separated flyover ramp from the northbound Gordon Boulevard to westbound Old Bridge Road. This intersection improvement will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals, including providing multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles.

The project is currently in design. Approximately \$33.4 million has been programmed to the project ranging from federal Regional Surface Transportation Program (RSTP) funds (\$15.4 million), local and state revenue sharing (\$18 million). Local debt funding was approved in a 2019 bond referendum to support the project. Federal funding through the RAISE program would greatly facilitate construction of this and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales
Director of Transportation

February 13, 2025

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

Re: NVTA Endorsement of Prince William County's BUILD Grant Program Application

Secretary Duffy,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Prince William County's FY2025 BUILD grant program application. Funding from this grant for this project will improve significant congestion issues, safety for all users, quality of life, and multimodal connectivity.

Prince William County will construct a grade separated flyover ramp from the northbound Route 123 to westbound Old Bridge Road. This intersection improvement will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals including increasing infrastructure resiliency, providing multimodal transportation options, improving travel time reliability for local and commuter bus routes, constructing pedestrian and bicycle facilities, improving operations for vehicles, and promoting local economic development.

The Route 123 – Old Bridge Road Intersection Improvements project has been adopted in NVTA's long-range multimodal transportation plan, TransAction (ID 383), and therefore is regionally significant. Additionally, approximately \$33.4 million in local and state revenue sharing and federal Regional Surface Transportation Program (RSTP) funds have been allocated to the project, which is currently in design. Federal funding through the BUILD program would greatly facilitate construction of this important project.

Thank you for your consideration of Prince William County's BUILD grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

cc: Ricardo Canizales, Director of Transportation, Prince William County
Monica Backmon, Chief Executive Officer, NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 6, 2025

SUBJECT: Approval of Recommendation to Reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds for Loudoun County.

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval to recommend reallocation of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds for Loudoun County.
2. **Suggested Motion:** *I move Authority approval to recommend to the Commonwealth Transportation Board the reallocation of \$637,325 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds from UPC 112296 to UPC 68760 for Loudoun County.*
3. **Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTa) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
4. **Discussion:** On January 23, 2025, Loudoun County requested the following reallocation:
 - \$637,325 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds from UPC 112296 (Metro Station Area Pedestrian Improvements) to UPC 68760 (Village of Lucketts - Safety Improvements in Loudoun County).

The requested transfer would reallocate funds from a project with surplus funding, UPC 112296 (Metro Station Area Pedestrian Improvements Project), and rectify a funding shortfall on UPC 68760 (Village of Lucketts - Safety Improvements in Loudoun County). The transfer of these 2006 CMAQ funds would reduce the County match requirement by being met with the NVTa bond funds already on the Lucketts project. In addition, due to the age of the funds, using them for Lucketts this fiscal year avoids any risk of deallocation. This will not affect the currently planned Metro Bike Ped projects, and they will remain fully funded.

At its meeting on January 23, 2025, the RJACC recommended approval of the request.

Attachments:

- A.** Loudoun County Request Letter
- B.** CMAQ Air Quality Calculation Sheet
- C.** DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Transportation and Capital Infrastructure

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

January 22, 2025

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

Subject: Request to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Loudoun County Virginia

Ms. Landis,

Loudoun County Virginia requests that the Regional Jurisdiction and Agency Coordinating Committee (RJACC) endorse the following CMAQ funding reallocation.

Loudoun County is requesting the approval of the transfer of \$637,325 of 2006 CMAQ allocated funding from the following project donor account:

- UPC 112296 – Metro Station Area Pedestrian Improvements project

The funds are requested to be transferred to the following project:

- UPC 68760 – Village of Lucketts - Safety Improvements in Loudoun County project.

The requested transfer will move balance funds on the overfunded Metro Bike Ped project holding project to rectify a funding shortfall on the Lucketts Safety project. These 2006 CMAQ funds have a match requirement that can be met with the NVTa bond funds already on the Lucketts project, reducing the County match requirement for these funds. In addition, due to the age of the funds, using them for Lucketts this fiscal year avoids any risk of deallocation. This will not affect the currently planned Metro Bike Ped projects, and they will remain fully funded.

If you have any questions regarding this request, please contact Rob Donaldson, Loudoun's representative to the RJACC at 571-367-8557 or at rob.donaldson@loudoun.gov.

Sincerely,

Signed by:

200499FAB60E42F...

Vincent Jones
Deputy County Administrator
Acting Director

Attachments
CMAQ/RSTP Transfer-Worksheet

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

Date: 1/23/2025

Name of Jurisdiction/Agency Requesting: Loudoun County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): CMAQ - \$1,454,000 RSTP - \$7,935,000

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
112296	Holding Account for Loudoun County Metro Bike and Ped Projects	CMAQ	Y	FY06	\$637,325	68760	Safety improvements FROM: 0.192 MILE SOUTH	N					

TOTAL OF TRANSFER \$637,325.00

Attach Signed Request of Transfer Letter

Total

OUTPUT			
EMISSION REDUCTIONS			
	Pollutant	Total	*Units in kg/day unless otherwise not
	Carbon Monoxide (CO)	3.241	
	Particulate Matter $\leq 2.5 \mu\text{m}$ (PM _{2.5})	0.011	
	Particulate Matter $\leq 10 \mu\text{m}$ (PM ₁₀)	0.051	
	Nitrogen Oxides (NOx)	0.136	
	Volatile Organic Compounds (VOC)	0.111	
	Carbon Dioxide (CO ₂)	396.901	
	Carbon Dioxide Equivalent (CO ₂ e)	398.892	
	Total Energy Consumption (MMBTU/day)	5.362	

Ped

OUTPUT			
EMISSION REDUCTIONS			
	Pollutant	Total	*Units in kg/day unless otherwise not
	Carbon Monoxide (CO)	0.358	
	Particulate Matter $\leq 2.5 \mu\text{m}$ (PM _{2.5})	0.001	
	Particulate Matter $\leq 10 \mu\text{m}$ (PM ₁₀)	0.005	
	Nitrogen Oxides (NOx)	0.018	
	Volatile Organic Compounds (VOC)	0.018	
	Carbon Dioxide (CO ₂)	33.810	
	Carbon Dioxide Equivalent (CO ₂ e)	34.207	
	Total Energy Consumption (MMBTU/day)	0.458	

Bike

OUTPUT			
EMISSION REDUCTIONS			
	Pollutant	Total	*Units in kg/day unless otherwise not
	Carbon Monoxide (CO)	2.882	
	Particulate Matter $\leq 2.5 \mu\text{m}$ (PM _{2.5})	0.010	
	Particulate Matter $\leq 10 \mu\text{m}$ (PM ₁₀)	0.047	
	Nitrogen Oxides (NOx)	0.118	
	Volatile Organic Compounds (VOC)	0.093	
	Carbon Dioxide (CO ₂)	363.091	
	Carbon Dioxide Equivalent (CO ₂ e)	364.685	
	Total Energy Consumption (MMBTU/day)	4.905	

February 13, 2025

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

Reference: Request To Transfer Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds for Loudoun County.

Dear Mr. Cuttler,

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

Loudoun County requested the following reallocation:

- Transfer of \$637,325 of Congestion Mitigation and Air and Quality Improvement Program (CMAQ) funds from UPC 112296 (Metro Station Area Pedestrian Improvements) to UPC 68760 (Village of Lucketts - Safety Improvements in Loudoun County).

The requested transfer would reallocate funds from a project with surplus funding, UPC 112296 (Metro Station Area Pedestrian Improvements Project), and rectify a funding shortfall on UPC 68760 (Village of Lucketts - Safety Improvements in Loudoun County). The transfer of these 2006 CMAQ funds would reduce the County match requirement by being met with the NVTB bond funds already on the Lucketts project. In addition, due to the age of the funds, using them for Lucketts this fiscal year avoids any risk of deallocation. This will not affect the currently planned Metro Bike Ped projects, and they will remain fully funded.

On February 13, 2025, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA
Vincent Jones, Deputy County Administrator and Acting Director, Loudoun County
Rob Donaldson, Senior Regional Transportation Planner, Loudoun County

2025 General Assembly Update Verbal Report

**Tracy Baynard, Senior Vice President
McGuireWoods Consulting, LLC**

Subcommittee: House Transportation Infrastructure and Funding

Membership

[Carr](#) (Chair), [Watts](#), [Reid](#), [Glass](#), [Anthony](#), [Austin](#), [Wyatt](#), [Milde](#), [Delaney](#)

Committee chairs serve as ex officio members of House subcommittees.

Meets Tuesdays, Immediately upon adjournment of full committee
House Committee Room B-205, General Assembly Building

VIRGINIA STATE BUDGET

2025 Session

Budget Amendments - SB800 (Committee Approved)

Bill Order » Item 433 #1s

Washington Metropolitan Area Transit Authority

Item 433 #1s

First Year - FY2025

Second Year - FY2026

Transportation

Department of Rail and Public Transportation	\$3,330,000	\$0	GF
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Language

Page 545, line 33, strike "\$982,561,629" and insert "\$985,891,629".

Page 547, line 2, strike "\$133,570,000", and insert "\$136,900,000".

Explanation

(This amendment provides \$3.3 million GF the first year in updated operating assistance for the Washington Metropolitan Area Transit Authority. The Governor's introduced budget moved \$73.4 million GF from the second year to the first year and removed all second year funding, reflecting savings of \$11.1 million GF.)

VIRGINIA STATE BUDGET

2025 Session

Budget Amendments - HB1600 (Committee Approved)

Bill Order » Item 433 #1h

Restore Funding for WMATA Operating Report

Item 433 #1h

First Year - FY2025

Second Year - FY2026

Transportation

Department of Rail and Public Transportation	\$3,330,000	\$0	GF
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Language

Page 545, line 33, strike "\$982,561,629" and insert "\$985,891,629".

Page 547, line 2, strike "\$133,570,000" and insert "\$136,900,000".

Explanation

(This amendment restores \$3.3 million in general fund support for WMATA operating support. The Governor's amendment moved \$73.4 million from the general fund from the second year to the first year and removed all second year funding, reflecting a net savings of \$11.1 million general fund. An updated estimate shows a revised savings of \$7.8 million compared to Chapter 2.)

Commonwealth of Virginia
Senate
2025 Regular Session

Date: 01/31/25

Regular Calendar
Senate Bill on Third Reading

Time: 11:16a.m.

SB1007 - Surovell

Bicycle, Pedestrian, and Safety Improvements Infrastructure Fund, Subfund, and Program; created.

Passage R

YEAS - 37 NAYS - 2 RULE 36 - 1 NOT VOTED - 0

YEAS - 37

Aird	Favola	McDougle	Salim
Bagby	French	McPike	Srinivasan
Carroll Foy	Hackworth	Peake	Stanley
Cifers	Hashmi	Pekarsky	Stuart
Craig	Head	Perry	Sturtevant
Deeds	Jordan	Pillion	Suetterlein
DeSteph	Locke	Reeves	Surovell
Diggs	Lucas	Roem	VanValkenburg
Durant	Marsden	Rouse	Williams Graves
Ebbin			

NAYS - 2

Mulchi	Obenshain
--------	-----------

RULE 36 - 1

Boysko

NOT VOTED - 0

Sequence number: 0240

Senator Mulchi stated that she voted nay on the question of the passage of S.B. 1007, whereas she intended to vote yea.
Senator Obenshain stated that he voted nay on the question of the passage of S.B. 1007, whereas he intended to vote yea.

25105905D

SENATE BILL NO. 1007

AMENDMENT IN THE NATURE OF A SUBSTITUTE

(Proposed by the Senate Committee on Transportation
on January 23, 2025)

(Patron Prior to Substitute—Senator Surovell)

A BILL to direct the Northern Virginia Transportation Authority to coordinate with certain stakeholders to examine and make recommendations related to the Northern Virginia Bicycle and Pedestrian Network Study.

Be it enacted by the General Assembly of Virginia:

1. § 1. That the Northern Virginia Transportation Authority shall coordinate with the Department of Transportation; the member jurisdictions of the Northern Virginia Transportation Authority; advocates representing bicycle and pedestrian transit, smart growth, and multimodal transportation; and any other stakeholders deemed appropriate by the Northern Virginia Transportation Authority to examine the findings of the Department of Transportation's December 2024 Northern Virginia Bicycle and Pedestrian Network Study and make recommendations on a method to implement and fund the infrastructure needs and other objectives identified in such study. The Northern Virginia Transportation Authority shall submit a report of its findings and recommendations to the Chairs of the Senate Committees on Finance and Appropriations and Transportation and the House Committees on Finance, Appropriations, and Transportation no later than November 1, 2025.

SENATE SUBSTITUTE

SB1007S1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Phyllis Randall, Chair, Governance and Personnel Committee

DATE: February 6, 2025

SUBJECT: Governance and Personnel Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of recent activities of the NVTa Governance and Personnel Committee (GPC).
2. **Background:** The GPC met on January 9, 2025, at 6:00 p.m. Four (4) committee members attended the meeting, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of November 14, 2024, Meeting:** The meeting summary for the November 14, 2024, meeting was approved unanimously.
 - B. **2025 Meeting Calendar:** The proposed 2025 GPC meeting calendar was approved, unanimously, with typo correction.
4. **Discussion/information Items:**
 - A. **Update on 2025 General Assembly Session:**

Ms. Baynard provided updates on key legislative matters, including an extension of the pre-filing deadline for bills to January 13th and the final submission deadline for January 17th. She also updated on the status of budget amendments, noting potential delays due to the water issue.

She discussed Senate Bill 1007, which proposes a \$0.50 annual tax on private parking spaces in Northern Virginia to fund bike and pedestrian infrastructure. The tax would apply to commercial properties, exempting single-family residences. Concerns were raised regarding enforcement, administrative burdens, and potential impacts on businesses, particularly larger parking facilities. There were discussions on whether NVTa, which would manage the tax, is the right body to oversee fund distribution and if the tax would generate enough revenue to justify the effort.

Additionally, Ms. Baynard addressed House Bill 1982, which proposes allocating 2.5% of the Virginia Mass Transit Fund to Hampton Roads Transit for its light rail system. This could reduce funding for other localities, leading to concerns about fairness and the financial strain on the mass transit fund. Chair Randall expressed

the need for more information before taking a position on both bills, highlighting the complexity of managing funding across multiple projects and ensuring fairness in allocation.

The group concluded that further information was needed to assess the fiscal impact and practical implementation of both bills, with discussions continuing as new details emerge. Ms. Baynard indicated she would keep reviewing bills as they are introduced, and Chair Randall encouraged members to stay informed on related developments.

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: February 6, 2025

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on January 22, 2025, at 6:30 p.m. This was an in-person meeting held at NVTa offices, with four members attending in-person, and one member joining virtually. Due to this attendance, the meeting did not meet quorum requirements. The meeting was also livestreamed on YouTube.
Attendees (in-person): Mayor Colbert (chair), Supervisor Walkinshaw (Fairfax County), Board member Spain (Arlington County), Council member Peterson (City of Fairfax).
Attendees (virtual): Council member Underhill (City of Falls Church).
3. **Action Items:**
 - A. **Summary notes of November 20, 2024, meeting**
 - B. **2025 meeting calendar.**
Since quorum was not achieved, no votes were taken on the above items, and they have been deferred to the next meeting.
 - C. **Policy 30 Update and Recommendation.**
Mr. Longhi shared a brief history of the issue of project cost underestimates and overruns, and the Authority's directive to draft a policy to not fund underestimates, overruns, or transfers, with an added petition option. The draft policy contains a section that provides a rationale for this directive, and an outline of the petition process.
Committee members clarified a few points on this proposed policy and agreed that it presents a reasonable approach. Three of the four members present were in approval to recommend for adoption, with the City of Fairfax member abstaining from the straw vote due to his short tenure on City Council.

4. Discussion/information Items:

A. CY 2025 Transportation Planning and Programming Activities:

Mr. Jasper provided a verbal update on upcoming planning and funding activities at NVTa, including the update to NVTa's long range transportation plan TransAction, the call for regional transportation projects as a part of the next Six Year Program update, as well as transportation technology and Preliminary Deployment Plan for Bus Rapid Transit initiatives.

B. NVTa Update: Ms. Backmon mentioned NVTa's recent organizational branding initiatives with the introduction of the new logo, the Annual Report, and upcoming TransAction update activities for the year. She also shared funding decision results from the most recent cycle of the Commonwealth's SMART Scale program.

5. Next Steps: Without an approved yearly calendar, the next meeting of the PCAC is not yet scheduled and will be determined as needed.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: February 6, 2025

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of recent activities of the NVTa Technical Advisory Committee (TAC).
2. **Background:** The TAC met on January 15, 2025, at 7 PM in-person at the NVTa office. Six (6) committee members attended the meeting, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of November 20, 2024, Meeting:** The meeting summary for the November 20, 2024, meeting was approved unanimously.
 - B. **2025 Meeting Calendar:** The proposed 2025 TAC meeting calendar was approved unanimously, with a note that the April meeting date overlaps with the Arlington County school district's spring break.
 - C. **Policy 30 Update Recommendation:** The TAC unanimously recommended adoption of the proposed Policy 30 – Funding Cost Underestimates, Overruns and Transfers, included in the meeting packet. This approval was given after Mr. Longhi reviewed the history of the draft policy's development and an overview of the proposed policy. There was significant discussion regarding the hypothetical impact that Policy 30 would have had on previous funding transfers, the role of NVTa in stipulating contingency levels, the proposed petition process, and the difference between submitting a petition compared to requesting additional funding through the existing Six Year Program process.
4. **Discussion Items:**
 - A. **CY2025 Transportation Planning and Programming Activities:** Mr. Jasper reviewed anticipated staff activities and how they may come before the TAC in the upcoming calendar year. These activities include preliminary work for TransAction and the FY2026-2031 Six Year Program, expected results from the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT), the reinvigoration and expansion of the Transportation Technology Committee, and transportation technology related events and projects. He noted that staff may not have significant action items to bring before the TAC in February, and as a result, the meeting may be cancelled.

B. NVTA Update: Mr. Jasper drew the committee's attention to the new NVTA logo and annual report, and shared that the next Authority meeting is planned for February 13th, 2025.

5. Next steps: The next scheduled meeting of the TAC is on February 19, 2025, in person at the NVTA offices.

CEO Report

This section provides an overview of items of interest to the Northern Virginia Transportation Authority (NVTA) that are not addressed in the agenda.

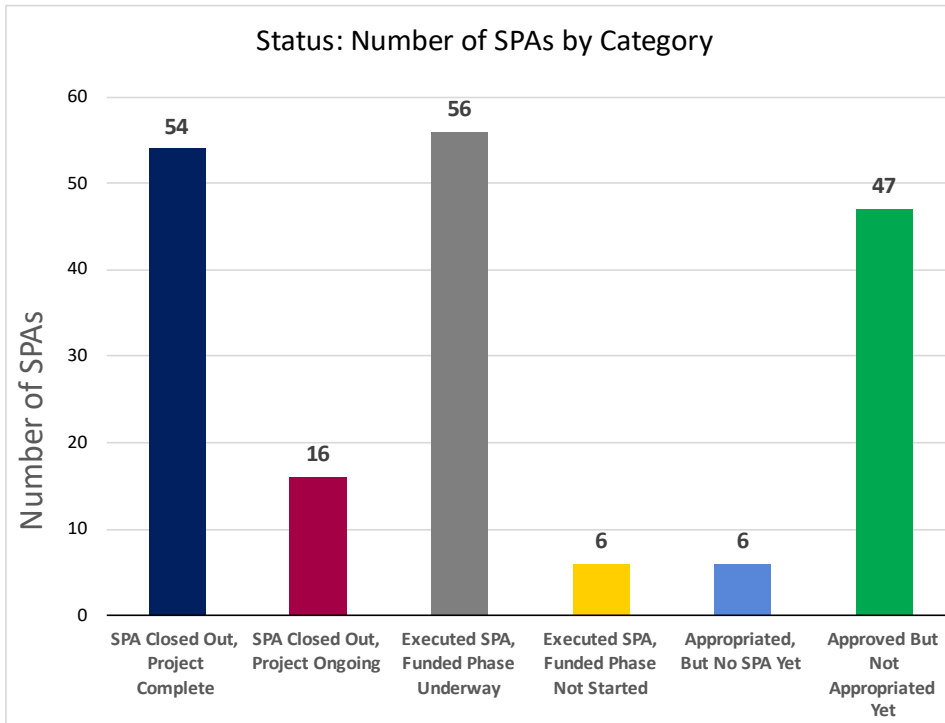
Project Status Updates

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

Novagateway.org

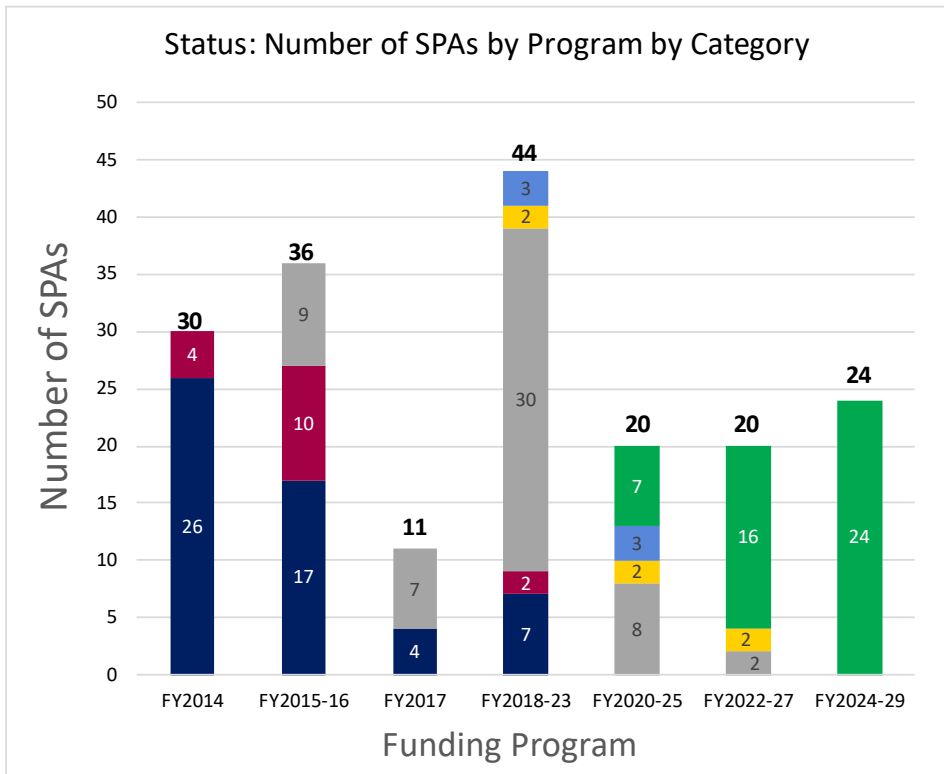
Project Status – Standard Project Agreements (SPAs)

There are a number of projects that received funding for different phases across various funding cycles. This results in the establishment of a SPA (Standard Project Agreement). The stages of a SPA are listed in 6 categories below. While there are a total of 185 SPAs across the different categories, these represent 139 unique projects.



6 Classification Categories and Stages of a SPA

- **Approved but not appropriated yet:** Project Application approved by NVTA, but funding allocation has not been appropriated yet
- **Appropriated but no SPA yet:** Funding allocation has been appropriated by NVTA, but SPA has not been executed yet. *(Note: NVTA appropriates the total approved funding amount at time of appropriation)*
- **Executed, funded phase not started:** SPA has been approved by NVTA, but funded phases have not started. Therefore, no reimbursements have occurred
- **Executed, funded phase underway:** SPA has been approved by NVTA and funded phases have started/reimbursements have occurred
- **SPA closed out, Project ongoing:** SPA has been closed out and NVTA funding has completed. Overall project however, is still ongoing.
- **SPA closed out, Project complete:** SPA has been closed out and NVTA funding has completed, and overall project has been completed



Project Status – Revenue Allocated, Appropriated and

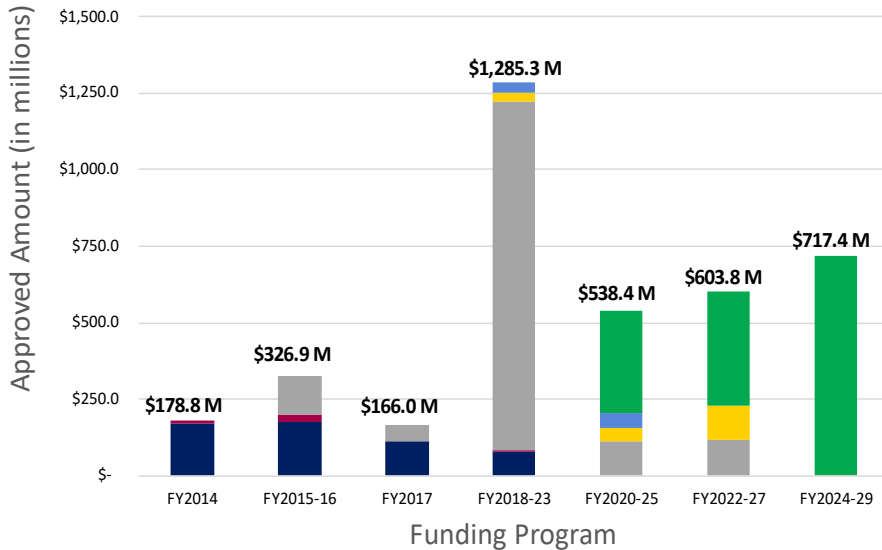
Reimbursed as of 1/31/2025

NVTA has **allocated** a total of: **\$3,816,763,918**

NVTA has **appropriated** a total of: **\$2,388,299,169**

NVTA has **reimbursed** a total of: **\$968,622,622**

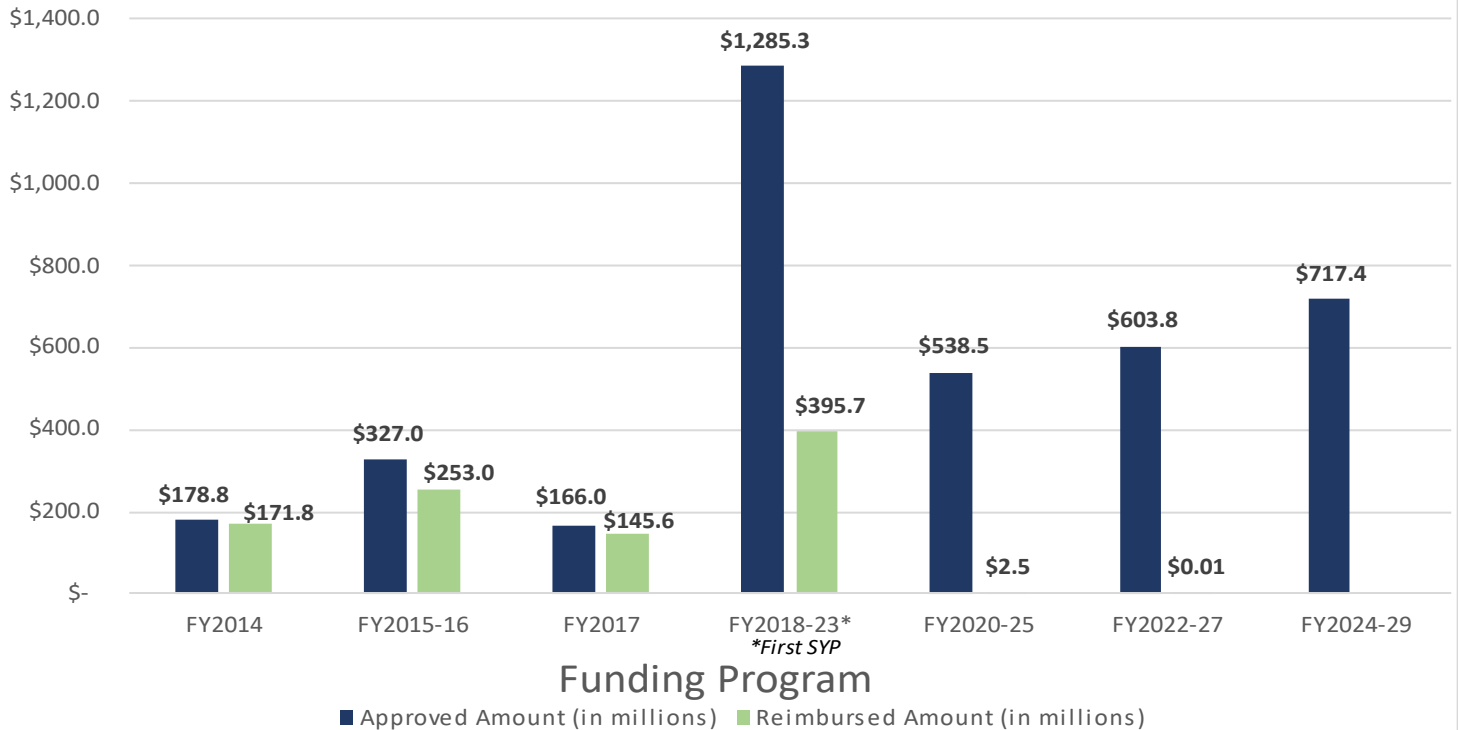
Status: Approved Amount by Program by Category



6 Classification Categories and Stages of a SPA

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

Status: Approved Amount versus Actual Reimbursed by Program



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

Upcoming Public Information Meetings and Events



CC2DCA Public Comment Period on Project Design

- **When:** January 15th- February 9th, 2025
- **Submit Comments via online Feedback Form**

<https://www.surveymonkey.com/r/QJWZVKN>

NVTA has \$39.1 million invested in the CC2DCA project in Arlington County



Image courtesy of Arlington's CC2DCA Project Page

Substantive Project Status Updates

Substantive changes reported by the project sponsor for the period December 18, 2024- January 17, 2025, are outlined below.

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

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Arlington County	Crystal City Streets: 12th Street Transitway (FY2017)	Completion date pushed from 12/31/2025 to 6/30/2026. Awaiting final VDOT permit but County will issue the ITB the week of 1/27/25.	FY2017: 60.6%
Loudoun County	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) (FY2018-23)	100% design Submission on 12/17/2024. Plat resubmission expected in January.	FY2018: 56.9%
Prince William County	Construct Interchange at Prince William Parkway and Clover Hill Road (FY2018-23)	Prince William County Board of County Supervisors voted January 21, 2025, on allocating \$1 million in NVTAs 30% funds to advance new design. NVTAs will be working with PWC staff to close out the project to do the scope change.	FY2018: 47%
Prince William County	North Woodbridge Mobility Improvements (FY2020-25)	Construction activities are ongoing and anticipated for completion February 2025.	FY2020: 22.2%
Prince William County	Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16, FY2018-23)	Prince William County Board of County Supervisors voted February 4, 2025, to cancel and close out the Route 28 Bypass project.	FY2015: 100% FY2018: 100% FY2018: 1.7%
City of Alexandria	Potomac Yard Metrorail Station (FY2014, FY2015-16, FY2017)	The final Certificates of Occupancy were issued for PY Metrorail Station on December 20, 2024.	NVTAs SPAs closed out.
City of Fairfax	Government Center Parkway Extension (FY2020-25)	Completion date pushed from 6/30/2025 to 3/30/2026. ROW phase complete. Waiting on VDOT approval to award on bid.	FY2020: 0.0%
City of Fairfax	Jermantown Road Corridor Improvements Project (FY2018-23)	Completion date pushed from 9/30/2026 to 12/30/2028 due to an estimate based on design, right of way acquisitions, bidding, and construction. Approximately 30% design.	FY2018: 2.7%

Substantive Project Status Updates Continued...

Substantive changes reported by the project sponsor for the period December 18, 2024- January 17, 2025, are outlined below.

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

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road (FY2018-23)	Completion date pushed from 12/30/2026 to 12/30/2028 due to an estimate based on design, right of way acquisitions, bidding, and construction.	FY2018: 0.0%
City of Fairfax	Blenheim Boulevard Multimodal Improvements (FY2018-23/FY2020-25/FY2024-29)	Completion date pushed from 9/30/2025 to 9/30/2028 due to an estimate based on design, right of way acquisitions, bidding, and construction. Sent out letters and appraisals to property owners for acquisitions. Beginning phases of ROW.	FY2018: 0.0% FY2020: No SPA yet FY2022: No SPA yet
City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	Completion date pushed from 3/30/2025 to 9/30/2026. As built site plan for West Falls will be available in a few months. Shared Use Paths on both sides of Broad Street need to align. Work on Shreve will resume once streetscape for West Falls complete.	FY2020: 1.5%

No Response Received This Cycle

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

- **Arlington County:** Intelligent Transportation System Improvements (FY2018-23), Glebe Road Corridor ITS Improvements (FY2015).
- **Prince William County:** Construct Interchange at Route 234 and Brentsville Road (FY 2018-23)
- **Town of Herndon:** East Elden Street Improvements & Widening (FY2015)

NVTA Outreach Events

2025 Best Workplaces for Commuters

We're excited to share that we've been named one of the 2025 Best Workplaces for Commuters! This recognition reflects our dedication to offering exceptional transportation benefits to our employees. At NVRTA, we focus on funding multimodal congestion-reducing transportation solutions, and we're proud to ensure that our employees experience these same benefits.



General Assembly Update

On January 27th, Phyllis Randall, Chair of NVTa and the Loudoun County Board of Supervisors, addressed Northern Virginia members of the Virginia General Assembly in Richmond. During her briefing, she emphasized NVTa's crucial role and regional impact, sharing insights from the NVTa Report on multimodal investments, Metro projects funded by NVTa, the broader economic impact, and the importance of Bus Rapid Transit (BRT).



Heavy Construction Contractors Association

On January 9th, Amanda Sink, NVTA's Project Delivery/Grants Manager, presented an "NVTA 101" to the Heavy Construction Contractors Association (HCCA) Leadership Institute. During the presentation, Ms. Sink provided an overview of NVTA's role in regional transportation planning and funding, highlighting efforts to reduce congestion, leverage technology, and improve mobility. The presentation sparked a meaningful discussion about the region's transportation challenges and future needs, as well as how NVTA is working to address them through strategic investments and regional collaboration.





CMAQ-RSTP Transfers

CMAQ and RSTP transfers requested since the last Chief Executive Officer's report.

CMAQ

CMAQ funds projects that improve air quality and mitigate congestion. Projects eligible for CMAQ funding include non-recreational bike facilities, pedestrian facilities, alternate fuel projects, traffic monitoring/management/control facilities, etc.



RSTP

RSTP funds projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 6, 2025

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

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Congestion Mitigation and Air Quality Program (CMAQ) funds for Arlington County.
- 2. Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTa) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On December 19, 2024, Arlington County requested the following reallocation:

- Transfer of \$2,549,030 of CMAQ funds from T24287 (Commuter Services Program) to UPC T29276 (South George Mason Drive Multimodal Improvements).

This request rebalances funding based on need and will not impact on the Commuter Services source project.

At its meeting on January 23, 2025, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee

December 19, 2024

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

Dear Ms. Landis,

Arlington County seeks approval from the RJACC to reallocate \$2,549,030 in FY 2025 Congestion Mitigation and Air Quality (CMAQ) funding from UPC T24287 (Commuter Services Program) to UPC T29276 (South George Mason Drive Multimodal Improvements).

The recipient project was previously approved through NVTA's normal CMAQ planning process and has undertaken the requisite emissions analysis. This request rebalances funding based on need and will not impact the Commuter Services source project. If you have any comments on this request, please contact Arlington Regional Transportation Planner Dan Malouff at 703-489-2607 or dmalouff@arlingtonva.us.

Sincerely,



Hui Wang
Director of Transportation, Arlington County

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

Date: 12/19/2024

Name of Jurisdiction/Agency Requesting: Arlington County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$8,698,726 in FY 25. More in other fiscal years.

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
T24287	Arlington County Commuter Services Program	CMAQ	N	FY 25	\$2,549,030.00	T29276	South George Mason Drive	Y	CY 24 for FY 30				

TOTAL OF TRANSFER \$2,549,030.00

Attach Signed Request of Transfer Letter

February 13, 2025

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

Reference: Request to Transfer Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Arlington County.

Dear Mr. Cuttler,

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

On December 19, 2024, Arlington County requested the following reallocation:

- Transfer of \$2,549,030 of CMAQ funds from T24287 (Commuter Services Program) to UPC T29276 (South George Mason Drive Multimodal Improvements).

This request rebalances funding based on need and will not impact on the Commuter Services source project.

The RJACC approved the request on January 23, 2025, and the NVTA was informed at their February 13, 2025, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA
Hui Wang, Director of Transportation, Arlington County
Dan Malouff, Regional Transportation Planner, Arlington County

Upcoming Events & Report Updates

NVTA Standing Committee Meetings

Governance and Personnel Committee (GPC): The next GPC meeting is scheduled for Thursday, March 13, 2025, at 5:30 pm at 2600 Park Tower Drive, Vienna, VA.

Finance Committee: The next Finance Committee meeting is scheduled for Thursday, March 13, 2025, at 6:00 pm at 2600 Park Tower Drive, Vienna, VA.

NVTA Statutory Committee Meetings

Planning Coordination Advisory Committee: The NVTA Planning Coordination Advisory Committee will be held in March.

Technical Advisory Committee (TAC): The NVTA Technical Advisory Committee will be held in March.