

## **ITEM 7 - Information**

June 17, 2015

### Briefing on Responsibilities and Activities of the Northern Virginia Transportation Authority

**Staff**

**Recommendation:** Receive briefing.

**Issues:** None

**Background:** The committee will be briefed on the responsibilities and current planning activities of the NVRTA, including the ongoing update of TransAction 2040, Northern Virginia's long-range transportation plan.

2014

Annual Report



Northern Virginia  
Transportation Authority

*The Authority for Transportation in Northern Virginia*

# Authority Members



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**Hon. William D. Euille**, *City of Alexandria, Vice Chairman*

**Hon. Sharon Bulova**, *Fairfax County*

**Sandra Bushue**, *Governor's Appointee*

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### Non-Voting Members

**Hon. Kristen C. Umstatt**, *Town of Leesburg*

**Helen Cuervo**, *Virginia Department of Transportation*

**Jennifer Mitchell**, *Virginia Department of Rail and Public Transportation*

### SPECIAL ACKNOWLEDGMENTS

Thank you to all of our member jurisdictions, staff and agencies for their contribution to this report; with special thanks to Thomas Wampler for the GIS maps.

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# Letter from the Chairman

I am pleased to present the Northern Virginia Transportation Authority's inaugural Annual Report. This report highlights the progress we've made in regional collaboration and a variety of transportation initiatives. Reviewing our accomplishments over the past year is a reminder to me that the work we do at the Authority affects every resident, business and visitor in our region in a very real way.

I would be remiss if I did not thank the members of the Virginia General Assembly who voted for and passed House Bill 2313 – Virginia's landmark transportation legislation. HB 2313, with the revenues it created, provides the Northern Virginia Transportation Authority with the resources it needs to fund a decades-long backlog of regional transportation projects. The Authority also owes a special debt of gratitude to both Chris Zimmerman and John Mason. As one of the early Authority chairmen and Executive Director, respectively, these men laid the groundwork for the Authority's current and future success.

The Authority has accomplished a great deal since July 1, 2013. We have created the organizational infrastructure and processes needed to identify transportation problems, to direct funding to projects that relieve congestion, increase mobility, improve access to jobs and enhance quality of life in Northern Virginia. We prevailed in the necessary early legal challenges – and are on solid legal footing moving forward. The Authority conducted a search to find an executive director with the right leadership skills and experience, ultimately hiring Monica Backmon as its new Executive Director. On the projects front, we developed, approved and funded an FY2014 project list valued at nearly \$200 million. We received a credit rating of AA+/Aa1/AA+ from Fitch, Moody's and Standard & Poor's – a rating that is virtually unheard of for an organization's inaugural bond issuance. Finally, this December, we received \$80 million through our inaugural Transportation Special Tax Revenue Bonds that will help the Authority leverage tax proceeds to complete the projects on our FY2014 project list.

Ultimately, the Northern Virginia Transportation Authority is about Northern Virginians helping to solve Northern Virginia's transportation issues. Our goal is to ensure the Authority, as a regional body, remains focused on delivering real transportation solutions and value for Northern Virginia's dollars. We bring together our jurisdictions and partner agencies to identify and prioritize regional projects while planning long-term congestion relieving strategies. Since the Authority's inception in 2002, local leaders have worked together to maintain the highest level of transparency with the public, recognizing the historic funding available through HB 2313. That transparency will continue through the effective management of public funds.

In the coming year, we pledge to continue coordinating, educating, planning and advocating for achievable regional transportation solutions for Northern Virginia. I welcome your engagement and support of the Authority and our mission.



Martin E. Nohe  
Chairman



# Letter from the Executive Director

Since 2002, the Northern Virginia Transportation Authority has established itself as a preeminent transportation coordination, planning and funding authority working to solve Northern Virginia's transportation challenges. As the Authority's new Executive Director, I am committed to informing and engaging Northern Virginians in our planning and project selection process. This includes a focus on regionalism; enhanced communications, community outreach and transparent financial processes; the third update of our long range transportation plan, TransAction; and our commitment to fund projects that relieve congestion, improve the economy and enhance the quality of life for all who live, travel and work in our region.

As I continue to work with the region to build on the accomplishments of our elected officials and partners, my primary goal is to advance projects as quickly as possible to help achieve real congestion relief in Northern Virginia. My secondary, but equally important, goal is the sound and transparent financial management of the public dollars entrusted to us. To meet these goals, the Authority coordinates regionally to invest in projects that provide the greatest level of congestion reduction relative to cost. We also adhere to financial best practices that ensure all projects are funded quickly without limiting future funding capacity. With sound planning and financial management, I am confident that we will see significant progress toward transportation improvements in the coming years.

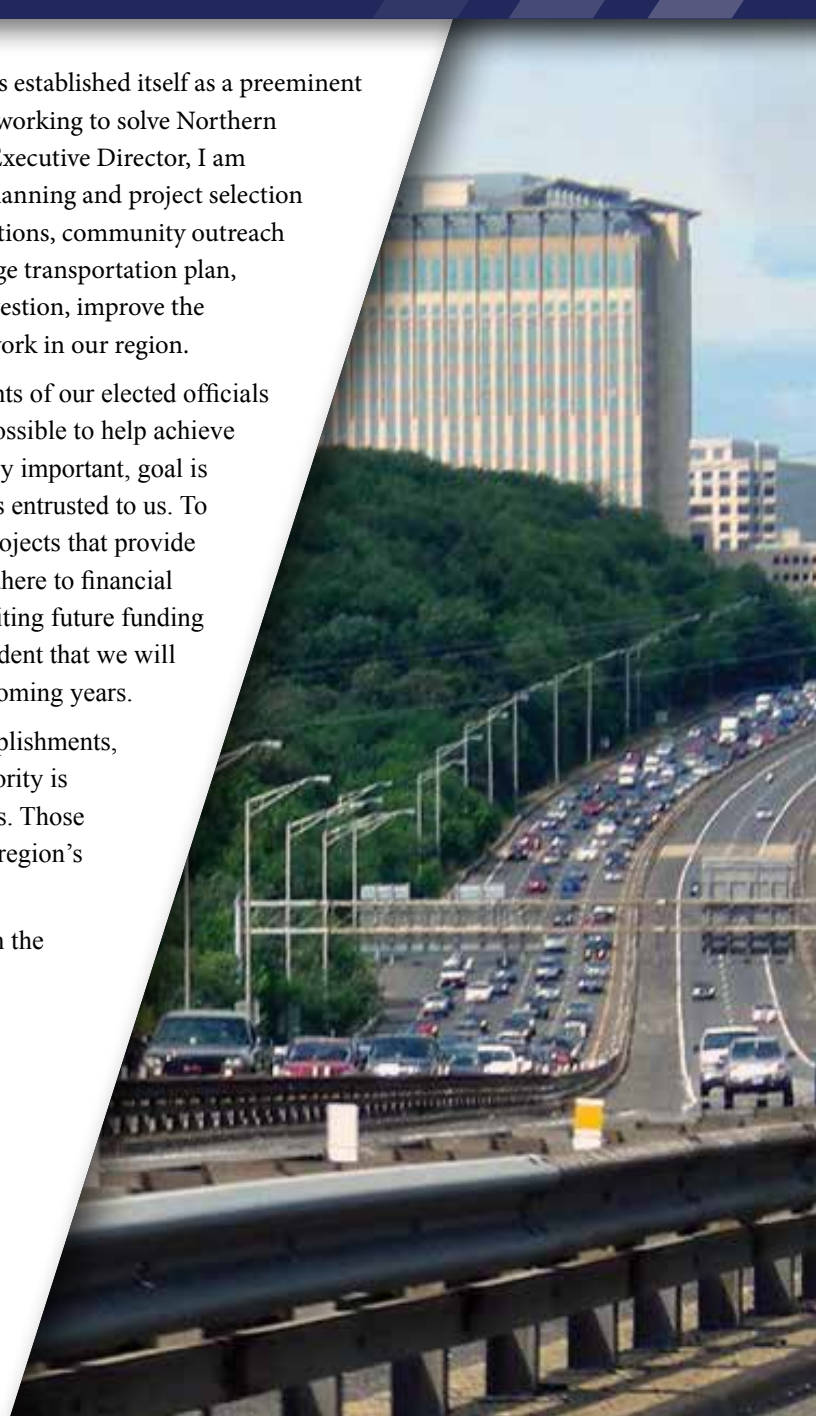
While this Annual Report provides an overview of our recent accomplishments, I am keenly focused on the challenges ahead. I believe that the Authority is well positioned to leverage the resources we now have available to us. Those resources, combined with strategic planning, allow us to address the region's transportation challenges.

I look forward to sharing our continued accomplishments with you in the coming years, while preparing us for the opportunities ahead.



Monica N. Backmon  
*Executive Director*

Monica N. Backmon, NVTA Executive Director (L)  
and Martin E. Nohe, NVTA Chairman (R).



July 25, 2013  
Bond Validation Suit Filed

April 7, 2014  
Bond Validation Suit Prevails

November 20, 2014  
AA+, Aa1, AA+ Credit Rating

December 4, 2014  
\$80M Received through Bond Sale

December 31, 2014  
26 FY2014 Projects Advancing



# The Role of NVTA – A New Era of Transportation Improvements

## Who We Are

The Northern Virginia Transportation Authority's (NVTA) member jurisdictions are located within the boundaries of Planning District 8.<sup>1</sup> The Authority includes the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park (see Map 1).

Seventeen elected or appointed members make up the Authority's governing body, including the voting members:

- ▶ the chief elected officer, or his/her designee, of the four counties and five cities that are members of the Authority;
- ▶ two members of the House of Delegates appointed by the Speaker of the House;
- ▶ one member of the Senate appointed by the Senate Committee on Privileges and Elections; and
- ▶ two citizens who reside in counties and cities embraced by the Authority appointed by the Governor.

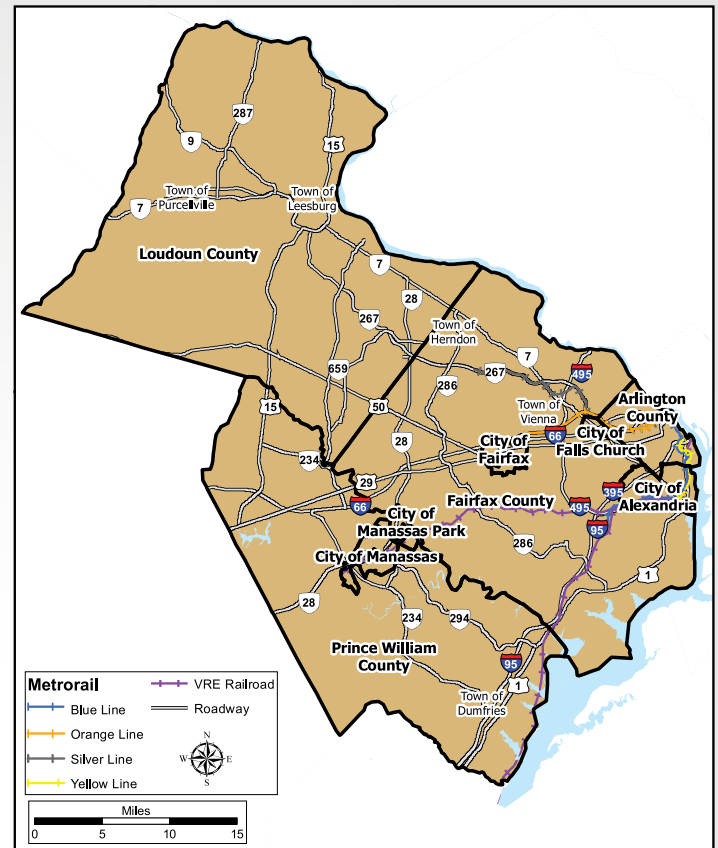
Non-voting members:

- ▶ the Director of the Virginia Department of Rail and Public Transportation, or his/her designee;
- ▶ the Virginia Commissioner of Highways, or his/her designee; and
- ▶ the chief elected officer of one town in a county which the Authority embraces.

## What We Do

The Authority is responsible for long range transportation project planning, prioritization and funding for regional transportation projects in Northern Virginia. The NVTA's policies and priorities are guided by two overarching goals: reduce congestion and move the greatest number of people in the most cost-effective manner. These two goals are combined with performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, and improve safety and air quality. The Authority works toward regional consensus when setting regional transportation policies and priorities for transportation projects. The Authority is also charged with developing and updating the long range regional transportation plan for Northern Virginia, currently TransAction 2040.

## New Transportation Funding



**Map 1**

On April 3, 2013, the Virginia General Assembly approved the final version of House Bill 2313 (HB 2313). This legislation established a dedicated, sustainable funding stream for transportation in Northern Virginia and allows the Authority to begin fulfilling its mission to address regional transportation challenges. HB 2313 separated these funds into “70% Regional Revenue,” which is allocated by the Authority for regional transportation projects; and “30% Local Distribution Revenue,” which is distributed to localities for their transportation projects and purposes. On July 1, 2013, revenues began to flow to the Authority. On July 24, 2013, the Authority approved its first project list (FY2014), setting in motion a new era of transportation improvements for the Northern Virginia region (Revenues are addressed in greater detail beginning on page 18). The next sections of this report provide detailed descriptions of the FY2014 project selection process, the regional and local funding streams, and how revenues are received and allocated.

<sup>1</sup> Designated in the Regional Cooperation Act, Chapter 42 Title 15.2, of the Code of Virginia, as amended.



# Why Transportation Matters



**T**ransportation matters in Northern Virginia. Our transportation network is critical to the economic vitality of the region and the quality of life of our residents.

Businesses are attracted to Northern Virginia because of our proximity to the federal government, a well-educated and highly-qualified workforce and a business-friendly environment. Meanwhile, people choose to live and work in Northern Virginia for the broad range of employment opportunities, first-rate school systems, and the diverse mix of leisure, entertainment and cultural attractions. As a result, Northern Virginia is attractive to visitors, residents and workers alike. However, in order to continue to be an attractive destination to live, work and play, our transportation system must work regionally and comprehensively to connect people and places.

Northern Virginia is home to two major airports, long distance rail and bus services, and is easily accessible via the Interstate Highway System. In addition, it is served by a multistate subway system (Metrorail), a commuter rail service, and several commuter and local bus systems. The demand of travelers can result in significant roadway congestion and over-crowding of transit services. In small doses, the consequences of the demands are inconvenient. In large doses, congestion threatens to undermine our region's economic vitality by limiting the travel time and reliability of those accessing jobs and commerce, potentially resulting in a lower quality of life for residents.

## Regional Roadways

Northern Virginia experiences the worst traffic congestion in the Commonwealth of Virginia and is consistently ranked among the top five most congested regions in the United States.<sup>2</sup> According to the analysis of the National Capital Region Transportation Planning Board's (TPB) 2014 Constrained Long Range Plan (CLRP), in 2015, Average Daily Weekday Conditions will consist of over 3 million single occupancy vehicle trips on Northern Virginia roads. While there have been significant investments in infrastructure like the I-95/I-395/I-495 interchange, the Woodrow Wilson Bridge replacement and innovative traffic management tools (e.g. Express Lanes on I-95 and I-495), traffic congestion

continues to affect businesses, residents and visitors in many ways. The impact that congestion may have on Northern Virginia includes:

- longer and unpredictable travel times;
- a higher cost of doing business;
- increased fuel consumption; and
- poor air quality.

## Regional Transit

Northern Virginia also invests in transit, which provides viable alternatives to driving alone. Analysis of the 2014 CLRP shows that in 2015 almost one in three Northern Virginians will regularly choose public transportation, ridesharing, walking or biking rather than driving alone for commuter trips. Due to the popularity of transit and our region's traffic congestion, customers of bus and rail services can experience significant delays and increased travel difficulties on a regular basis, such as:

- overcrowded buses and railcars;
- congested station platforms;
- longer travel and unpredictable travel times; and
- unpredictable services due to equipment breakdowns.

The congestion factor must be addressed in order for the region's transportation system to continue to serve as the foundation of our vibrant community. As a result, the Authority is investing in regional transportation solutions that are geographically balanced and multimodal in nature.

By funding the right projects, the Authority seeks to strengthen the network of choices for all travelers while providing the greatest level of congestion reduction relative to the cost of the investment.

**The Authority is a political subdivision of the Commonwealth of Virginia, created in 2002 by the Northern Virginia Transportation Authority Act, Chapter 25 Title 33.2, of the Code of Virginia.**

<sup>2</sup> Texas A&M Transportation Institute's Annual Urban Mobility Report (<http://mobility.tamu.edu/ums/>).

# Transportation Choice and Balance

One of the Authority's primary responsibilities is to identify and fund regional projects that reduce congestion relative to project cost. The Authority's current long range transportation plan, TransAction 2040, estimates that unless significant transportation infrastructure investments are made, by 2040 daily 'stop and go' travel conditions (lasting an hour or more) are anticipated on all major routes from inside the Capital Beltway to the region's northern, western and southern boundaries (see Map 2)<sup>3</sup>. At a minimum, most travelers in our region will experience 'stop and go' travel conditions on a daily basis. Under these conditions, even minor incidents or weather events may have major ripple effects on the regional transportation network long after the original incident has cleared.

For 2015, the 2014 CLRП forecasts that an average of 7.6 million weekday person trips will be made daily in Northern Virginia<sup>4</sup>. A portion of these trips are made along the region's 4 interstates, 17 principal arterials, numerous minor arterials and various transit rail lines. For Northern Virginia work trips, 68% or 1 million commuter trips are forecasted to be people driving alone (see Figure 1), while almost 18% of commuters are forecasted to use transit, according to analysis of the 2014 CLRП.

By 2040, the Weldon Cooper Center for Public Service projects the region's population will grow to more than 3 million (see Table 1). According to the analysis of the 2014 CLRП, Northern Virginians will make over 9.6 million weekday daily person trips. An examination of the travel projections of the 2014 CLRП for Northern Virginia projects the percentage of commuting

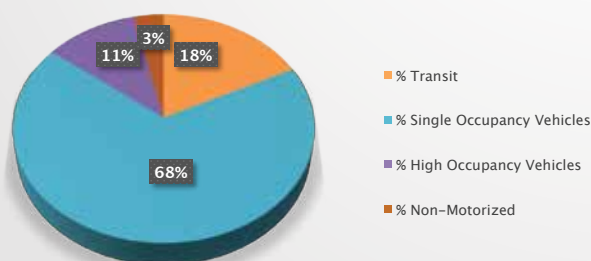
trips made by people driving alone will fall marginally from 68% to 64% by 2040 (see Figure 2). However, the Metropolitan Washington Council of Government's Cooperative Forecasts projected population growth through 2040 means that the actual number of drive-alone commute trips will increase by more than 20%, from nearly 1 million to over 1.2 million. For transit, the projected 2040 commuter trips made on the average weekday is anticipated to grow by over 37% from approximately 260,000 to over 356,000. Therefore the region must continue to consider a balance of transportation investments to ensure congestion are minimized while travel options for residents, commuters and visitors are maximized.

Investment in additional and expanded roadway capacity combined with the extension of heavy and commuter rail are excellent examples of this balance. In FY2014 the Authority funded improvements to the Route 28 corridor in Fairfax, Loudoun and Prince William counties. These much needed roadway widening projects are expected to help reduce congestion in this heavily traveled corridor. On the transit side, the Authority provided funding for Traction Power Upgrades on the Orange Line to the Washington Metropolitan Area Transit Authority (WMATA) which will allow for 8 car trains, increasing capacity on Metrorail.

The NVTA's project investments will ensure there are viable transportation choices and modal balance for Northern Virginia well into the future.

**Figure 1**

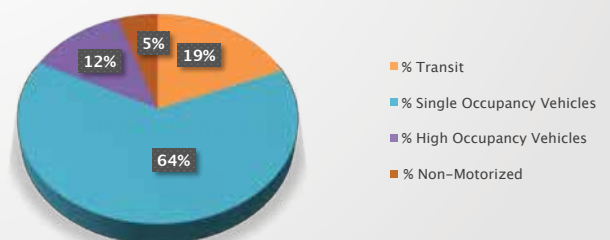
**Projected 2015 Modal Split of Work Trips for the NVTA Region**



Source: TPB staff analysis of the 2014 CLRП performance for the NVTA Region.

**Figure 2**

**Projected 2040 Modal Split of Work Trips for the NVTA Region**

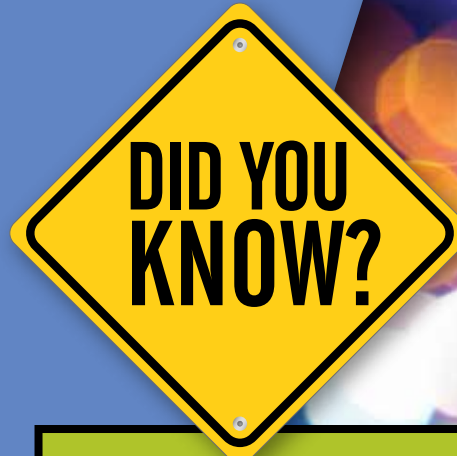
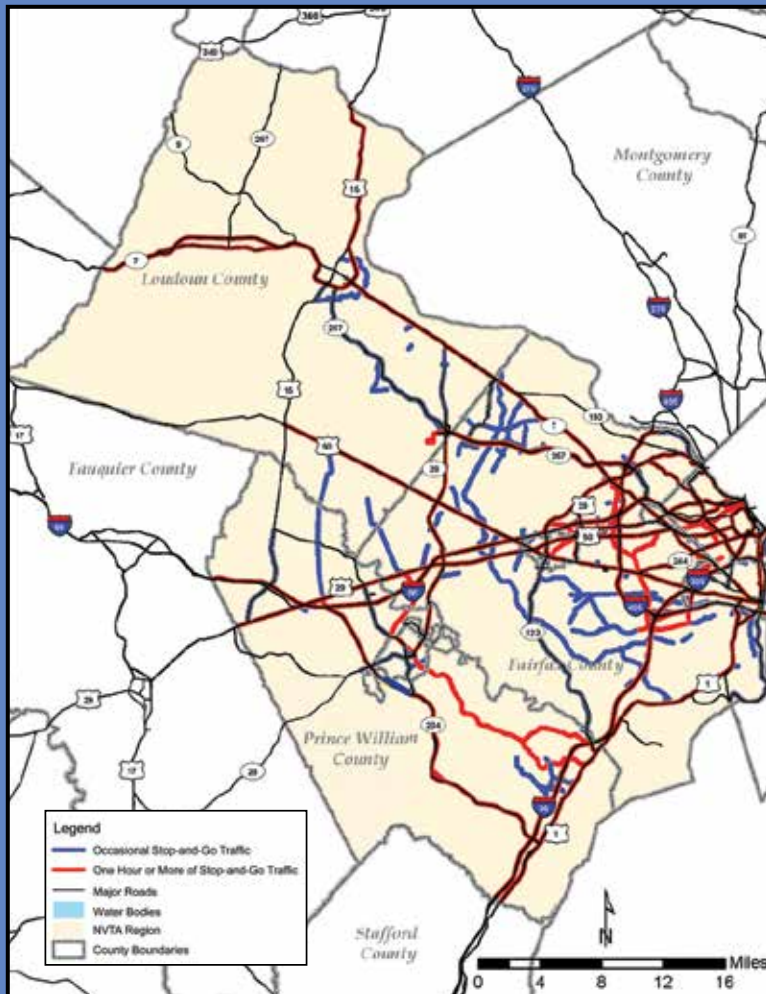


Source: TPB staff analysis of the 2014 CLRП performance for the NVTA Region.

<sup>3</sup> TransAction 2040 Technical Report (see Figure 3.13: [http://www.thenovaauthority.org/transaction2040/2040PDFs/Final/NVTA\\_TA2040\\_TechReport\\_20121121\\_LoRes.pdf](http://www.thenovaauthority.org/transaction2040/2040PDFs/Final/NVTA_TA2040_TechReport_20121121_LoRes.pdf)).

<sup>4</sup> TPB staff analysis of the 2014 CLRП performance for the NVTA Region.

Map 2



NVTA has launched an interactive Google Map that allows users to locate and learn more about Authority approved transportation projects. The map can be found at [www.thenovaauthority.org](http://www.thenovaauthority.org) under "Projects and Reports."

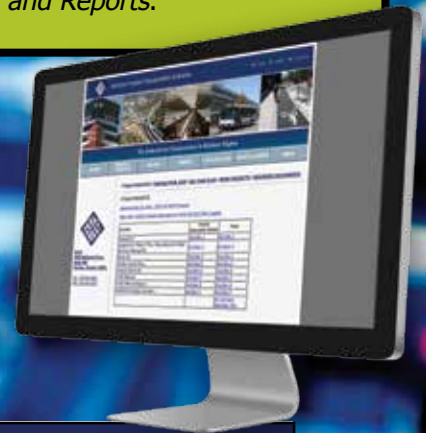


Table 1

**Total Population Projections for Northern Virginia 2020-2040**

NVTA Region	Total Population		
	2020	2030	2040
Northern Virginia	<b>2,515,782</b>	<b>2,781,692</b>	<b>3,035,256</b>
Arlington County	206,896	201,699	197,065
Fairfax County	1,182,609	1,271,995	1,350,245
Loudoun County	397,272	482,234	567,195
Prince William County	487,768	573,535	659,301
City of Alexandria	145,116	147,706	149,195
City of Fairfax	23,751	24,758	25,543
City of Falls Church	13,673	14,738	15,632
City of Manassas	42,105	46,591	51,005
City of Manassas Park	16,591	18,436	20,076

Source: November 13, 2012 Weldon Cooper Center for Public Service



# NVTA: Up and Running

Annually, Virginia's landmark transportation funding bill, HB 2313, will provide an estimated \$300 million to Northern Virginia in new, dedicated transportation funds. The new transportation revenues raised in Northern Virginia are spent on transportation projects in Northern Virginia.

## Organizing for Action

Following the enactment of HB 2313, the Authority quickly got to work implementing the new legislation. The NVTA focused on regional collaboration by establishing five working groups (financial, legal, organizational, project implementation and public outreach) to assist in implementing HB 2313. All working group meetings were open to the public, ensuring transparency in our processes.

**On July 24, 2013, the Authority approved its first list of 33 regional projects valued at over \$200 million.**

## Regional Project Allocation

The Authority held two regional public meetings, along with various town hall meetings hosted by member jurisdictions. The purpose of these meetings was to gain public input for the project selection process and potential projects to be funded by the Authority in FY2014. The meetings focused on regionalism, promoted transparency of the NVTA and further increased public involvement. Following the second public hearing, on July 24, 2013 the Authority approved a list of 33 regional projects valued at over \$200 million, including \$122 million in "Pay-As-You-Go" projects and nearly \$94 million in projects to be part of a bond package. It is important to note that one of the projects was approved, but voluntarily removed by the sponsoring agency, leaving 32 active projects.

## Overcoming Legal Challenges

As a common and prudent practice for first time bond issuers, the Authority filed a bond validation suit on July 25, 2013. The

filing allowed the Authority to get a court determination, before selling any bonds, on the validity of the Authority's authorizing statute and project selection processes. This determination also upholds the NVTA bonds as binding, valid and legally payable obligations. This process is used by governmental entities regularly to enhance the attractiveness of their bonds as investments and to protect the taxpayers and bond investors. Once the case was closed by the courts<sup>5</sup> on April 7, 2014, the Authority was on firm legal ground to proceed with bond funding for projects.

## Financing the Future

In September 2014, the Authority's Chairman Marty Nohe, Executive Director Monica Backmon, Chief Financial Officer Michael Longhi and financial advisors Public Financial Management traveled to New York City to meet with Fitch, Moody's and Standard & Poor's credit rating agencies to discuss the Authority's creditworthiness. The NVTA representatives were joined by George Mason University professor and former Fairfax County Executive, Anthony Griffin, who served as a subject matter expert on the economics of the region.

In November 2014, Fitch, Moody's and Standard and Poor's awarded the Authority with AA+, Aa1 and AA+ ratings, respectively – remarkable credit ratings for a new organization's inaugural bond issuance. In December 2014, the Authority sold its first Transportation Special Tax Revenue Bonds, Series 2014. Additional details on this process can be found on page 22 of this report.

## Moving Ahead

Since its creation, the Authority has been responsible for planning transportation solutions for Northern Virginia by developing a prioritized list of regional projects that reduce congestion and address the region's transportation needs. With the funding now available and the financial, legal and organizational structures in place, the Authority has begun executing these plans. Now that the NVTA is up and running, residents, businesses and visitors in Northern Virginia will begin to experience the true benefits of HB 2313.

<sup>5</sup> Supreme Court of Virginia Letter to Hon. John T. Frey, Clerk of Circuit Court, Fairfax County, April 7, 2014.



# Sample FY2014 Projects

## Arlington County Blue/Silver Line Mitigation

Four transit buses were purchased to facilitate a new connecting service between Crystal City, Rosslyn and Court House.



## Town of Herndon Parkway Intersection Improvements at Sterling Road

An additional left turn lane has added street capacity to relieve traffic congestion at the intersection of Herndon Parkway and Sterling Road.



## Potomac and Rappahannock Transportation Commission New Gainesville Bus Service

A commuter bus was purchased for the new PRTC service for Gainesville.



## Route 28 Multiple Improvements

Regional Revenues were allocated to Route 28 in Fairfax, Loudoun, and Prince William counties to increase capacity.



The map featured on pages 12 and 13 provides a snapshot of the 32 approved FY2014 projects (excluding one approved, then withdrawn project). The projects are divided into five of the recognized eight corridors plus a category for projects that impact multiple corridors. Icons show project type as well as the NVTA contribution to each project.



# FY2014 Regional Transportation Projects

## Dulles/VA 7 Corridor

### Fairfax County

- 1 Innovation Center Metrorail Station  
\$41,000,000

### Loudoun County

- 2 Leesburg Park & Ride  
\$1,000,000
- 3 Transit Buses (2 New)  
\$880,000

### City of Falls Church

- 4 Bus Stop Changes  
\$200,000

### Town of Herndon

- 5 Herndon Metrorail Intermodal Access Improvements  
\$1,100,000
- 6 Herndon Pkwy Intersection Improvements at Van Buren Street  
\$500,000

### Town of Leesburg

- 7 Edwards Ferry Rd at the Route 15 Leesburg Bypass Grade Separated Interchange  
\$1,000,000

### Northern Virginia Transportation Commission

- 8 Transit Alternatives Analysis Study of the Route 7 Corridor  
\$838,000

## Loudoun Co. Pkwy./TriCo. Pkwy./Belmont Ridge Rd./Gum Springs Rd. Corridor

### Loudoun County

- 9 Widening of Belmont Ridge Rd, North of Dulles Greenway  
\$20,000,000

## VA 28 Corridor

### Fairfax County

- 10 Rt 28 Widening: NB from McLearen Rd to Dulles Toll Rd  
\$11,100,000
- 11 Rt 28 Widening: SB from the Dulles Toll Rd to Route 50  
\$20,000,000

### Loudoun County

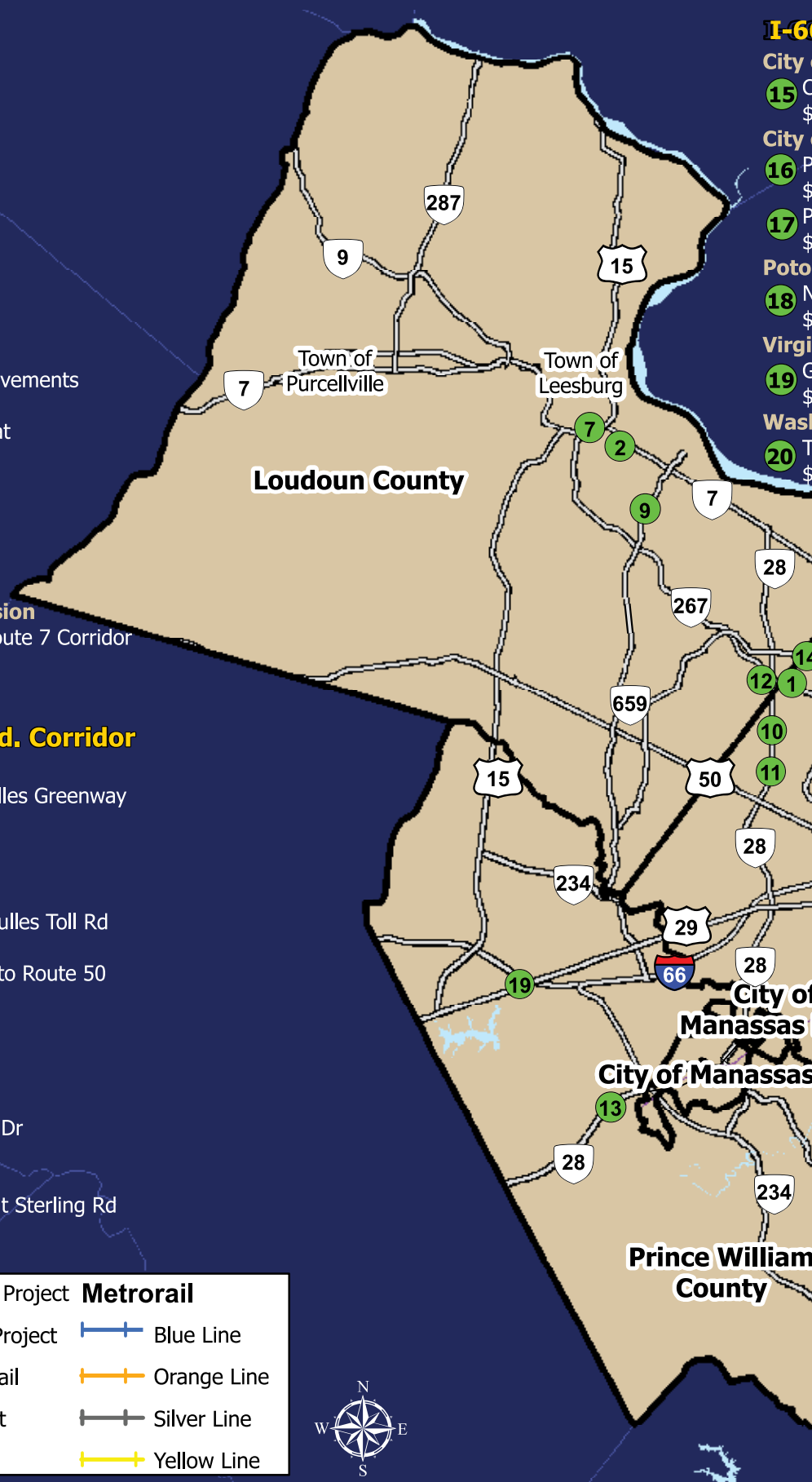
- 12 Rt 28 Hot Spot Improvements  
\$12,400,000

### Prince William County

- 13 Rt 28 Widening: Linton Hall Rd to Fitzwater Dr  
\$28,000,000

### Town of Herndon

- 14 Herndon Pkwy Intersection Improvements at Sterling Rd  
\$500,000



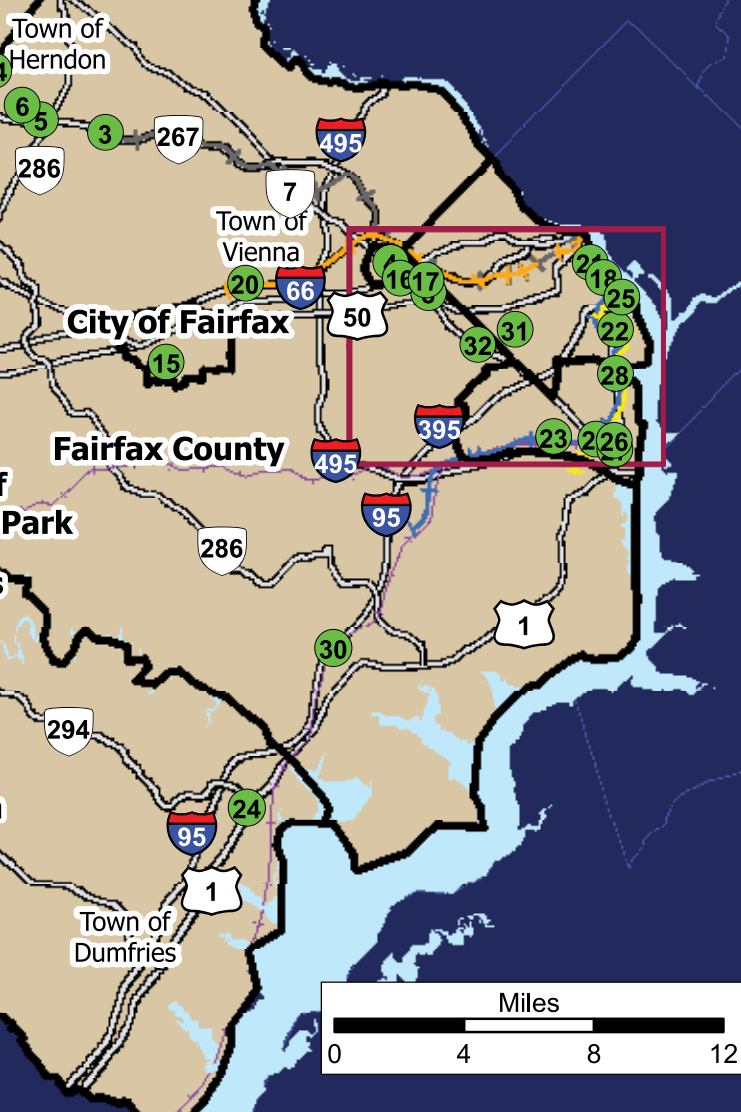
Bus Project	Park & Ride Project	<b>Metrorail</b>
Interchange Project	Pedestrian Project	Blue Line
Transit Project	Multi Use Trail	Orange Line
Bicycle Project	Road Project	Silver Line
VRE Railroad	Roadway	Yellow Line



I-6  
City  
15  
City  
16  
17  
Poto  
18  
Virgi  
19  
Wash  
20

## I-66/US 29/US 50 Corridor

- City of Fairfax**
  - Chain Bridge Rd Widening/Improvements \$5,000,000
- City of Falls Church**
  - Pedestrian Access to Transit \$700,000
  - Pedestrian Bridge at Van Buren Street \$300,000
- Potomac & Rappahannock Transportation Commission (PRTC)**
  - New Gainesville Service Bus (1 New) \$580,000
- Virginia Railway Express (VRE)**
  - Gainesville-Haymarket Extension Project Development \$1,500,000
- Washington Metropolitan Area Transit Authority (WMATA)**
  - Traction Power Upgrades on the Orange Line \$5,000,000



## I-95/I-395/US 1 Corridor

- Arlington County**
  - 21 Blue/Silver Line Mitigation (4 New Buses) \$1,000,000
  - 22 Crystal City Multimodal Center \$1,500,000
  - 23 Boundary Channel Drive Interchange \$4,335,000
- Prince William County**
  - 24 Rt 1 from Featherstone Rd to Marys Way \$3,000,000
- City of Alexandria**
  - 25 DASH Bus Expansion (5 New) \$3,250,000
  - 26 Potomac Yard Metrorail Station EIS \$2,000,000
  - 27 Shelters and RTI DASH/WMATA \$450,000
  - 28 Traffic Signal Upgrades \$660,000
- Virginia Railway Express (VRE)**
  - 29 Alexandria Station Tunnel \$1,300,000
  - 30 Lorton Station Second Platform \$7,900,000

## Other/Multiple Corridors

- Arlington County**
  - 31 Columbia Pike Multimodal Improvements \$12,000,000
- Washington Metropolitan Area Transit Authority (WMATA)**
  - 32 New Buses on VA Routes (10 New) \$7,000,000

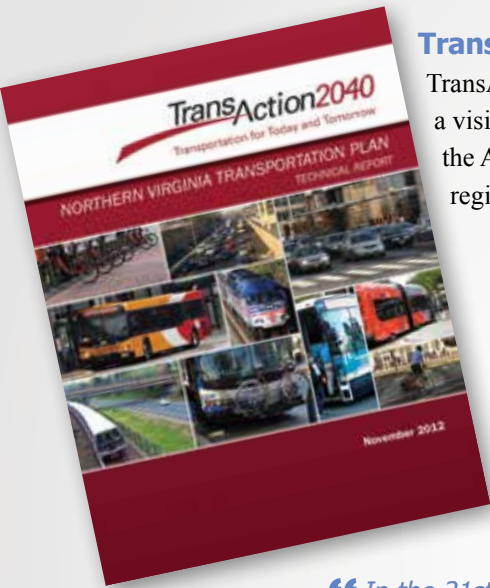


# Planning for the Future

The NVTA is planning for the future by developing and maintaining the long range regional transportation plan for Northern Virginia. Updated approximately every five years, TransAction identifies a comprehensive and prioritized list of regional transportation improvements, on a fiscally unconstrained basis. The current plan, TransAction 2040, was approved in November 2012 and the Authority is currently in the initial stages of the next plan update.

## TransAction 2040 Vision

TransAction 2040 provides a vision that sharply focuses the Authority's approach to regional transportation planning:



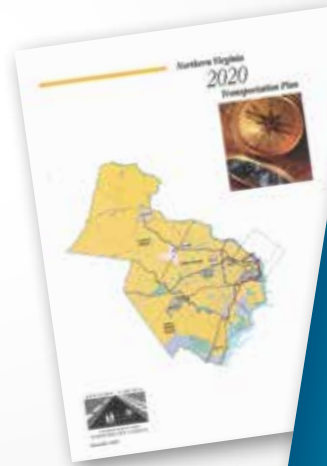
*“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian and bicycle facilities into an interconnected network.”*

This comprehensive, multi-modal vision and regional approach is the foundation of all NVTA planning and programming.

## TransAction 2040 Goals

The Authority's TransAction 2040 long range planning vision is able to come to fruition through the goals established by the NVTA. Each goal supports and facilitates concepts that make the vision a reality. The NVTA goals for the TransAction 2040 Plan:

- provide an integrated, multimodal transportation system;
- provide responsive transportation service to customers;
- respect historical and environmental factors;
- maximize community connectivity by addressing transportation and land use together;
- incorporate the benefits of technology;
- identify funding and legislative initiatives needed to implement the plan; and
- enhance relationships among jurisdictions, agencies, the public and the business community.



**\$27.5 Billion =**  
**Total cost of funding all of the projects**  
**in TransAction 2040.**



## TransAction 2040 Projects



The vision and goals helped the Authority identify 207 regionally significant transportation projects located across eight corridors. These projects, encompassing all modes of travel, were submitted by the NVTA’s member jurisdictions and agencies.

The 207 projects, along with the other transportation projects contained in the TPB’s 2010 CLRP, create the universe of potential projects eligible for NVTA regional funding.

## Travel Demand Forecasting Model

Understanding what impacts the proposed projects will have on the transportation network is a critical component of the selection process. Therefore, the TransAction 2040 projects were analyzed using the TPB Travel Demand Model (Version 2.3). This ensured the modeling of the new projects was consistent with the 2010 CLRP projects. All projects were evaluated using four scenarios: Current, Baseline, Build and Build 2 (see green box). The results show the net improvement on transportation congestion in Northern Virginia.

## Performance Measures

Projects in TransAction 2040 were also evaluated using Performance Evaluation Criteria (PEC) to determine the greatest investment benefits. Performance measures were based on the Authority’s goals which evaluate projects based on a cost-benefit analysis and a weighting system. Project urgency, project readiness, reduction of vehicle miles traveled, reduction of roadway congestion, multi-modal choice, safety and reduction of time spent traveling are examples of the PECs used in TransAction 2040.

## Travel Demand Forecasting Scenario Definitions

**Current:** Existing land use and transportation network.

**Baseline:** Year 2040 land use and transportation network representing all projects in the 2010 CLRP, including the Silver Line and I-495 Express Lanes.

**Build:** Year 2040 land use and transportation network, including all projects in the 2010 CLRP and all proposed TransAction 2040 projects.

**Build 2:** Year 2040 land use and transportation network, including all projects in the 2010 CLRP, proposed TransAction 2040 projects and additional actions. Some of these additional actions are not in jurisdictional comprehensive plans and may require further study before additional action is taken.

## From Planning to Programming

A transportation project must be evaluated, analyzed and included in the Authority’s long range transportation plan to be eligible for NVTA Regional Revenues. However, inclusion in TransAction 2040 is just the first step toward funding eligibility. The next steps emphasize regional collaboration to develop the Authority’s Six Year Program and to determine how projects become part of a larger financing framework that leverages funds from a variety of sources. This process ensures that the Authority is engaged in systematic planning for the future.

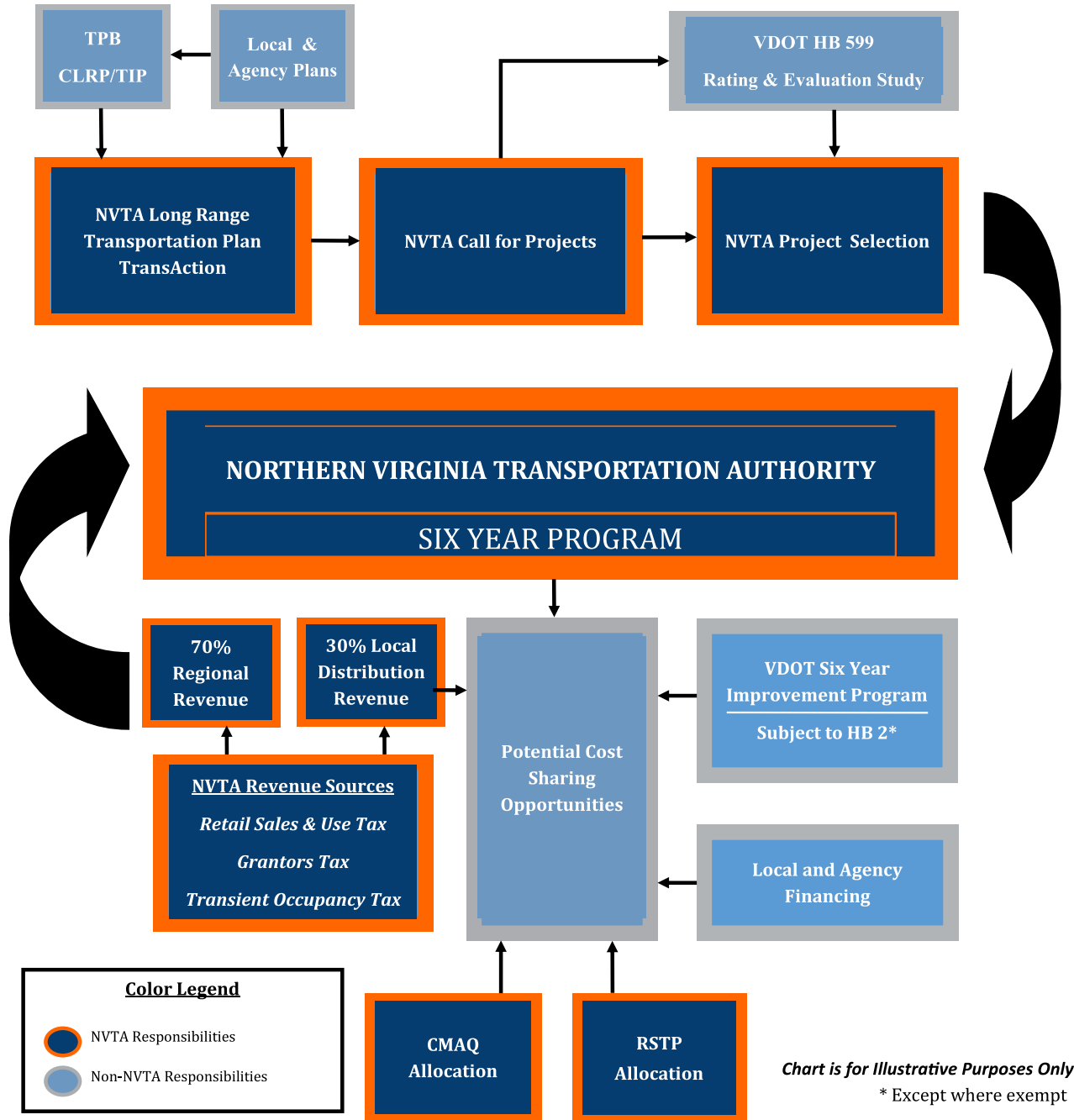
## SELECTION OF PERFORMANCE EVALUATION CRITERIA

- ▶ Project urgency
- ▶ Project readiness
- ▶ Reduction of vehicle miles traveled
- ▶ Reduction of roadway congestion
- ▶ Multi-modal choice
- ▶ Safety
- ▶ Reduction of time spent traveling

# Planning, Programming and Funding Responsibilities

Figure 3

## Northern Virginia's Planning, Programming and Funding Process



The transportation planning, programming and funding process is illustrated in the Figure 3 flow chart and outlines the multiple steps that result in the NVTA Six Year Program. The top of the figure outlines the transportation planning and programming process to move eligible projects forward for funding. The bottom of the figure outlines the NVTA revenue sources that fund selected projects. Included in the chart are various funding sources that may serve as cost sharing opportunities to leverage project funding and get projects built faster. Descriptions for Figure 3 are found on page 17.



## Planning – TransAction 2040

TransAction 2040 (as detailed on pages 14 and 15) is designed to provide a guide for funding transportation projects within Northern Virginia. It extends the regional planning horizon while allowing for consistency with the TPB's Fiscally Constrained Long Range Plan. TransAction 2040 includes new, regionally significant projects that are not included in the 2010 CLRP, but are contained in locally adopted comprehensive, or regionally approved agency, plans. TransAction also includes an evaluation and prioritization process of projects with a cost-benefit analysis.

## Programming – Six Year Program

HB 2313 requires that the 70% Regional Revenues be allocated to transportation projects (i) that are contained in our regional transportation plan (TransAction) and that have been rated by the HB 599 Evaluation and Rating Study; or (ii) mass transit capital projects that increase capacity. Projects that meet this criterion are eligible to go through the Authority's project selection process for inclusion in the Six Year Program. This program is the culmination of the combined transportation planning, programming and funding processes of the Authority. It contains regionally significant TransAction projects that will receive 70% Regional Revenue funding (as detailed on pages 19 and 20) over the next six years. It is important to note that projects funded with FY2014 revenues were exempt from the HB 599 process.

The Authority's FY2014 project selection process utilized a three-tiered approach guided by statutory requirements in HB 2313 and regional goals identified in TransAction 2040.

**Tier I** projects must meet all statutory requirements, including those of the NVTA Act and Chapter 766, including, but not limited to, inclusion in the regional transportation plan or mass transit projects that will increase capacity.

**Tier II** projects meeting the criteria established under Tier I were evaluated using a points system (based on a number of factors, including projects that had long average lives or could deliver improvements to automobile or pedestrian safety).

**Tier III** criteria were applied as an overlay to the evaluation of all projects and included a weighting of certain factors, including a cost-benefit analysis for the benefiting member locality based, in part, on the estimated revenues attributable to the locality, as well as broad equity concerns and the greatest congestion reduction relative to total cost.

Beyond these criteria, the Authority ensured that all FY2014 approved projects were included in TransAction 2040. As of December 2014, the first year of the Six Year Program (FY2014) has been approved and the FY2015-16 Program is under development.

## Evaluation and Rating Study

HB 599 directs the Virginia Department of Transportation (VDOT) to work with the Commonwealth Transportation Board (CTB), the Virginia Department of Rail and Public Transportation (DRPT) and the NVTA to undertake an Evaluation and Rating Study. The study evaluates congestion reduction and, to the extent possible, the expected improvement in regional mobility during a homeland security emergency by rating at least 25 significant transportation projects in and near the VDOT Northern Virginia Transportation District. All future projects using FY2017 (and beyond) 70% Regional Revenue funds will be subject to the HB 599 Evaluation and Rating Study.

## Funding

Once projects are determined eligible for NVTA funding, HB 2313 provides for the following new revenue sources for project implementation:

- Retail Sales and Use Tax  
(.7% increase to a total of 6% in Northern Virginia)
- Grantor's Tax  
(Regional Congestion Relief Fee of \$0.15/\$100)
- Transient Occupancy Tax (2% increase)

These revenues are divided into two classifications: 70% Regional Revenue and 30% Local Distribution Revenue. The Six Year Program serves to program the 70% Regional Revenue. The remaining 30% Local Distribution Revenue is allocated to the NVTA member jurisdictions on a pro-rata basis, with each share equal to 30% of the total taxes and fees generated by or attributable to the locality.

## Cost Sharing Opportunities

It is rare for a regional transportation project to be fully funded from a single revenue source. Often, transportation improvements need to leverage funds across multiple funding sources to ensure timely completion. Whenever possible, the NVTA supports leveraging federal, state and local funding.



# Regional Revenues and Funding Allocations

In FY2014, the NVTA received \$285.6 million in HB 2313 revenues. The following tables detail the revenues generated by the member jurisdictions, as well as the 30% Local Distribution Revenue, “Pay-As-You-Go” and bond projects. The revenues are collected by the Commonwealth of Virginia and disbursed to the Authority on a monthly basis.

Table 2 depicts the FY2014 HB 2313 revenues generated in Northern Virginia from the additional Retail Sales and Use Tax, the Grantor’s Tax (Regional Congestion Relief Fee) and the Transient Occupancy Tax.

**Table 2**

NVTA Total FY2014 Revenue				
Member Locality	Additional Retail Sales and Use Tax	Grantor’s Tax (Regional Congestion Relief Fee)	Transient Occupancy Tax	Total
Arlington County	\$ 23,312,124	\$ 4,313,922	\$ 8,371,491	\$ 35,997,537
Fairfax County	\$ 99,716,693	\$ 15,696,118	\$ 9,507,033	\$ 124,919,843
Loudoun County	\$ 38,262,893	\$ 8,551,256	\$ 2,014,505	\$ 48,828,654
Prince William County	\$ 32,212,081	\$ 4,989,612	\$ 1,166,332	\$ 38,368,026
City of Alexandria	\$ 14,996,328	\$ 3,129,852	\$ 2,827,753	\$ 20,953,933
City of Fairfax	\$ 7,028,117	\$ 367,004	\$ 205,521	\$ 7,600,641
City of Falls Church	\$ 2,141,292	\$ 268,842	\$ 75,116	\$ 2,485,250
City of Manassas	\$ 4,617,569	\$ 465,593	\$ 55,123	\$ 5,138,285
City of Manassas Park	\$ 1,084,249	\$ 226,746	\$ -	\$ 1,310,996
<b>Total FY2014 Revenues</b>	<b>\$ 223,371,345</b>	<b>\$ 38,008,947</b>	<b>\$ 24,222,873</b>	<b>\$ 285,603,165</b>

Source: NVTA Financial Reports







### 30% Local Distribution Revenue

HB 2313 requires that 30% of the revenues, known as the 30% Local Distribution Revenue, be distributed to the member jurisdictions on a pro-rata basis. Each member locality's share is 30% of the total fees and taxes generated by or attributed to the locality. To receive these funds, localities must enact the local Commercial and Industrial Property Tax (C&I) at \$.125 per \$100 valuation, or annually dedicate an equivalent amount to be used only for transportation. Those localities that do not do either, or do so at a lower rate, will have these revenues reduced by a corresponding amount. Additionally, localities must maintain a certain level of local transportation funding. If a locality does not expend this minimum level of local funding, they will not receive any of the 30% Local Distribution Revenue in the following year.

Localities can use their 30% Local Distribution Revenue for projects of their choice, within the following HB 2313 parameters:

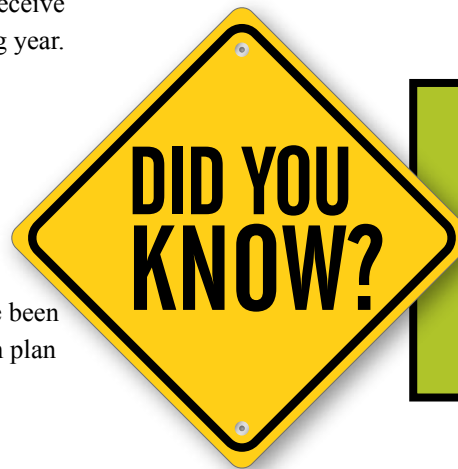
- additional urban or secondary road construction;
- other capital improvements that reduce congestion;
- other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or
- public transportation purposes.

There is no “use it or lose it” provision for these funds. Member localities have the option to save multiple years of this revenue to undertake larger projects.

Annually, each locality must certify that the funds were only used under the provisions of HB 2313. Additionally, HB 2313 requires counties embraced by the Authority to work cooperatively with towns (with populations greater than 3,500) to ensure they receive a respective share of the 30% Local Distribution Revenue.

**All of the NVTA member jurisdictions met the requirements to receive their 30% Local Distribution Revenue in FY2014.**

Revenues were distributed as shown in Table 3.



From April 2013 to December 2014, the Authority held over 90 public meetings with approximately 2890 attendees.

**Table 3**

FY2014 NVTA 30% Local Distribution Revenue				
Member Locality	Additional Retail Sales and Use Tax	Grantor's Tax (Regional Congestion Relief Fee)	Transient Occupancy Tax	Total
Arlington County	\$ 6,993,637	\$ 1,294,177	\$ 2,511,447	\$ 10,799,261
Fairfax County	\$ 29,915,008	\$ 4,708,834	\$ 2,852,110	\$ 37,475,952
Loudoun County	\$ 11,478,868	\$ 2,565,377	\$ 604,351	\$ 14,648,596
Prince William County	\$ 9,663,624	\$ 1,496,884	\$ 349,900	\$ 11,510,408
City of Alexandria	\$ 4,498,898	\$ 938,956	\$ 848,326	\$ 6,286,180
City of Fairfax	\$ 2,108,435	\$ 110,101	\$ 61,656	\$ 2,280,192
City of Falls Church	\$ 642,387	\$ 80,653	\$ 22,535	\$ 745,575
City of Manassas	\$ 1,385,271	\$ 139,678	\$ 16,537	\$ 1,541,486
City of Manassas Park	\$ 325,275	\$ 68,024	N/A	\$ 393,299
<b>Total FY2014 30% Revenues:</b>	<b>\$ 67,011,403</b>	<b>\$ 11,402,684</b>	<b>\$ 7,266,862</b>	<b>\$ 85,680,949</b>

Source: NVTA Financial Reports

# Regional Revenues and Funding Allocations

## 70% Regional Revenue: “Pay-As-You-Go” and Bond Projects

As stated previously, the NVTA has 32 active projects approved in FY2014 totaling nearly \$200 million. Of these projects, 24 were funded through “Pay-As-You-Go” and six were bond financed. Two projects were funded using both sources. The 70% Regional Revenue supports all bond financing costs. Table 4 lists the projects funded through “Pay-As-You-Go” and Table 5 lists the bond projects financed for FY2014.

**Table 4**

NVTA FY2014 “Pay-As-You-Go” Projects		
Locality	Project Name	Funding Amount
Arlington County	Columbia Pike Multimodal Street Improvements	\$ 12,000,000
	Blue/Silver Line Mitigation (4 New Buses)	\$ 1,000,000
	Crystal City Multimodal Center	\$ 1,500,000
Loudoun County	Widening of Belmont Ridge Road, North of Dulles Greenway	\$ 20,000,000
	Route 28 Hot Spot Improvements Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)*	\$ 6,000,000
	Transit Buses (2 New Buses)	\$ 880,000
Fairfax County	Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	\$ 20,000,000
	Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	\$ 11,100,000
	Innovation Center Metrorail Station*	\$ 21,000,000
Prince William County	Route 1 from Featherstone Road to Marys Way	\$ 3,000,000
City of Alexandria	DASH Bus Expansion (5 New Hybrid Buses)	\$ 3,250,000
	Traffic Signal Upgrades/Transit Signal Priority	\$ 660,000
	Shelters and Real-Time Transit Information for DASH/Wmata	\$ 450,000
	Potomac Yard Metrorail Station EIS	\$ 2,000,000
City of Falls Church	Pedestrian Access to Transit	\$ 700,000
	Bus Stop Changes	\$ 200,000
	Pedestrian Bridge at Van Buren Street	\$ 300,000
Town of Herndon	Herndon Parkway Intersection Improvements at Van Buren St.	\$ 500,000
	Herndon Metrorail Intermodal Access Improvements	\$ 1,100,000
	Herndon Parkway Intersection Improvements at Sterling Road	\$ 500,000
Town of Leesburg	Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separated Interchange	\$ 1,000,000
<b>Agency</b>		
Northern Virginia Transportation Commission	Transit Alternatives Analysis Study of the Route 7 Corridor (King Street, Alexandria to Tysons Corner)	\$ 838,000
Potomac & Rappahannock Transportation Commission	New Gainesville Service Bus (1 New Bus)	\$ 580,000
Virginia Railway Express	VRE Gainesville-Haymarket Extension Project Development	\$ 1,500,000
Washington Metropolitan Area Transit Authority	Traction Power Upgrades on the Orange Line in Virginia	\$ 5,000,000
	New Buses on Virginia Routes (10 New Buses)	\$ 7,000,000
	<b>Total FY2014 “Pay-As -You-Go” Project Amount</b>	<b>\$122,058,000</b>

\*Projects receiving both “Pay-As-You-Go” and Bond funds.

Table 5

NVRTA FY2014 Bond Projects		
Locality	Project Name	Funding Amount
Arlington	Boundary Channel Drive Interchange	\$ 4,335,000
Fairfax	Innovation Center Metrorail Station*	\$ 20,000,000
Loudoun	Route 28 Hot Spot Improvements - Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)*	\$ 6,400,000
	Leesburg Park and Ride	\$ 1,000,000
Prince William	Route 28 from Linton Hall Road to Fitzwater Drive	\$ 28,000,000
City of Fairfax	Chain Bridge Road Widening/Improvements	\$ 5,000,000
Agency		
Virginia Railway Express	VRE Lorton Station Second Platform	\$ 7,900,000
	VRE Alexandria Station Tunnel and platform improvements	\$ 1,300,000
<b>Total FY2014 Bond Funded Project Amount</b>		<b>\$ 73,935,000</b>

\*Projects receiving both "Pay-As-You-Go" and Bond funds.





# Long Term Financing and Inaugural Bond Sale

During calendar year 2014, the NVTA took action to align current and future transportation projects with the Six Year Program, also known as the capital financing plan, which will eventually extend through FY2020.

## Long Term Capital Financing Plan

The capital financing plan will support the Authority's project identification, selection and approval processes with available funding sources. Funding sources include "Pay-As-You-Go" and bond financing. The Authority's Six Year Program is intended to be a rolling six year plan that coordinates with the TPB's Transportation Improvement Program (TIP).



From Left: Mike Longhi, NVTA CFO; Monica Backmon, NVTA Executive Director; Marty Nohe, NVTA Chairman; and Anthony Griffin, former Fairfax County Executive.

AA+  
Aa1

## FY2014 Bond Projects

The FY2014 approved project list includes eight projects selected from TransAction 2040 for debt funding. One project was subsequently withdrawn by the project sponsor after alternative funding was secured. Interim financing for the remaining projects was initially financed with the proceeds of a short term Line of Credit (LOC). The LOC allowed the NVTA to ensure all debt funded projects could move forward while preparations were made for permanent financing through long term bonds. The LOC was retired through the issuance of the long term bonds.

## Inaugural Bond Sale

In December 2014, the NVTA entered the capital bond market for the first time with bonds designated to replace the short term LOC with fixed rate, long term, low cost, permanent financing. An initial bond sale is a significant undertaking. Actions include bond validation court proceedings, establishing internal policies and procedures, initial credit rating presentations on Wall Street and, finally, the marketing and sale of the bonds.

Our efforts to execute the Authority's approved finance plan resulted in strong credit ratings of AA+, Aa1 and AA+ with stable outlooks from Fitch, Moody's and Standard and Poor's. The bonds garnered a favorable market reception on Wall Street, reflected by a 2.5 times subscription rate and a low true interest cost of 3.09%. These values are due in part to the NVTA's financial preparations, but are also a reflection of the outstanding credit basis and history of the Authority's nine member jurisdictions.

FitchRatings

MOODY'S

STANDARD  
& POOR'S



# Additional Programming Recommendations



## Congestion Mitigation and Air Quality Improvement and Regional Surface Transportation Program Funding

In addition to programming HB 2313 revenues, the NVTA makes programming recommendations of discreet federal funds. The NVTA manages Northern Virginia’s annual programming of the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP). Working through the recommendations of the NVTA Jurisdictional and Agency Coordinating Committee (JACC) the Authority recommends the programming of over \$68 million annually to projects which are subject to approval by the CTB. While the NVTA programs these funds regionally for Northern Virginia, the actual funds are received and held by the Commonwealth of Virginia.

### CMAQ Allocation

Regions throughout the U.S. found to be in non-attainment for air quality standards, like Northern Virginia, are eligible for federal CMAQ funds. In 2014, the NVTA programmed over \$29.5 million for projects in FY2020 for CTB approval. The most recently adopted federal transportation authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP- 21), also requires non-attainment areas for fine particulate matter (PM 2.5) to allocate a portion of CMAQ funds to projects that will reduce fine particulate matter. The allocation for FY2015 – FY2020 is found in Table 6.

**Table 6**

NVTA Allocation of CMAQ Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
<b>CMAQ</b>	\$ 20,855,865	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010
<b>CMAQ 2.5</b>	\$ 8,047,115	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165
<b>TOTAL:</b>	\$ 28,902,980	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175

Source: CMAQ/RSTP Working Group

### RSTP Allocation

Like CMAQ, RSTP is federal funding that can be allocated regionally. The RSTP provides flexible funding that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia, these funds are available to Metropolitan Planning Organizations with populations greater than 200,000. In 2014, the NVTA programmed \$40.3 million in RSTP FY2020 funding for CTB approval. The allocation for FY2015 – FY2020 is found in Table 7.

**Table 7**

NVTA Allocation of RSTP Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
<b>RSTP</b>	\$39,377,789	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584

Source: CMAQ/RSTP Working Group

CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia. They help the Authority allocate the maximum amount of money available to critical projects that manage congestion and air quality on local and regional levels.

# Working Together In 2015

The success of the Authority is largely attributed to the collaborative efforts of the member localities and their dedicated staff, many of whom contribute through their participation with the standing committees and working groups.

The Authority has three standing committees: the Finance Committee, the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). The Authority may also form additional advisory committees as needed. For example, the Jurisdiction and Agency Coordinating Committee (JACC) consists of staff and representatives from the NVTA region. These committees, combined with the tireless contributions of staff from the NVTA's member jurisdictions, enable the Authority to accomplish its mission with a true sense of regionalism and collaboration.

## Finance Committee

This committee is responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the Authority's professional staff. The committee consists of five NVTA members who are appointed by the NVTA Chairman for staggered two year terms.

### Members

**Hon. Scott York**, *Chairman*  
**Hon. Mary Hughes Hynes**, *Vice Chairman*  
**Hon. Sharon Bulova**  
**Hon. Harry J. "Hal" Parrish, II**  
**Hon. Jeanette Rishell**

## Planning Coordination Advisory Committee

The PCAC is responsible for advising the Authority on broad policy issues related to the periodic update of the NVTA's Long Range Transportation Plan and the development of the NVTA's Six Year Program, with special consideration to regional transportation, land use and growth issues. The committee consists of 14 elected officials from the NVTA counties, cities and towns, who are not on the Authority.

### Members

**Hon. Jerry Foreman**, *Town of Dumfries, Chairman*  
**Hon. Jonathan Way**, *City of Manassas, Vice Chairman*  
**Hon. Kelly Burk**, *Town of Leesburg*  
**Hon. Peter Candland**, *Prince William County*

**Hon. Linda J. Colbert**, *Town of Vienna*  
**Hon. Jay Fiset**, *Arlington County*  
**Hon. Frank Jones**, *City of Manassas Park*  
**Hon. Joan Lehr**, *Town of Purcellville*  
**Hon. Matthew Letourneau**, *Loudoun County*  
**Hon. Jeff McKay**, *Fairfax County*  
**Hon. Lisa Merkel**, *Town of Herndon*  
**Hon. David Meyer**, *City of Fairfax*  
**Hon. Karen Oliver**, *City of Falls Church*  
**Hon. Paul Smedberg**, *City of Alexandria*

## Technical Advisory Committee

The TAC consists of individuals who have multi-modal expertise, while embracing a regional focus. The TAC is responsible for reviewing the development of major projects and potential funding strategies, then providing recommendations to the Authority. The committee consists of nine members who reside or are employed in counties and cities embraced by the Authority and who have experience in transportation planning, finance, engineering, construction or management. Six members are appointed by the NVTA and three members are appointed by the Chairman of the Commonwealth Transportation Board.

### Members

**Randy Boice**, *Chairman*  
**Doug Fahl**, *Vice Chairman*  
**Agnes Artemel**  
**Armand Ciccarella**  
**Robert Dunphy**  
**Meredith Judy**  
**Chris Tacinelli**  
**Pat Turner**  
**Shanjiang Zhu**

## Committees and Working Groups

In FY2014, the Authority utilized the talents and contributions of individuals on several committees and working groups.

### Committees and Working Groups

**Jurisdiction and Agency Coordinating Committee**  
**Financial Working Group**  
**Legal Working Group (includes Council of Counsels)**  
**Organizational Working Group**  
**Project Implementation Working Group**  
**Public Outreach Working Group**

# *Looking Ahead*

**As 2015 begins, the Authority is extremely grateful for the contributing efforts of countless elected officials, professional staff, volunteers and other stakeholders who make the collaborative work of the NVTA possible. It is with a true sense of cooperation instilled by the leadership of the Authority that the region is empowered to address the challenges of congestion, ultimately to benefit the taxpayers whose contributions make this work possible.**

**In 2015, the Authority will select and allocate funding for the next set of regionally significant projects in the Six Year Program. In addition, the NVTA will launch the update of TransAction 2040, our long range transportation plan. Through active and inclusive planning and programming, the Authority looks forward to working with Northern Virginia's residents and businesses to support our region's transportation infrastructure, economic growth and unsurpassed quality of life.**



# Northern Virginia Transportation Authority

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