



MONTHLY COMMISSION MATERIALS

March 2020

MEETING OVERVIEW – March 5, 2020

Action Items Include:

- Resolutions of Commendation for Departing Commissioners
- FY2021 State Transit Assistance Application to DRPT
- Grant Application to DRPT for Summer 2020 Shutdown Funds
- Creative Services Contract Award
- NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee
- Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

Other Meeting Highlights:

- Presentation by the Bus Transformation Project Team
- Report from the NVTC WMATA Committee and Virginia WMATA Board Members
- NVTC Regional Fare Collection Update
- Commuter Choice Update
- Legislative Update
- Reports from VRE and DRPT
- Ridership and Parking Utilization Reports

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**NVTC COMMISSION MEETING
THURSDAY, MARCH 5, 2020
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:00 P.M.

**5:15 P.M. Legislative and Policy Committee Meeting – First Floor Small Conference Room
5:50 P.M. Dinner Available for Commissioners and Staff
6:00 P.M. Executive Committee Meeting – First Floor Small Conference Room
7:00 P.M. Commission Meeting – First Floor Large Conference Room**

AGENDA

1. Pledge of Allegiance and Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the January 16, 2020 NVTC Meeting**
3. **CONSENT AGENDA (Subject to approval of the Chairman)**
 - A. Approve a Resolution of Commendation for David LaRock on his Departure from NVTC
 - B. Approve a Resolution of Commendation for Christian Dorsey on his Departure from NVTC
 - C. Approve Resolution #2405: Approve the FY2021 State Transit Assistance Applications to DRPT
 - D. Approve Resolution #2406: Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
 - E. Authorize the Executive Director to Award the Contract for Creative Services
4. **ACTION ITEM: Approve Resolution #2407: NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee**
5. Washington Metropolitan Area Transit Authority (WMATA)
 - A. Presentation by the Bus Transformation Project Team
 - B. Report from the Chair of the NVTC WMATA Committee
 - **ACTION ITEM: Approve Resolution #2408: Endorsement of the Bus Transformation Project Vision, Goals, and Strategy**
 - C. Report from the Virginia WMATA Board Members
 - D. Other WMATA News

6. Transit Technology Program

- A. NVTC Regional Fare Collection Update

7. Commuter Choice Program

- A. I-66 and I-395/95 Transit Corridor Performance Report
- B. I-66 Round Four Program Eligibility Results
- C. I-395/95 Commuter Choice Update

8. Report from the Chair of the Legislative and Policy Committee

- A. Virginia General Assembly Update
- B. Federal Update

9. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. VRE Mobile

10. Department of Rail and Public Transportation (DRPT)

11. NVTC Transit Resource Center

- A. FY2020 2nd Quarter Ridership Report
- B. FY2020 2nd Quarter Parking Utilization Report

12. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Annual Report
- C. NVTC Financial Reports

MINUTES
NVTC COMMISSION MEETING – JANUARY 16, 2020
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:04 P.M.

Members Present

Canek Aguirre
Walter Alcorn
Elizabeth Bennett-Parker
Katie Cristol
Christian Dorsey
Phil Duncan (Alternate, City of Falls Church)
Libby Garvey
Matt Letourneau
Jeff McKay
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Dalia Palchik
Paul Smedberg
Dan Storck (Alternate, Fairfax County)
Michael Turner
James Walkinshaw

Members Absent

Adam Ebbin (Senator Ebbin absent during General Assembly Session)
John Foust
David Snyder

Staff Present

Kate Mattice, Executive Director
Matt Cheng
Andrew D’huyvetter
Matt Friedman
Allan Fye
Rhonda Gilchrest
Dinah Girma
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Tenley O’Hara
Colethia Quarles
Zach Smith
Brittany Sumpter

Jae Watkins
Steve MacIsaac
Rich Dalton (VRE)
Mark Schofield (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman Letourneau welcomed everyone to the January 16th meeting. He reviewed the highlights and action items for the meeting. He also welcomed back Deputy Secretary of Transportation Nick Donohue, who is present to continue the discussion on proposed changes to the I-66 Memorandum of Agreement.

Oath of Office for New Commissioners

Chairman Letourneau announced that five new Commissioners have been appointed to NVTC. The Fairfax County Board of Supervisors appointed Walter Alcorn, Dalia Palchik, James Walkinshaw, and Dan Storck (alternate). Loudoun County has appointed Michael Turner to NVTC. All five new Commissioners participated in a New Commissioner Orientation prior to this meeting. He welcomed Mr. Alcorn, Ms. Palchik, Mr. Walkinshaw, Mr. Storck, and Mr. Turner to NVTC and asked them to come forward for the oath of office.

Chairman Letourneau administered the ceremonial oath of office to the new NVTC members and Commissioners welcomed them to NVTC.

Chairman Letourneau also announced that NVTC received notice that Delegate David LaRock's term on NVTC expired January 7, 2020. NVTC will recognize his service at the next meeting. It is anticipated that the one vacancy from the Senate and four from the House of Delegates to NVTC will be filled during the General Assembly Session.

Annual Leadership and Governance – Election of NVTC Officers for 2020

Chairman Letourneau stated that the Executive Committee recommends the following slate of officers for 2020:

Chair: Katie Cristol
Vice-Chair: Canek Aguirre
Secretary-Treasurer: Jeff McKay

There were no additional nominations. Mr. Dorsey moved, with a second by Mr. Smedberg, to approve the slate of officers. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chairman Letourneau administered the oath of office to the new officers and then passed the gavel to newly elected Chair Cristol, who began chairing the meeting.

Annual Leadership and Governance – Recognition of 2019 Chairman

Chair Cristol recognized Mr. Letourneau’s outstanding service as chairman in 2019. A Resolution of Commendation was prepared for Mr. Letourneau reflecting NVTC’s many accomplishments and milestones during his leadership (a copy of the resolution is attached). Ms. Cristol provided highlights from the resolution. She stated that Mr. Letourneau has been an advocate of balanced transit investments in the region, transportation infrastructure enhancements, emergency preparedness, economic development, improved transit service, and pedestrian-friendly initiatives. He led NVTC during its 55th year of operations and, as chairman, saw the region through many milestones, including the restoration and reopening of six Metrorail stations along the Blue and Yellow Lines south of Ronald Reagan National Airport; commencement of the inaugural I-395/95 Commuter Choice program; awarding a third round of I-66 Commuter Choice funding; the release of the 2nd Annual Report on the Performance and Condition of WMATA to the Governor and General Assembly; and completion of the Envision Route 7 Bus Rapid Transit Phase III project. During his tenure as chairman, Mr. Letourneau was relied upon for his expertise, follow-through and seemingly effortless ability to build consensus among his colleagues to advance high-quality transit in the region.

On a motion by Mr. Aguirre and a second by Mr. McKay, the Commission unanimously approved the Resolution of Commendation for Mr. Letourneau. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chair Cristol presented Mr. Letourneau with a copy of the resolution and an award.

Mr. Letourneau thanked the Commission and stated he was excited to hand over the chairmanship into Ms. Cristol’s capable hands. He stated that it was a pleasure to serve as chairman in 2019 and he acknowledged the hard work of staff. He noted that NVTC is made up of diverse and talented Commissioners and is a place to collaborate on a regional level. He looks forward to continuing to work with all Commissioners.

Annual Leadership and Governance – NVTC Appointments to Various Boards

Chair Cristol stated that Resolution #2400 approves the appointments to various boards. The term limits for WMATA Board seats are required under the Code of Virginia, although NVTC can determine each year who will fill those seats. Resolution #2400 appoints the following:

WMATA Board of Directors:

Principals

Paul C. Smedberg (Commonwealth Appointee)
Term expires 01-04-2022

Christian Dorsey (NVTC Appointee)
Term expires 01-05-2021

Alternates

Walter Alcorn
Term expires 01-09-2024

Matthew F. Letourneau
Term expires 01-03-2023

VRE Operations Board:Principals

Walter Alcorn

Dan Storck

James Walkinshaw

Katie Cristol

Elizabeth Bennett-Parker

Alternates

Jeff McKay

Libby Garvey

Canek Aguirre

Virginia Transit Association Board:Principals

David F. Snyder

Katherine A. Mattice

Alternates

Katie Cristol

Elizabeth Bennett-Parker

Mr. Smedberg moved, with a second by Mr. McKay, to approve Resolution #2400 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Annual Leadership and Governance – Committee Assignments

Chair Cristol stated that both Mr. Snyder and Mr. Meyer will continue to serve as committee chairs of the Program Advisory Committee and the Legislative and Policy Committee, respectively. She will serve as chair of the Executive Committee. NVTC committee membership is as follows:

NVTC EXECUTIVE COMMITTEE

Chair, Katie Cristol

Vice-Chair, Canek Aguirre

Secretary-Treasurer, Jeff McKay

WMATA Committee Chair and Immediate Past NVTC Chair, Matt Letourneau

Legislative & Policy Committee Chair, David Meyer

Program Advisory Committee Chair, David Snyder

General Assembly Member, Sen. Adam Ebbin

Non-Voting Members:

WMATA Principal Member, Paul Smedberg (Commonwealth Appointee)

WMATA Principal Member, Christian Dorsey (NVTC Appointee)

WMATA COMMITTEE

Chair, WMATA Alternate Member, Matt Letourneau

WMATA Principal Member, Christian Dorsey

WMATA Principal Member, Paul Smedberg

WMATA Alternate Member, Walter Alcorn

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Canek Aguirre

City of Fairfax, David Meyer

City of Falls Church, David Snyder

PROGRAM ADVISORY COMMITTEE

Chair, David Snyder

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Elizabeth Bennett-Parker

Arlington County, Libby Garvey

City of Fairfax, David Meyer

Fairfax County, John Foust

Loudoun County, Michael Turner

LEGISLATIVE AND POLICY COMMITTEE

Chair, David Meyer

Commission Members (drawn from member jurisdictions in a representative manner):

City of Alexandria, Canek Aguirre

Arlington County, Libby Garvey

Fairfax County, Jeff McKay

City of Falls Church, David Snyder

Loudoun County, Matt Letourneau

Non-Voting Member:

General Assembly Member, Sen. Adam Ebbin

Mr. Smedberg moved, with a second by Mr. McKay, to approve the NVTC committee assignments. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Annual Leadership and Governance – Signatories and Pension Trustees

Chair Cristol stated that each January the Commission authorizes its executive director, director of finance and administration, and the newly elected secretary-treasurer to serve as signatories for financial transactions exceeding \$5,000. These persons, plus the NVTC Comptroller, are selected to serve as NVTC's employees' pension trustees. Resolution #2401 adds Mr. McKay's name as the newly elected secretary-treasurer.

Mr. Dorsey moved, with a second by Mr. Letourneau, to approve Resolution #2401 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Minutes of the December 5, 2019 NVTC Commission Meeting

Mr. Smedberg moved, with a second by Mr. Letourneau, to approve the minutes of the December 5, 2019 meeting. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, Dorsey, Garvey, Letourneau, McKay, Meyer, and Smedberg. Commissioners Alcorn, Duncan, Palchik, Storck, Turner, and Walkinshaw abstained.

Meeting Summary of the December 9, 2019 Joint NVTC-PRTC Legislative Briefing

Mr. McKay moved, with a second by Mr. Meyer, to approve the Meeting Summary of the December 9th Legislative Briefing. The vote in favor was cast by Commissioners Aguirre, Cristol, Garvey, McKay, and Meyer. Commissioners Alcorn, Bennett-Parker, Dorsey, Duncan, Letourneau, Palchik, Smedberg, Storck, Turner, and Walkinshaw abstained.

Consent Agenda

Chair Cristol stated that the Consent Agenda has one action item:

- A. Authorize the Executive Director to Issue a Request for Proposals for Commuter Choice Marketing Website Services

Mr. Aguirre moved, with a second by Mr. Meyer, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

NVTC's FY2021 General and Administrative Budget and 2020 Work Plan – Public Comment

Chair Cristol stated that each year NVTC identifies staff priorities through its Work Plan, the guiding document for NVTC staff to support the mission of the organization. The Work Plan identifies specific programs, projects, and tasks that NVTC staff intend to perform during the coming 18 months. It supports NVTC's Strategic Framework and was developed in consultation with the Management Advisory Committee (MAC), made up of staff from each of NVTC's jurisdictions.

Chair Cristol stated that each January NVTC holds a public comment period on the annual Work Plan to solicit comments on NVTC's activities. NVTC also provide the public with opportunities at other times to submit comments, including the Commuter Choice for each round of funding and at the annual joint Northern Virginia Transportation public hearings hosted by the Commonwealth Transportation Board and shared with VRE and NVTA each spring.

Chair Cristol asked Ms. Mattice to review highlights from 2019 and where NVTC is headed in 2020 before opening it up for public comment. Ms. Mattice reviewed NVTC's major accomplishments for 2019, which include launching the I-395 Commuter Choice program with 10 projects totaling \$19M; funding Round Three of I-66 Commuter Choice; shifting NVTC's regional approach to oversight of WMATA with the implementation of NVTC's WMATA Committee where all NVTC jurisdictions are at the table; rolling out NVTC's first-ever regional transit marketing campaign (@Novarides) on WTOP and WAMU and in local movie theatres; leading the facilitation of major regional transit efforts (transit mitigation during the summer Metrorail station shutdowns on the Blue and Yellow Lines); completing the conceptual engineering study to further progress on the Envision Route 7 BRT project; providing a voice for NVTC transit providers as the Commonwealth developed their new approaches to allocating capital and operating funding; and pushing for progress with WMATA on new fare payment technologies. This all occurred while moving to new

NVTC office space, onboarding new staff, actively managing close to \$300 million in federal, state, regional, and toll revenues, and receiving another clean financial statement audit.

Ms. Mattice stated that for 2020 NVTC will continue with strong financial management on behalf of its jurisdictions, as well as:

- Selection and implementation of Round Four of the I-66 Commuter Choice program this Spring;
- Active facilitation of regional transit providers as they plan their response to this summer's scheduled Orange Line Metrorail station shutdown, as well as launching a post-shutdown marketing campaign;
- Launch of the next phase of traffic analysis to continue progress on the Envision Route 7 BRT project;
- Continued and active engagement with WMATA and transit providers on the FY2021 WMATA budget, potential changes to regional bus networks, the implementation of new farebox technologies, as well as support to NVTC's WMATA Board members; and
- Development and working with the Federal Transit Administration on updating NVTC's Disadvantage Business Enterprise (DBE) contracting goals for federal grants and continued timely analysis and response to any new provisions, programs and funding identified by the General Assembly and/or Congress.

Chair Cristol opened the meeting for public comment at 7:23 P.M.

Andrew Kierreg, a resident of Arlington County and Virginia's sole representative and vice-chair on WMATA's Riders Advisory Council. Mr. Kierreg stated that the Riders Advisory Council agrees with many of the same things NVTC communicates in its letter to WMATA on the FY2021 budget. They have concerns that the budget has no clear direction and that the budget will negatively impact bus ridership. The Riders Advisory Council believes that at the present time bus ridership is approaching, if not already, a transit death spiral. That is to say, declining ridership leads to route cuts, which then leads to declining ridership. He noted that the Riders Advisory Council opposes in the strongest possible terms any surcharges placed on cash loading on buses, which will hurt those needing it the most. The WMATA budget expansion of pass options is good but WMATA needs to make it easier to buy them with Smart Benefits. For many people, including the federal workforce, this option is currently closed to them.

Mr. Kierreg shared comments from two riders affected by the recent Transdev strike. WMATA plans to cut the 29W bus route, which one rider uses every day and the only route near her house, described this "as especially cruel" and another rider on the same route called it as "a slap in the face." He also noted that some of the changes along Columbia Pike make sense, for example curtailing some of the 16s to not run into the District but only if WMATA fully implements the transfer discount from bus to rail and rail to bus. Finally, only rapid implementation of the Bus Transformation Study recommendations and further improvements, such as implementation of all door boardings, can generate the meaningful improvements that Metrobus needs at this difficult time. He thanked the Commission for listening to his comments and stated that the Riders Advisory Council is always happy to engage with NVTC. Chair Cristol thanked Mr. Kierreg for his work on behalf of Virginia riders.

Fred Hussain, a resident of Prince William County, stated that his comments focus on the I-95 Corridor and the recommendations that were issued last year about extending park-and-ride along the I-95 Corridor. Personally, he is impacted as his park-and-ride lot is at overcapacity and he is obligated to drive to either to a VRE lot or to Franconia-Springfield to take Metro. He asked NVTC to collaborate with VDOT to expand park-and-ride along the I-95 Corridor, which would enhance bus service and take vehicles off the roads. He stated that he supports the Long Bridge project but is concerned that all the money from I-66 tolls will be used for Long Bridge. He asked NVTC to consider keeping the tolls collected on I-66 and I-395/95 and preserve them for bus service along those corridors. He asked NVTC to work with the congressional delegation to secure funds from FTA and/or Congress for the Long Bridge project.

Rob Whitfield, from the Fairfax County Taxpayers Alliance, stated that he has been coming to NVTC meetings for almost 10 years and has stated multiple times that NVTC should change its name to the “Northern Virginia Transit Commission.” He stated that his biggest concern for 2020 is the efforts by DRPT to seek funding for the Long Bridge project. He is in support of the project but sees it as a national, federal, and state-wide funding project. Other regional projects, such as the Dulles Rail project, have not been funded by the region and over 50% funding of the Silver Line has come from toll users. He has suggested Virginia should start to de-fees some of these bonds, because taxpayers are carrying the majority of the cost burden. There is a complete imbalance of the current funding mechanism presently occurring. He appreciates the effort and teamwork, but there needs to be focus on transit networks in the outer suburbs and connectivity, for example from Leesburg to Manassas.

Chair Cristol closed the public comment period at 7:34 P.M. and thanked those members of the public who provided comments. She noted that Commissioners were also provided with written comments that were submitted by the public prior to the meeting on NVTC’s website.

Chair Cristol stated that the FY2021 budget presented for Commission action is the same version that was presented to the Commission at the December meeting, which included an endorsement by the Executive Committee for the budget to include the option of an additional financial staff position.

Mr. McKay moved, with a second by Mr. Aguirre, to approve the FY2021 General and Administrative Budget and 2020 Work Plan. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Chair Cristol suggested that the Commission consider Agenda Item #6 “Commuter Choice Program,” Agenda Item #11 “Report from the Chair of the Legislative and Policy Committee,” and Agenda Item #12 “DRPT Report” together in that order since they are inter-related.

Commuter Choice Program

Chair Cristol provided some background information on the Commuter Choice program for new Commissioners and put it in context with the Commonwealth initiative of a major capital program

to expand passenger rail in the Commonwealth. The effort focuses on the construction of a new passenger rail bridge over the Potomac – the Long Bridge – as well as major improvements to the track capacity south all the way through and beyond VRE's service area. Also, with the recent announcement by the Commonwealth, there are now agreements with the federal government (Amtrak) and with CSX – the major north/south freight line used by Amtrak and VRE services in Virginia - that will make possible expanded passenger rail service, including the possibility of major expansion of VRE services. VRE runs weekday service that supports commuters along the I-66 corridor. The Manassas Line moves 5,000 passengers each day, effectively moving the equivalent of an entire lane of traffic off the I-66 corridor. At this time, the Commonwealth is identifying all the possible funding sources for the Long Bridge and rail expansion efforts.

Chair Cristol stated that for NVTC, this means that the Commonwealth is seeking to use a portion of the revenues that would currently go towards the I-66 Commuter Choice program to be used for pay-go and debt service for the Long Bridge. Future revenues could also be used for Rosslyn Metrorail Station improvements. She reminded Commissioners that NVTC has not taken this request lightly. Deputy Secretary Donohue has participated in the last two NVTC meetings to discuss these proposed changes. He is back for this meeting to answer questions.

Chair Cristol stated that since the December NVTC meeting the Commonwealth, DRPT, NVTC staff, legal counsel, and the jurisdictional partners have been finalizing the MOA – resolving the outstanding issues that were noted earlier. Commissioners were provided with a copy of the MOA with highlighted sections of the most recent changes, which was also sent to them prior to the meeting.

Ms. Mattice reviewed the major elements of the MOA:

- The Commonwealth proposes to use revenues for debt service and pay-go expenses for specific transit capital improvements, with a current focus on the Long Bridge but allow for future opportunities for improvements related to improving Metrorail passenger throughput at Rosslyn.
- The Commonwealth proposes to preserve a minimum payment of \$10 million per year plus a 2.5% annual escalation to NVTC for the multimodal program as well as an additional \$5 million per year once the I-66 Outside the Beltway becomes operational in 2022.
- NVTC Commuter Choice projects would also see some relief on restrictions for the use of these funds for transit operations whereby projects that perform could receive funding for operations at the discretion of the Commission, removing a step-down schedule for receiving operating assistance.
- It would also extend the cap on the percent of funds available for operating assistance to be no more than 50% over a now, longer, nine-year time horizon.

Chair Cristol introduced Deputy Secretary of Transportation Nick Donohue, who is present to answer Commissioners' questions. Deputy Secretary Donohue again stated that the Commonwealth takes very seriously its relationship with NVTC. The Commonwealth's agreement with CSX will allow VRE to expand 75% on the Fredericksburg Line, as well as provide permanent access to the rail right-of-way, which is something new.

Deputy Secretary Donohue stated that the amended MOA will impact the Commuter Choice program, but the Commonwealth has worked diligently with NVTC to continue to have a revenue stream for a robust Commuter Choice program for the I-66 corridor.

Deputy Secretary Donohue explained that there is pending legislation in the omnibus transportation bills (HB1414 and SB890) that would authorize the Commonwealth to issue debt for the Long Bridge project as well as future Rosslyn Metro Station improvements.

Mr. Letourneau stated that one of his goals was to see a structure to revisit Rosslyn improvements in the future and Deputy Secretary Donohue confirmed that the opportunity to fund this project does exist for the future. Mr. Letourneau also asked about any potential bond validation suit. Deputy Secretary Donohue stated that after additional discussions with internal and external legal counsel, the Commonwealth has full confidence that the funds as outlined in the new MOA and the legislation can be used for the Long Bridge.

Mr. Letourneau reminded the Commission that he had also expressed concerns that although the Long Bridge project will take cars off of I-66 and provide a benefit to I-66 users, those in the Dulles Corridor don't have access to VRE. He will continue to remind the Commission that when determining how Commuter Choice funds will be used, that it will be important to fund projects that are important to those Dulles Corridor users. He recognizes that the Long Bridge project is a very important regional project and he will support the amended MOA.

Mr. Duncan expressed Falls Church's appreciation for the efforts to address some of the city's concerns raised by Mr. Snyder during earlier meetings. He stated that Falls Church's contribution to the cause is to get as many people to walk, bike, ride a bus or Metrorail, so that they can clear the roads for those drivers coming from farther out suburbs. Any resources to do that are appreciated and helpful. The Falls Church City Council discussed this at its last meeting and is comfortable with the proposed amendments. He thanked NVTC staff for working with city staff to address the city's concerns.

Ms. Palchik asked about some possible misinformation that the public may have and asked for confirmation that approval of the amended MOA does not indicate either support for or implementation of reverse tolling on I-66. Deputy Secretary Donohue stated that the MOA solely deals with the allocation of toll revenues and does not endorse, implement or speak to reverse tolling. Any action on tolling is taken very seriously and involves an extensive process of analysis, dialogue with partners, public outreach, etc.

Chair Cristol thanked Deputy Secretary Donohue and DRPT Director Mitchell for this deliberative process and especially thanked Ms. Mattice and her staff, as well as legal counsel, for their hard work on the MOA. She also thanked Mr. Letourneau and Mr. Duncan for their representing their jurisdictions, who may not benefit immediately from these changes, but can see the value to the region.

Mr. McKay moved, with a second by Ms. Garvey, to approve Resolution #2402, which approves the amendments to the 2017 Amended and Restated Transform66 Inside the Beltway Project Memorandum of Agreement (MOA). (A copy of the resolution is attached.)

Mr. McKay thanked the team who worked on this. He stated that NVTC is a place for regionalism and this is a perfect example. It does not benefit everyone the same way, but ultimately the Long Bridge is very important to the region. He thanked those that worked hard to get the Rosslyn element included, which is vital for future Metro expansion.

The Commission then voted on the motion and it passed unanimously. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Report from the Chair of the Legislative and Policy Committee

Mr. Meyer, chair of the Legislative and Policy Committee, stated that staff has been working hard to review the legislation introduced during the General Assembly Session. NVTC staff continues to work with jurisdictional staff, including the Management Advisory Committee (MAC), which will meet on January 21st to review the current legislation. He asked staff to provide the Commission with an update.

Mr. Smith conveyed a message provided by NVTC's Legislative Liaison Aimee Perron Seibert, who is down in Richmond monitoring legislation for NVTC. Her message provides an overview of the General Assembly Session, which had a rather bumpy start, as to be expected with completely new leadership in the House and the Senate. That means new committee and subcommittee chairs, all at the same time as an approximate 40% increase in the number of bills drafted and filed. The pace has been quick with a focus on the big Democratic priorities taking center stage, such as firearm safety and passage of the Equal Rights Amendment.

Mr. Smith stated that NVTC is monitoring legislation that affects funding for transit or tax changes, including a bill that would legalize marijuana with a portion of revenues for transportation; a bill with changes to the grantor's tax and hotel occupancy tax for NVTA and WMATA; and a bill that would allow employers to claim their employees' transit commuter benefits as a tax deduction. There are also six bills regarding peer-to-peer vehicle rentals, which are like Airbnb for cars where an individual can rent their personal vehicles to others through an app on their phone. Peer-to-peer vehicles are considered to be rental cars and taxed like rental cars and are subject to a 10% tax on the fee, and a portion of the rental tax supports dedicated funding for WMATA. Four of the bills maintain the status quo and consider peer-to-peer vehicles the same as rental cars and the other two bills would reduce the 10% tax amount.

Mr. Smith stated that there are bills that would affect toll revenues on I-66 and I-395. One bill proposes an income tax deduction for tolls and another bill proposes reverse tolling for I-66 Inside the Beltway with the toll revenue going to NVTA.

Mr. Smith stated that there are several bills related to WMATA, including a bill on who can pay the grantor's tax (buyer or seller); a bill introduced by Senator Ebbin which would change the due date for NVTC's Report on the Performance and Condition of WMATA; as well as a bill that was introduced yesterday that would make exceptions to the 3% WMATA operating cap.

Mr. Smith concluded by noting that the last day to introduce legislation is January 17th. Key dates include Crossover Day on February 11th, “Budget Sunday” on February 16th, and the final day of Session is March 7, 2020.

Chair Cristol asked Ms. Mitchell and Deputy Secretary Donohue to provide an overview of the omnibus transportation bills (HB1414 and SB890) and how they impact transit funding. Ms. Mitchell stated that the legislation includes \$50 million in dedicated state funding for the PRIIA match for WMATA and additional revenue for transit. Deputy Secretary Donohue also discussed the proposed increase in the gas tax and other elements of the legislation.

Ms. Mitchell stated that the omnibus bill would establish a Virginia Passenger Rail Authority modelled after the Virginia Port Authority and the Virginia Space Port Authority. Since the Commonwealth will now own rail assets as part of the CSX agreement, including 325 miles of track and 250 miles of right-of-way across the state, it is important to create such an entity to manage these assets. This would be the entity that would enter into agreements with VRE and Amtrak for operating service but would not be an entity that directly operates rail service. It would not change the governance structure of VRE. VRE could also continue to apply for transit funding through DRPT like it does today. Ninety-one percent of a new Commuter Rail Fund would go to the rail authority, with the remainder going to DRPT for rail programs. Ms. Mitchell reviewed the proposed membership of the Virginia Passenger Rail Authority, which would include 10 members:

- Four voting members from Northern Virginia (NVTC and PRTC jurisdictions)
- Two voting members from Richmond
- One voting member from Hampton Roads
- One voting member from the western part of Virginia
- DRPT Director would serve as the chair, but only vote in event of a tie
- One non-voting ex-officio member from Amtrak

Ms. Mitchell stated that the Commonwealth Transportation Board would still have the role of reviewing the Virginia Passenger Rail Authority’s operating budget and approving its capital budget.

Mr. McKay asked for more information on the methodology about funding for transit for low income incentive programs. He stated that he wants to make sure the legislation recognizes the regional differences, how “low income” is defined, and what parameters will be included. Ms. Mitchell stated that this is good feedback.

Mr. McKay observed that Northern Virginia has done fairly well in state transit funding and wants to make sure the region is not being disadvantaged with a “proportional share.” He wants assurance that it is not transferring revenues already coming to Northern Virginia to other parts of the state. Ms. Mitchell stated that the allocation would be that Northern Virginia would receive 46%, Hampton Roads 30%, Richmond 20%, and Roanoke 4%. Mr. McKay also expressed concern that there wasn’t enough state funding for the restoration of NVTA funding. He hopes this piece gets fixed and noted that there may be other pieces of legislation addressing funding for NVTA.

In response to a question from Mr. Storck, Ms. Mitchell reviewed some of the specific rail projects along the I-95 corridor which are planned and will result in a dedicated passenger rail track from Lorton into the District. DRPT is working with Fairfax County on improvements to the rail bridge over Route 1.

Mr. Dorsey asked about the methodology of reducing the grantor's tax and changes in the gas tax and how the indexing relates to sustainability, especially in relation to climate change. Deputy Secretary Donohue stated that the legislation calls for decreasing the grantor's tax from \$0.15 per \$100 to \$0.10 per \$100 in NVTC jurisdictions, which reduces revenues to WMATA capital fund by \$15 million, but this is offset or made whole by an increase in the transient occupancy tax from 2% to 3% in NVTC jurisdictions. Legislation also includes a separate grantor's tax within the Northern Virginia Transportation Authority. The increase in the gas tax would bring Virginia closer to the national average and be competitive with its peers, but under the national average and lower than its neighboring states. It would be a phased-in approach.

Mr. Dorsey expressed his concern that the proposed legislation is leaving some resources off the table. He encouraged broader thinking about gas tax besides just trying to reach the national average. There is such a range in gas tax across the country and even after this legislation Virginia won't even be in striking distance of states like Indiana, Pennsylvania, California and Florida where they are in the 70-cents per gallon tax range.

Mr. Aguirre asked about the bill that would change the 3% WMATA operating cap. Ms. Mitchell stated that DRPT does not have a position on this at this time. Deputy Secretary Donohue stated that he assumes Mr. Aguirre is referring to the Watts/Delaney bill and the Commonwealth is still reviewing the bill. Ms. Mattice stated that NVTC staff is continuing to review the legislation, which will be discussed at MAC next week, but it is her understanding the bill would add exceptions to the 3% cap so that if the WMATA Board approves additional service it would be excluded in the 3% cap. Mr. McKay expressed concern that the legislation reads like it is changing the 3% cap, but it would actually change the criteria for determining what gets counted as part of the 3% cap. He expressed his opinion that the 3% cap is important for the jurisdictions and he would not like to see the 3% cap changed, but he is open to what elements make up the 3% cap. Mr. Dorsey observed that the Watts/Delaney bill generally is consistent with what WMATA originally envisioned for a 3% cap.

Mr. Meyer stepped out of the room.

DRPT Report

DRPT Director Mitchell stated that she had nothing to add to her written report and encouraged Commissioners to read it.

DRPT Director Mitchell and Deputy Secretary of Transportation Donohue left the meeting at 8:53 P.M.

Washington Metropolitan Area Transit Authority

Report from the Chair of the NVTC WMATA Committee. Chair Cristol asked newly appointed NVTC WMATA Committee Chair Matt Letourneau to give his report. Mr. Letourneau reported that the NVTC WMATA Committee met on December 18th and discussed WMATA's proposed FY2021 budget and reviewed a draft letter of comments. The committee recommends Commission approval of the letter to send to WMATA. He explained that the letter does not necessarily capture all the concerns about proposed bus changes and he encouraged the jurisdictions to actively participate in the budget process and provide their comments. The letter expresses concern that Virginia is paying more and getting less and in general does not like WMATA policies that punish long distance riders.

Mr. McKay observed that the letter does not address parking issues. Mr. Letourneau stated that the WMATA budget did not make changes in parking. Ms. Garvey expressed her concern that WMATA is not being transparent on how they are deciding to cut specific bus routes. Mr. Letourneau explained that WMATA is looking at dividing the total number of bus routes to be cut equally (one-third each) between the District of Columbia, Maryland and Virginia. However, that means some routes performing well in Virginia may possibly get cut. Mr. Letourneau stated that WMATA is planning to provide greater analysis on how they arrived at the list of bus route cuts.

Mr. Walkinshaw expressed concern that one of the routes identified was impacted by the Cinder Bed strike as well as a decline in on-time performance prior to the strike. He expressed his concern that WMATA should not use ridership data before and during the strike to determine if this route should be cut. Chair Cristol asked staff to follow-up with WMATA staff on what data was used to make these decisions. Mr. Smedberg also noted that there are several Arlington routes that are impacted. Mr. Dorsey stated that there is a harder question because the cuts are the result of a WMATA policy decision.

At 9:02 P.M. Mr. Meyer returned to the meeting.

Mr. Letourneau moved, with a second by Mr. Dorsey, to authorize the chair to send the letter to WMATA.

Mr. Aguirre asked about weekend fare/passes. Mr. D'huyvetter stated that the letter is silent on weekend fares since there was not jurisdictional consensus on the issue. He stated staff can work with jurisdictional staff to draft additional comments.

Mr. Letourneau amended his motion to authorize the chair to send the letter to WMATA and to authorize the NVTC WMATA Committee to send an additional letter on docket items in the budget based on jurisdictional input. As the seconder of the original motion, Mr. Dorsey agreed to the amendment. The Commission then voted on the amended motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Report from Virginia WMATA Board Members. Mr. Smedberg updated the Commission on WMATA Board actions and activities. The WMATA Executive Committee received audit reports from the Inspector General, including an audit of Metrorail station cleaning. The Board is confident that WMATA management is moving in the right direction to fix the problems. Mr. Smedberg stated that more information about reporting data for each audit can be found on WMATA's website and he also noted that the Virginia WMATA Board members provide regular updates to the NVTC Executive Committee.

Mr. Smedberg highlighted the public hearing on the FY2021 WMATA budget. The public docket includes all fare proposals and service changes. He reviewed some of the changes the WMATA Board made to the budget document. There are a range of options for public comment.

Mr. Smedberg also reported that the WMATA Board endorsed the Bus Transformation Study recommendations, goals and strategies. NVTC jurisdictions have been able to be a part of these extensive discussions. Lastly, he noted that the Safety and Operations Committee discussed the unresolved issues with the Silver Line Phase 2 project. There were 12 major issues identified, including four that have been resolved to the satisfaction of WMATA staff and four are currently being addressed and four are pending. There is a software issue that has been added to the list and still is in the gathering information phase. The unresolved issues are delaying the acceptance of the project and WMATA has made it clear that it will not accept the project until the problems are addressed.

Mr. Letourneau stated that Fairfax and Loudoun counties are construction partners in the Silver Line Phase 2. He expressed his appreciation that WMATA is putting on the pressure to get these issues resolved. There is some disagreement about the remediation of the concrete panel issue. The Inspector General is considering recommending inspections every three months. Mr. Smedberg clarified that the Inspector General's office will bring a formal report to the WMATA Board in February. In his view, it will be difficult to make the April 2020 deadline the Metropolitan Washington Airports Authority (MWAA) has announced for turning the system over to WMATA. Mr. Dorsey clarified that the April 2020 deadline is MWAA's and not WMATA's.

In response to a question from Mr. Meyer, Mr. Dorsey provided more information about the concrete issue and the sealant that is recommended as a solution. It will be important to monitor this, and the recommendation is for inspections every three months to catch any issues before they turn into structural problems. Mr. Smedberg also noted that the WMATA Board decided to take the Silver Line Phase 2 project out of the budget, although the Board did see budget projections for the project.

Virginia Railway Express (VRE)

VRE CEO Report. Acting VRE CEO Rich Dalton gave his report. He reported that systemwide VRE on-time performance for the month of December was 85%. He reviewed some of the reasons for delays, including train congestion and medical emergencies. Ridership for the month of December was 15,126 daily trips. Traditionally VRE sees lower ridership in December.

Chair Cristol asked Ms. Bennett-Parker, who will serve as the incoming VRE Operations Board Vice-Chair for 2020, to introduce the VRE action item.

VRE FY2020 Revised and FY2021 Recommended Budgets. Ms. Bennett-Parker stated that the Commission is being asked to approve Resolution #2403 to adopt and refer the budgets to the jurisdictions. The resolution also authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

Ms. Bennett-Parker explained that the recommended FY2021 VRE Operating and Capital Budget totals \$163.9 million. The budget is balanced, with no funding gap, and with all projected uses of funding in FY2021 supported by reasonably expected sources of funding. The FY2021 budget includes a 3% increase in total jurisdictional contribution and no changes to passenger fares. Average daily ridership of 18,900 is expected to result in projected annual fare revenue of \$44.1 million. The recommended FY2021 operating budget of \$91.4 million (which includes \$6.2 million in debt-related expenses) represents an increase of \$2.2 million or 2.4% over the FY2020 operating budget. The FY2021 operating budget also includes funding for five new VRE positions. These positions are critical for managing VRE's expanded capital and lifecycle maintenance programs and for ensuring continued high-quality customer service.

The FY2021–2026 Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the VRE system in a state of good repair, and expand capacity. The six-year CIP includes both fully- and partially funded projects. Given current cost estimates, full funding of the projects in the FY2021–2026 CIP (including all costs to complete) will require approximately \$836 million. Of this total, \$729 million (87%) is already committed from a range of federal, state, regional, and local sources (this includes life-to-date funding through FY 2020).

Ms. Bennett-Parker announced that following the results of the VRE Master Agreement Survey, Fairfax County was eligible for another VRE Operations Board member. NVTC appointed Mr. Storck to the VRE Operations Board earlier in the Agenda. She welcomed him to the VRE Operations Board.

Ms. Bennett-Parker moved, with a second by Mr. Aguirre, to approve Resolution #2403 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

2020 VRE Operations Board Officers. Chair Cristol noted that the following slate of officers approved at the VRE Operations Board December 20th meeting:

Chair:	Gary Skinner (PRTC)
Vice-Chair:	Elizabeth Bennett-Parker (NVTC)
Secretary:	Jeanine Lawson (PRTC)
Treasurer:	James Walkinshaw (NVTC)

Installation of the 2020 VRE Officers will occur at the January 17, 2020 VRE Operations Board Meeting.

NVTC Transit Resource Center

Ms. Mattice explained that NVTC's Transit Resource Center is the umbrella effort that provides technical assistance to member jurisdictions; collects, analyzes, and reports data from all NVTC's programs; manages the Envision Route 7 Bus Rapid Transit (BRT) project; and supports coordination with other regional transportation organizations. The Commission is being asked to approve an application to DRPT to fund Phase IV-1 of the Envision Route 7 Bus Rapid Transit (BRT) project. Resolution #2404 would accomplish this.

Ms. Mattice stated that the goal of the Envision Route 7 BRT Phase IV-1 Mobility Analysis Study is to evaluate and determine the mobility benefits and impacts resulting from the proposed BRT from Tysons to Seven Corners. Future analysis during Phase IV-2 of the Mobility Analysis Study will examine the segment from Seven Corners to the Mark Center.

Ms. Mattice stated that Phase IV-1 is estimated to cost approximately \$560,000 and will take approximately 12 to 18 months to complete. If the grant application is approved, NVTC staff will return to the Commission 1) to seek authorization to release the Phase IV-1 study Request for Proposals (RFP) and 2) to seek authorization for the executive director to award a contract for consultant services. Partnering jurisdictions will provide the local match.

Mr. Duncan moved, with a second by Ms. Palchik, to approve Resolution #2404 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Dorsey, Duncan, Garvey, Letourneau, McKay, Meyer, Palchik, Smedberg, Storck, Turner, and Walkinshaw.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed the New Commissioner Orientation, refreshed website, and other activities of staff over the last month, including an all-day staff retreat. Upcoming events include the VRE Operations Board meeting on January 17th, Virginia Transit Association Legislative Day on January 27th, Virginia Association of Counties/Virginia Municipal League Legislative Day on February 6th, and the League of Women Voters 100th Anniversary luncheon on February 12th. She reminded Commissioners that there is no February NVTC meeting and the next meeting will be on March 5, 2020.

Mr. Aguirre thanked NVTC staff for their participation in the Potomac Yard groundbreaking event, which is a very important project to Alexandria and the region.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:36 P.M.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer



RESOLUTION

SUBJECT: Commending the Honorable Matthew F. Letourneau for His Service as Chairman of the Northern Virginia Transportation Commission for 2019

WHEREAS: The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: The Honorable Matthew F. Letourneau was elected chairman of the Northern Virginia Transportation Commission for 2019;

WHEREAS: Mr. Letourneau was first elected to represent the Dulles District of the Loudoun County Board of Supervisors in November 2011 and joined NVTC in January 2016;

WHEREAS: Mr. Letourneau was the first Loudoun Supervisor to serve as chairman of NVTC;

WHEREAS: Mr. Letourneau has represented NVTC and Loudoun County on many regional bodies, including serving on the Metropolitan Washington Council of Governments (COG) since 2012 where he served as corporate president in 2014; vice-president of the COG Board of Directors in 2016, and a current member of the COG Region Forward Committee. He also represents Loudoun County on the Route 28 Transportation Improvement District Commission;

WHEREAS: Mr. Letourneau serves as an alternate director on the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors; as well as a member of the NVTC WMATA Committee;

WHEREAS: Mr. Letourneau has been an advocate of balanced transit investments in the region, transportation infrastructure enhancements, emergency preparedness, economic development, improved transit service, and pedestrian-friendly initiatives;

WHEREAS: Mr. Letourneau led NVTC during its 55th year of operations and, as chairman, saw the region through many milestones, including the restoration and reopening of six Metrorail stations along the Blue and Yellow Lines south of Ronald Reagan National Airport; commencement of the inaugural I-395/95 Commuter Choice program; awarding a third round of I-66 Commuter Choice funding; the release of the 2nd Annual Report on the Performance and Condition of WMATA to the Governor and General Assembly; and completion of the Envision Route 7 Bus Rapid Transit Phase III project; and

WHEREAS: During his tenure as chairman, Mr. Letourneau was relied upon for his expertise, follow-through and seemingly effortless ability to build consensus among his colleagues to advance high-quality transit in our region.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Matthew F. Letourneau for his leadership of NVTC for 2019 and his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Letourneau as an expression of its gratitude and in appreciation for his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 16th day of January 2020.

A handwritten signature in black ink, appearing to read "Katie Cristol", is written over a light blue circular stamp.

Katie Cristol, NVTC Chair

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RESOLUTION #2400

SUBJECT: Selection of NVTC Representatives to Various Boards

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards; and

WHEREAS: Secretary Shannon Valentine has designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Christian Dorsey
(NVTC Appointee)
Term expires 01-05-2021

Alternates

Walter Alcorn
Term expires 01-04-2024

Matthew F. Letourneau
Term expires 01-03-2023

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn
Daniel G. Storck
James Walkinshaw
Katie Cristol
Elizabeth Bennett-Parker

Alternates

Jeffrey C. McKay

Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2020 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

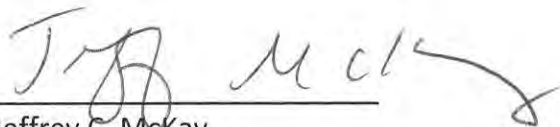
Katherine A. Mattice

Alternates

Katie Cristol

Elizabeth Bennett-Parker

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2401

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Jeffrey C. McKay has been elected secretary-treasurer of NVTC for 2020; and

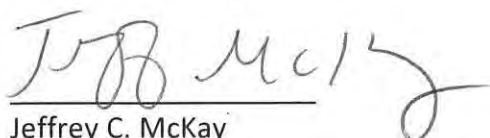
WHEREAS: NVTC desires that the person holding the office of secretary-treasurer be designated as an official signatory as well as a pension trustee.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Jeffrey C. McKay	Secretary-Treasurer
Katherine A. Mattice	Executive Director
Scott C. Kalkwarf	Director of Finance and Administration

BE IT FURTHER RESOLVED that the individuals listed above shall serve as NVTC employees' pension trustees, with the addition of NVTC's Comptroller Colethia Quarles.

Approved this 16th day of January 2020.


Jeffrey C. McKay
Secretary-Treasurer


Katie Cristol
Chair



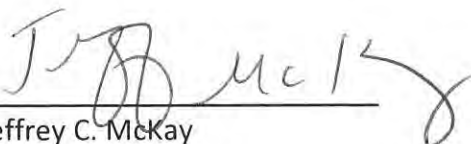
The final MOA will be attached after it is signed by all parties

RESOLUTION #2402

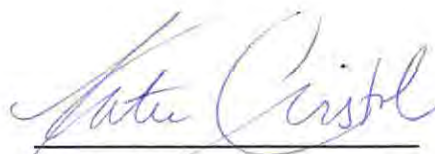
- SUBJECT:** Authorize the Executive Director to Execute the Second Amended and Restated MOA to the Memorandum of Agreement Transform66: Inside the Beltway Project
- WHEREAS:** The *Transform66: Inside the Beltway Project* consists of dynamic tolling, conversion from HOV-2 to HOV-3, transit service, technology upgrades and infrastructure improvements to increase the number of people traveling in the corridor; and an evaluation of project effectiveness on I-66 and its related arterials;
- WHEREAS:** In 2015, Virginia Secretary of Transportation Aubrey Layne designated NVTC as the regional authority to identify and facilitate the delivery of the multimodal components of this project to maximize the transportation benefits of this project, as measured by the number of persons that are able to travel through the corridor;
- WHEREAS:** In January 2016, NVTC and the Commonwealth of Virginia entered into a Memorandum of Agreement (MOA) allowing NVTC to use toll revenues from I-66 Inside the Beltway to fund multimodal components that support the toll payers of this facility;
- WHEREAS:** In October 2016, NVTC and the Commonwealth of Virginia amended and restated the MOA to remove references to the use of tolls for widening the facility; modify language to enhance the credit-worthiness of the toll revenues; clarify the use of funds for transit operations; and address technical corrections identified by the Commonwealth, NVTC staff and NVTC jurisdictions;
- WHEREAS:** The Commonwealth has identified two projects that support the movement of people along the I-66 Inside the Beltway Corridor and satisfy the requirements for use of toll revenue by benefitting the toll paying users of I-66, which projects are a new bridge structure that crosses the Potomac River to expand the capacity for commuter and intercity passenger rail service and new Metrorail-related improvements to, and serving, the Rosslyn Metrorail Station that would facilitate the movement of passengers and relieve train congestion on the Blue, Orange, and Silver Metrorail lines;
- WHEREAS:** NVTC and the Commonwealth continue to recognize that transit operations along I-66 provides the most beneficial option for moving more people through the corridor; and
- WHEREAS:** NVTC seeks to ensure there is a minimum guaranteed funding available from the toll revenues to support at least a \$15 million/year with an annual 2.5% escalation multimodal Commuter Choice program administered by NVTC through the life of the agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director to execute the attached Second Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project, subject to final review by legal counsel, and such further nonsubstantive modifications as may be approved by the executive director in consultation with legal counsel.

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2403

- SUBJECT:** Adopt and Refer the Amended FY2020 and Recommended FY2021 VRE Operating and Capital Budgets to the Jurisdictions
- WHEREAS:** The Virginia Railway Express (VRE) Master Agreement requires the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) (the "Commissions") be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;
- WHEREAS:** The VRE Acting Chief Executive Officer has provided the VRE Operations Board with the recommended FY2021 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;
- WHEREAS:** The FY2021 budget recommends no change to current passenger fares, including the Amtrak Step-Up fare;
- WHEREAS:** The FY2021 budget recommends a 3% increase in the jurisdictional subsidy contribution over the FY2020 level, to a total amount of \$18,300,780, with allocation to the individual jurisdictions in accordance with the VRE Master Agreement and utilizing the results of the October 2019 Master Agreement Survey;
- WHEREAS:** VRE staff recommends a budget based on a service level of 32 daily revenue trains and average daily ridership of 18,900 trips;
- WHEREAS:** VRE staff recommends a budget that includes five new full-time positions to support VRE's expanded capital and lifecycle maintenance programs and to ensure continued high-quality customer service;
- WHEREAS:** the VRE Operations Board authorized the Acting Chief Executive Officer, following adoption of the FY2021 Operating and Capital Budget by the Commissions, to initiate recruitment and hiring activities for the five new VRE employee positions prior to the start of the fiscal year on July 1, 2020;
- WHEREAS:** The VRE Operations Board authorized the Acting Chief Executive Officer to continue discussions with the Department of Rail and Public Transportation and other agencies of the Commonwealth regarding a potential contribution of Commuter Rail Operating and Capital funds to a broader funding package for the proposed Long Bridge expansion project, which may include both direct contributions and the issuance of debt backed by Commuter Rail Operating and Capital funds, and with any formal agreement regarding the commitment of such funds requiring the recommendation of the VRE Operations Board and the approval of the Commissions, and the approval of the individual jurisdictions if any debt is to be issued; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY2021 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 91,387,287
Capital Budget	<u>72,507,750</u>
Total Operating and Capital	\$163,895,037

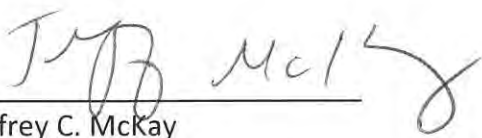
BE IT FURTHER RESOLVED that NVTC adopts the amended FY2020 VRE Operating and Capital Budget in the following amounts:

Operating Budget	\$ 90,439,906
Capital Budget	<u>67,681,751</u>
Total Operating and Capital	\$158,121,657

BE IT FURTHER RESOLVED that NVTC authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY2020 and FY2021.

BE IT FURTHER RESOLVED that NVTC authorizes its executive director to submit to the Commonwealth the approved budget as part of the FY2021 state aid grant applications.

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2404

SUBJECT: Approve the FY2021 State Transit Assistance Application to DRPT for the Envision Route 7 Bus Rapid Transit (BRT) Phase IV-1 Mobility Analysis Study

WHEREAS: NVTC led Phases I through III of the Envision Route 7 project established a preferred alignment between Tysons and Mark Center, and identified bus rapid transit (BRT) as the preferred mode;

WHEREAS: NVTC continues to work closely with the jurisdictions that would benefit from BRT service and support implementation and operation of the service, including the counties of Arlington and Fairfax and the cities of Alexandria and Falls Church;

WHEREAS: NVTC has developed a scope of work and budget for Phase IV-1 and has coordinated with jurisdictional partners to provide the local match for a Virginia Department of Rail and Public Transportation (DRPT) Technical Assistance grant;

WHEREAS: NVTC staff will continue to engage jurisdictional staff and stakeholders throughout Phase IV-1 to ensure consistency with jurisdictional priorities, policies, and relevant plans; and

WHEREAS: Phase IV-1 will develop a detailed traffic simulation model for a segment of the Envision Route 7 corridor, specifically between Tysons and the Seven Corners area.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, for and on behalf of NVTC:

- 1) To submit an application to DRPT for Technical Assistance for the Envision Route 7 project in the amount of \$560,000, anticipating that DRPT will provide 50% and a local match of 50% will be provided by Fairfax County, Arlington County, the City of Alexandria, and the City of Falls Church;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded;
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request; and
- 4) To secure the required local match from the participating NVTC jurisdictions.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 16th day of January 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair

Agenda Item #3: Consent Agenda



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: February 27, 2020

SUBJECT: Consent Agenda (Subject to Approval by the Chairman)

At the March meeting the Commission will be asked to approve the Consent Agenda, which includes resolutions of commendation for two departing Commissioners, the FY2021 state transit assistance application to DRPT, a grant application for post-shutdown marketing, and a contract award for creative services.

ACTION ITEM: Approve the CONSENT AGENDA

A. Approve a Resolution of Commendation for David LaRock on his Departure from NVTC

At the March meeting the Commission will be asked to approve a Resolution of Commendation for Delegate David LaRock commending him for his service on NVTC. On January 15, 2020 NVTC received notice from the Speaker of the House that Delegate LaRock's term on NVTC expired on January 7, 2020. Following Commission approval, the resolution will be sent to Delegate LaRock.

B. Approve a Resolution of Commendation for Christian Dorsey on his Departure from NVTC

At the March meeting the Commission will be asked to approve a Resolution of Commendation for Christian Dorsey for his service on NVTC. At the February 22nd Arlington County Board meeting, Mr. Dorsey resigned from serving on NVTC. If Mr. Dorsey cannot attend the meeting, the resolution will be sent to him.

C. Approve Resolution #2405: Approve the FY2021 State Transit Assistance Applications to DRPT

At the March meeting the Commission will be asked to authorize the executive director, or her designee, to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) for the following:

1. State Operating and Capital Transit Assistance

State operating and capital transit assistance is on behalf of NVTC's five WMATA jurisdictions for their local bus systems and transit capital costs. The applications total \$127.3 million in eligible operating costs and \$37.2 million in total capital expenses for FY2021.

FY2021 state assistance applications on behalf of VRE include \$57.8 million in eligible operating costs and \$80.8 million in total capital costs.

2. Other State Assistance Programs

State assistance from DRPT's Intern program is to support NVTC's Fellows Program for FY2021. Total cost applied for equals \$20,000, with a \$16,000 state share provided at 80 percent.

State assistance from DRPT's Technical Assistance program is to support the City of Alexandria's transit agency strategic plan development.

The attached tables show the detailed amounts of each form of assistance being requested, with comparisons to FY2020.

D. Approve Resolution #2406: Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match

At the March meeting the Commission will be asked to authorize the executive director, or her designee, to submit a grant application to DRPT for a post-summer 2020 Metrorail shutdown marketing campaign to encourage riders to return to Metrorail and other local public transportation. The resolution would also provide authority to execute the associated funding agreement from DRPT and a Memorandum of Agreement (MOA) with local jurisdictions and transit agencies to provide the required 20% local match to the DRPT grant.

In the FY2020-2025 Six Year Improvement Program (SYIP) approved in June 2020, the Commonwealth Transportation Board allocated funding for DRPT for summer 2020 Metrorail shutdown mitigation grants. Under this opportunity, NVTC will seek a grant from DRPT to provide 80% of the proposed \$400,000 project cost, requiring a local match of \$80,000. NVTC will seek matching funds from the cities of Falls Church and Fairfax, the counties of Arlington and Fairfax, the Virginia Railway Express, and PRTC/OmniRide. This effort will be done in concert with planned WMATA post-shutdown marketing efforts, with a specific emphasis on targeting Northern Virginia communities.

Similar to the successful marketing campaign following the 2019 shutdown of the Blue and Yellow Line stations, NVTC will implement a multi-pronged marketing effort that will rely heavily on radio aimed at drivers. Geo-targeted social media ads and website banner ads will reinforce the drive-time messages throughout the day. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. Fresh messaging for this new campaign will be developed in concert with jurisdictional staff.

Following execution of the funding agreement by DPRT, NVTC will return to the Commission (if needed) to seek authorization to enter into agreements and contracts necessary to carry out the work.

The 2020 campaign will build on the success of the 2019 campaign, which exceeded expectations. The analysis shows that the campaign outperformed national benchmarks. NVTC created the novarides.org website as a one-stop place for riders to explore transit options from across the region. From its inception in September, the site attracted 17,590 total pageviews and 15,739 unique pageviews. Users spent an average of over five minutes on the site. For online and social media advertisements staff monitored the Click Thru Rate (CTR). The national benchmark rate is 0.06%. NVTC's Facebook and Instagram ads generated a 0.10% CTR. It was 0.15% for ads on WAMU.org, 0.17% for ads on YouTube and 0.25% for ads on WTOP.com and other online sites. The analysis of transit data shows a 6% increase in ridership during the 4th quarter of 2019 compared to 2018. The October to December period coincides with the ad campaign.

E. Authorize the Executive Director to Award the Contract for Creative Services

At the March meeting the Commission will be asked to authorize the executive director to award a contract to Sagetopia, a Leesburg-based woman and minority-owned firm, to provide Creative Design Services for NVTC and its programs at a cost not to exceed \$30,000 for an initial period of one year beginning March 9, 2020, with the option to extend for four additional one-year periods at a cost not to exceed \$210,000 over the five-year period and subject to annual budget approval. Sagetopia was selected through a competitive bid process. The Commission approved the executive director to [issue a request for proposals](#) for this work at its December 2019 meeting.

This contract request reflects the growing outreach and communications needs of NVTC. It streamlines the process of engaging vendors for existing projects such as designing and printing the NVTC Annual Report, the Annual Report on the Performance and Condition of WMATA, the Commuter Choice Annual Report and informational brochures. It also provides graphic and digital design expertise for the development of other materials such as informational videos, public display banners and pop-up displays, promotional items and event invitations. It is important to note that the services provided through this contract will use existing, approved funding.

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RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable David LaRock on the Occasion of His Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Honorable David LaRock was elected in 2014 to the House of Delegates to represent the counties of Loudoun, Frederick and Clarke;
- WHEREAS:** Delegate LaRock was appointed by the Speaker of the House of Delegates in 2015 to serve on the Northern Virginia Transportation Commission, with his term expiring on January 7, 2020;
- WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** As a member of the General Assembly, Delegate LaRock serves on the Transportation Committee; Counties, Cities and Towns Committee; and Communications, Technology and Innovation Communication Committee;
- WHEREAS:** During the 2018 General Assembly Session, Delegate LaRock patroned HB1285 which directs the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, the Virginia Railway Express, and the Commonwealth Transportation Board to conduct an annual joint public meeting for the purposes of presenting to the public, and receiving public comments on the transportation projects proposed and conducted by each entity in Planning District 8;
- WHEREAS:** Delegate LaRock is a dedicated public servant and long-serving legislator in the Virginia General Assembly because of his common-sense approach to solve problems and achieve results; and
- WHEREAS:** Delegate LaRock brought that same tireless dedication to every meeting of NVTC to diligently carry out his duties on behalf of his constituents.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission commends the Honorable David LaRock for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.
- BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Delegate LaRock as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of March 2020.

Katie Cristol
Chair



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Christian Dorsey on the Occasion of His Departure from the Northern Virginia Transportation Commission

WHEREAS: The Honorable Christian Dorsey was elected to the Arlington County Board in 2015 and served as its chair in 2019;

WHEREAS: Mr. Dorsey was appointed to serve on the Northern Virginia Transportation Commission in 2016;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: As a member of NVTC, Mr. Dorsey served on the NVTC Executive Committee and the NVTC WMATA Committee;

WHEREAS: In anticipation of a new Virginia law that took effect July 1, 2018, providing dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA) and government reforms, NVTC acted at its June 2018 Strategic Retreat to appoint Christian Dorsey as a principal member to the WMATA Board of Directors to represent NVTC jurisdictions;

WHEREAS: During his tenure as a principle director on the WMATA Board of Directors, Mr. Dorsey served as chair of the Finance and Capital Committee and a member of the Safety and Operations Committee;

WHEREAS: As chair of the Finance and Capital Committee, Mr. Dorsey assured multi-jurisdictional representation during WMATA's budget development process, collaborated with WMATA to provide the jurisdictions with more detail on Capital Improvement Program spending, and guided conversations on Loudoun County's participation in WMATA's subsidy allocation formula;

WHEREAS: In his role on the Safety and Operations Committee, Mr. Dorsey achieved regional support for WMATA's preventative maintenance program resulting in a rebound of Metrorail customer satisfaction and improved safety and reliability; and

WHEREAS: Mr. Dorsey worked diligently to strengthen communication between the Virginia WMATA Board members and NVTC jurisdictions to build consensus on issues related to WMATA.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable Christian Dorsey for his service to NVTC, WMATA, the citizens of Northern Virginia, and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Dorsey as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of March 2020.

Katie Cristol
Chair



RESOLUTION #2405

SUBJECT: Approve the FY2021 State Transit Assistance Applications to DRPT

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, Washington Metropolitan Area Transit Authority (WMATA), local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2021 commencing July 1, 2020 in the amount of \$127.3 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY2021 for capital expenses totaling \$37.2 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY2021 VRE applications to DRPT in the amount of \$57.8 million in eligible operating costs and \$29.9 million in non-federal costs for capital (\$80.8 million total costs).;
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Intern Program for FY2021 in the amount of \$20,000, with state funds anticipated at 80%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Technical Assistance Program for FY2021 in the amount of \$150,000, with state funds anticipated at 50%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1 of the Code of Virginia in such amount as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

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NVTC
SUMMARY OF DRPT CAPITAL AND OPERATING ASSISTANCE APPLICATIONS
FY2021

	<u>FY 2021</u>	<u>FY 2020</u>	<u>Increase (Decrease)</u>
<u>NVTC</u>			
<u>CAPITAL ASSISTANCE (Schedule A)</u>			
Local Systems Capital			
Alexandria	\$ -	\$ 65,229,832	\$ (65,229,832)
City of Fairfax	3,376,926	125,856	3,251,070
Fairfax County	6,125,000	6,155,000	(30,000)
Arlington	27,654,416	65,247,694	(37,593,278)
Falls Church	-	-	-
Total	<u>\$ 37,156,342</u>	<u>\$ 136,758,382</u>	<u>\$ (99,602,040)</u>
<u>OPERATING ASSISTANCE (Schedule B)</u>			
Local Systems Operating			
Prior Year Operating Expenses	\$ 127,320,781	\$ 123,552,598	\$ 3,768,183
Prior Year Ridership	15,785,785	15,936,526	(150,741)
Prior Year Vehicle Hours	1,243,875	1,252,072	(8,197)
Prior Year Vehicle Miles	14,727,765	14,775,610	(47,845)
<u>VRE</u>			
<u>CAPITAL ASSISTANCE (Schedule C)</u>			
Eligible Total Costs	\$ 80,835,574	\$ 25,780,160	\$ 55,055,414
Federal Funding	50,950,395	18,071,129	32,879,266
Non-Federal Costs	<u>\$ 29,885,179</u>	<u>\$ 7,709,031</u>	<u>\$ 22,176,148</u>
<u>OPERATING ASSISTANCE</u>			
Prior Year Actual Expenses	\$ 57,763,817	\$ 56,545,638	\$ 1,218,179
Prior Year Ridership	4,408,114	4,224,549	183,565
Prior Year Vehicle Hours	79,652	71,712	7,940
Prior Year Vehicle Miles	2,455,796	2,210,812	244,984
<u>OTHER ASSISTANCE (Schedule D)</u>	\$ 170,000	\$ 50,000	\$ 120,000

Notes:

Effective FY2019, NVTC does not apply for WMATA capital and operating assistance, as it receives 53.5% of the Commonwealth Mass Transit Fund for distribution to WMATA for capital and operating purposes (VA Code 33.2-1526.1).

NVTC
STATE TRANSIT CAPITAL ASSISTANCE
LOCAL SYSTEMS
FY2021

SCHEDULE A

	<u>Project Type</u>	<u>Eligible Costs</u>
CITY OF ALEXANDRIA		
Total		-
		-
CITY OF FAIRFAX		
Purchase replacement buses (6)	State of Good Repair	3,300,000
Purchase replacement luminator on-board signs	State of Good Repair	58,926
DCU upgrade	State of Good Repair	18,000
Total		3,376,926
FAIRFAX COUNTY		
3rd party bus maintenance inspections and audits	State of Good Repair	250,000
Bus shelter project	State of Good Repair	1,200,000
Rehabilitate/rebuild buses (37)	State of Good Repair	2,875,000
Replace shop equipment	State of Good Repair	150,000
Replace support vehicles	State of Good Repair	100,000
Farebox upgrades	State of Good Repair	800,000
Shop equipment	Minor Enhancement	150,000
Rolling Road VRE lot paving	Minor Enhancement	600,000
Total		6,125,000
ARLINGTON		
Bus stop program	Minor Enhancement	240,000
Signal priority implementation phase I & II	Minor Enhancement	520,000
Ballston-MU Metrorail Station second entrance	Major Expansion	23,510,000
Bus stop accessibility improvements program	State of Good Repair	741,000
Bus stop improvement program	State of Good Repair	220,000
Arlington Transit ITS and security program	State of Good Repair	2,423,416
Total		27,654,416
CITY OF FALLS CHURCH		
Total		-
		-
TOTAL LOCAL CAPITAL		\$ 37,156,342

NVTC
STATE TRANSIT CAPITAL ASSISTANCE
LOCAL SYSTEMS
FY2020

SCHEDULE A

	<u>Project Type</u>	<u>Eligible Costs</u>
CITY OF ALEXANDRIA		
Purchase 35'-40' expansion buses (5)	Minor Enhancement	\$ 2,441,060
Purchase 35'-40' electric replacement buses (6)	State of Good Repair	5,424,000
Electric bus charging infrastructure	State of Good Repair	660,000
Spare parts	State of Good Repair	900,000
Potomac Yard Metro Station SW entry	Major Expansion	50,000,000
Route 1 Metroway extension	Major Expansion	5,804,772
Total		<u>65,229,832</u>
CITY OF FAIRFAX		
Automatic passenger counters	Minor Enhancement	62,856
Rehab/Renovation of maintenance facility	State of Good Repair	45,000
Rehab/Renovation of storage facility	State of Good Repair	18,000
Total		<u>125,856</u>
FAIRFAX COUNTY		
3rd party bus maintenance inspections and audits	State of Good Repair	450,000
Park and ride remediation	State of Good Repair	480,000
Bus shelter project	State of Good Repair	800,000
Rehab/renovation of rail related facilities - canopies	State of Good Repair	1,250,000
Rehabilitate/rebuild buses (25)	State of Good Repair	2,500,000
Shop equipment	Minor Enhancement	150,000
Spare parts	State of Good Repair	450,000
Support vehicles	State of Good Repair	75,000
Total		<u>6,155,000</u>
ARLINGTON		
Bus stop improvement program	State of Good Repair	515,000
Crystal City Metrorail Station - second entrance	Major Expansion	49,680,000
Crystal City Potomac Yard Transitway	Major Expansion	14,604,694
Transit shelter program	State of Good Repair	448,000
Total		<u>65,247,694</u>
CITY OF FALLS CHURCH		
		-
Total		<u>-</u>
TOTAL LOCAL CAPITAL		<u>\$ 136,758,382</u>

NVTC
STATE TRANSIT OPERATING ASSISTANCE
LOCAL SYSTEMS

SCHEDULE B

LOCAL SYSTEMS

Alexandria	City of Fairfax	Fairfax County	Arlington County	Total
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FY 2021

FY2019 Operating Expenses	\$ 20,649,615	\$3,981,385	\$ 85,469,022	\$ 17,220,759	\$ 127,320,781
FY2019 Ridership	3,930,674	601,813	8,334,449	2,918,849	15,785,785
FY2019 Revenue Vehicle Hours	228,104	34,273	755,311	226,187	1,243,875
FY2019 Revenue Vehicle Miles	1,985,934	435,847	9,987,268	2,318,716	14,727,765

FY 2020

FY2018 Operating Expenses	\$ 18,437,714	\$3,974,853	\$ 84,608,438	\$ 16,531,593	\$ 123,552,598
FY2018 Ridership	3,936,871	605,388	8,312,983	3,081,284	15,936,526
FY2018 Revenue Vehicle Hours	240,987	33,576	749,741	227,768	1,252,072
FY2018 Revenue Vehicle Miles	2,183,898	439,834	9,865,316	2,286,562	14,775,610

**NVTC
STATE TRANSIT CAPITAL ASSISTANCE
VRE**

SCHEDULE C

FY2021

	<u>Project Type</u>	<u>Total Cost</u>	<u>Federal</u>	<u>Non-Federal</u>
Debt service for 11 cab cars (multi-year)	State of Good Repair	\$ 9,656,785	\$ 7,725,428	\$ 1,931,357
Debt service for 60 railcars (multi-year)	State of Good Repair	25,151,906	20,121,525	5,030,381
Security enhancements	Minor Enhancement	300,000	240,000	60,000
Track lease payments - CSX	State of Good Repair	8,468,000	4,234,000	4,234,000
Track lease payments - Amtrak (multit-year)	State of Good Repair	37,258,883	18,629,442	18,629,441
Track lease payments - NS*		-	-	-
		<u>\$ 80,835,574</u>	<u>\$ 50,950,395</u>	<u>\$ 29,885,179</u>

*No funding applied for FY2021 due to multi-year capital project funding approved in a prior year.

FY2020

	<u>Project Type</u>	<u>Total Cost</u>	<u>Federal</u>	<u>Non-Federal</u>
Debt service for 11 cab cars	State of Good Repair	\$ 1,931,357	\$ 1,545,086	\$ 386,271
Debt service for 60 railcars	State of Good Repair	4,191,327	3,353,062	838,265
Equipment asset management program	State of Good Repair	7,745,000	6,196,000	1,549,000
Security enhancements	Minor Enhancement	105,000	84,000	21,000
Facilities asset management program	State of Good Repair	3,297,476	2,637,981	659,495
Track lease payments - CSX	State of Good Repair	8,510,000	4,255,000	4,255,000
Track lease payments - Amtrak*		-	-	-
Track lease payments - NS*		-	-	-
		<u>\$ 25,780,160</u>	<u>\$ 18,071,129</u>	<u>\$ 7,709,031</u>

*No funding applied for FY2020 due to multi-year capital project funding approved in a prior year.

NVTC
OTHER STATE TRANSIT ASSISTANCE

SCHEDULE D

	Eligible Costs	
	<u>FY2021</u>	<u>FY2020</u>
Intern Program		
NVTC fellows program	\$ 20,000	\$ 50,000
Technical Assistance		
Alexandria transit agency strategic plan	150,000	-
	<u>\$ 170,000</u>	<u>\$ 50,000</u>

**RESOLUTION #2406**

- SUBJECT:** Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- WHEREAS:** The Department of Rail and Public Transportation (DRPT) identified a need to support mitigation efforts during the planned shutdown of Orange Line Metrorail stations in the May and September 2020;
- WHEREAS:** DRPT is expected to request proposals for mitigation plans from local jurisdictions, transit providers, and NVTC in March 2020;
- WHEREAS:** The Commonwealth Transportation Board (CTB) has allocated shutdown mitigation funding in the current FY2020 Six-Year Improvement Program (SYIP) and DRPT has requested additional shutdown mitigation funding in the proposed FY2021-2026 SYIP;
- WHEREAS:** The CTB's funding approval included NVTC's request for \$400,000 to develop and implement a marketing effort to encourage riders to return to Metrorail and public transit following the summer 2020 shutdown;
- WHEREAS:** The funding requires a local match of 20% (\$80,000); and
- WHEREAS:** The Commission has consistently supported efforts to improve Metrorail and transit ridership.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director, or her designee, to apply to the Department of Rail and Public Transportation, to execute the associated funding agreement from DRPT, and to execute a Memorandum of Agreement with local jurisdictions and transit agencies to provide the 20% local match required for the grant.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

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Agenda Item #4: NVTC Board Appointments



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: February 27, 2020

SUBJECT: NVTC Board Appointments

At the March meeting the Commission will be asked to approve a change to NVTC's Board Appointments to the WMATA Board of Directors and the NVTC WMATA Committee chairmanship.

ACTION ITEM: Approve Resolution #2407: NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

The Commission will be asked to approve new NVTC's appointments to the WMATA Board of Directors following Christian Dorsey's resignation from the WMATA Board of Directors on February 6, 2020. Resolution #2407 appoints and confirms the following persons to serve as Principal Directors and Alternate Directors to the WMATA Board of Directors:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-03-2023

Alternates

Canek Aguirre
Term expires 01-05-2021

Walter Alcorn
Term expires 01-04-2024

The recommended appointments were selected using [NVTC's Policy for Appointing NVTC Members to the WMATA Board of Directors](#) (adopted October 4, 2018). The policy provisions are listed in the resolution to document how the selection was determined.

Resolution #2407 also makes changes to the NVTC WMATA Committee chairmanship. Since it is proposed that Matt Letourneau move into NVTC's Principal WMATA Board appointee position, he can no longer serve as chair of the NVTC WMATA Committee. Committee chairmanship and membership is governed by [NVTC's By-Laws](#), which directs the chair be one of the two alternate members appointed by the Commission to the WMATA Board of Directors. Canek Aguirre is recommended to serve as the chair of the NVTC WMATA Committee.

NVTC WMATA Committee membership will be as follows:

Chair, WMATA Alternate Member, Canek Aguirre

WMATA Principal Member, Matt Letourneau

WMATA Principal Member, Paul Smedberg

WMATA Alternate Member, Walter Alcorn

Commission Members:

(drawn from member jurisdictions in a representative manner)

City of Falls Church, David Snyder

City of Fairfax, David Meyer

Arlington County, vacant



RESOLUTION #2407

SUBJECT: NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);

WHEREAS: At its January 16, 2020 Commission meeting, NVTC confirmed Christian Dorsey's appointment to the WMATA Board with his term expiring on January 5, 2021;

WHEREAS: Christian Dorsey resigned from the WMATA Board of Directors on February 6, 2020;

WHEREAS: Following the June 2018 NVTC Strategic Retreat, the Commission adopted its NVTC Policy for Appointing NVTC Members to the WMATA Board of Directors at its October 4, 2018 meeting, which includes:

1. NVTC shall appoint its members to the WMATA Board in a manner that provides for the strongest Northern Virginia Transportation Commission District representation on the WMATA Board.
2. NVTC shall strive to appoint its representative principal and alternate directors based on a rotation schedule that will allow a member from the four largest NVTC jurisdictions to serve as a principal director for at least one term within a 12-year period of time with consideration given for the scale of jurisdictional financial subsidy to WMATA.
3. NVTC's approach and timing in its WMATA Board member appointments shall take into consideration opportunities for NVTC's appointee to serve in leadership roles on the WMATA Board. Therefore, NVTC shall appoint members to a term of at least two years with the ability to be extended by the Commission.
4. NVTC recognizes the need to be flexible in the selection of its WMATA Board appointees to ensure that those NVTC members deemed the most effective representative of all NVTC jurisdictions serve in that capacity.
5. The NVTC WMATA Committee, as established in NVTC's By-Laws, will serve as the primary venue for NVTC jurisdictions to discuss issues with the appointed NVTC WMATA Board members.
6. The Virginia Secretary of Transportation or his/her designee is required by statute to be one of NVTC's principal appointees to the WMATA Board. As such, NVTC requests that the Secretary consult with NVTC in naming a designee.

WHEREAS: Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022;

WHEREAS: NVTC WMATA Committee membership is governed by NVTC's By-Laws, which directs the chair be one of the two alternate members appointed by the Commission to the WMATA Board of Directors;

WHEREAS: NVTC By-Laws require the WMATA Committee chair be one of the two NVTC alternate members appointed by NVTC to the WMATA Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as Principal Directors and Alternates to the WMATA Board of Directors:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-03-2023

Alternates

Canek Aguirre
Term expires 01-05-2021

Walter Alcorn
Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints alternate WMATA Board member Canek Aguirre to serve as the chair of the NVTC WMATA Committee.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

Agenda Item #5: Washington Metropolitan Area Transit Authority (WMATA)



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice, Andrew D’huyvetter and Zach Smith

DATE: February 27, 2020

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

At the March meeting the Commission will receive a briefing on the Bus Transformation Project, receive reports from the chair of NVTC’s WMATA Committee as well as the Virginia WMATA Board members, and take action on a resolution endorsing WMATA’s Bus Transformation Project.

A. Presentation by the Bus Transformation Project Team

At the March meeting the Commission will receive a presentation from the Bus Transformation Project team on the [Bus Transformation Project](#), including the strategies and recommendations for the future of the Washington region’s bus network. The Bus Transformation Project is focused on local bus service in the WMATA compact area region, which includes nine bus service providers.

Background

In September 2018, WMATA launched the Bus Transformation Project with a vision that “buses will be the mode of choice on the region’s roads by 2030, serving as the backbone of a strong and inclusive regional mobility system that will support a growing and sustainable economy.”

The Bus Transformation Project set out the five following goals to guide the transformation of bus across the District of Columbia, State of Maryland, and Commonwealth of Virginia:

1. Regional Connectivity: Provide reliable on-street transit options that efficiently connect people to places and improve mobility.
2. Rider Experience: Ensure a convenient, easy-to-use, user-centered travel choice.
3. Financial Stewardship: Maintain a transit mode that this financially sustainable in the long term.
4. Sustainability: Encourage vibrant, economically thriving and sustainable communities.
5. Equity: Create a bus system that is affordable and equitable.

The Bus Transformation Project team engaged the public, stakeholders, and staff from across the region. It’s Executive Steering Committee was made up of primarily of business and non-profit leaders from the region. Staff representatives from NVTC and its jurisdictions engaged with the

Bus Transformation Project effort through a Strategy Advisory Group comprised of regional professional staff and stakeholders, and a Technical Team comprised of WMATA staff, regional transit planners and technical staff. WMATA also provided more than a dozen staff to serve on a WMATA Leadership Team.

In September 2019, the Bus Transformation Project released the [Bus Transformation Strategy](#) that included the following recommendations:

1. Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth;
2. Give buses priority on roadways to move more people quickly and reliably;
3. Create an excellent customer experience to retain and increase ridership; and
4. Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system;

[In its January 2020 resolution](#), the WMATA Board specifically endorsed the first three of the four strategy recommendations produced by the Bus Transformation Project and set aside the fourth recommendation to empower a task force. In lieu of endorsing the task force, the WMATA Board directed WMATA staff to include local jurisdictions and transit providers in the implementation actions stemming from the Bus Transformation Strategy. In addition, the WMATA Board's endorsement highlighted several recommendations that should be addressed in the near term and emphasized the implementation of the high-level recommendations to the extent feasible and financially prudent.

B. Report from the Chair of the NVTC WMATA Committee

▪ Bus Transformation Project

ACTION ITEM: Approve [Resolution #2408](#): Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

The NVTC WMATA Committee recommends that the Commission adopt a resolution endorsing the [Bus Transformation Project's](#) vision, goals, and strategy based upon the WMATA Board's January 2020 commitment ([WMATA Resolution #2020-01](#)) to engage with local jurisdictions and transit providers in the implementation of recommendations in the Bus Transformation Strategy.

NVTC provided initial comments provided to the Bus Transformation Project team following its [June](#) and [October 2019](#) meetings. In these two letters, NVTC noted strong support for provide frequent and convenient bus service, prioritizing buses on roadways and creating an excellent customer experience as many of these elements are consistent with actions that are actively being implemented by our NVTC jurisdictional bus systems, both independently and through NVTC's coordination efforts. In these letters NVTC also reiterated the need for bus network decisions to be made in coordination with local bus providers, noting that WMATA's bus network is not isolated from the five other bus providers that also serve Northern Virginia. As such, NVTC noted its opposition to the absence of local jurisdictions and local bus providers on the proposed implementation Task Force.

Following on NVTC's earlier comments and with a commitment from WMATA to engage with local jurisdictions and transit providers, [NVTC Resolution #2408](#) does endorse the Bus Transformation Project vision, goals, and strategy. In its resolution, NVTC includes the following:

- Affirms NVTC's commitment to bus service as it provides an affordable mobility option and plays a key role in reducing roadway congestion, increasing connections between residents, jobs, education, healthcare, and other opportunities, and supporting regional prosperity.
- Recognizes that investments in the region's bus network must be done in a financially responsible way that can best balance the needs of the public with available resources.
- Reiterates NVTC's previous concern that the Bus Transformation Strategy recommendation 4) to create an implementation task force failed to include local transit providers and the local jurisdictions who fund the bus systems (including Metrobus).
- Applauds the proposed action by WMATA in [its January 2020 resolution](#) to direct its staff to ensure jurisdictions and local transit providers are engaged in the implementation of the Bus Transformation Study action plan.
- Encourages WMATA to incorporate the Bus Transformation Project's Strategy recommendations, where consistent with WMATA Board endorsement, into WMATA policy and in regional coordination activities.
- Notes that adoption of NVTC's resolution does not constitute a commitment by NVTC or its jurisdictions to fund or implement specific actions in the Bus Transformation Project, as implementation is subject to jurisdictional budgetary constraints, WMATA's annual budgets, and local and regional board actions.

NVTC will continue to review the recommendations included in the Bus Transformation Strategy to identify opportunities that may be relevant to our local bus providers. In addition, NVTC will continue to actively work with WMATA to ensure NVTC and its jurisdictions are engaged in the development of next steps and implementation actions.

▪ FY2021 Proposed WMATA Budget

The NVTC WMATA Committee met on February 19th to discuss the GM/CEO's FY2021 proposed budget. Staff presented an overview of WMATA's proposed bus service changes, rail and bus fare increases, and fare policy changes. Following the direction provided by the Commission at its January meeting, the committee also approved submission of a letter on WMATA's proposed FY2021 budget focused on additional budget components that were advertised at the January WMATA Board meeting. Due to timing issues, these components were not addressed in [the Commission's letter submitted to WMATA in January](#). This second letter highlights additional concerns related to proposed service and fare changes for both Metrorail and Metrobus and identifies opportunities to improve weekend Metrorail ridership. WMATA's FY2021 budget is anticipated to be finalized and adopted in April. A copy of the letter will be provided to Commissioners as a blue sheeted item at the March meeting.

C. Report from the Virginia WMATA Board Members

1. WMATA Board Actions

▪ Swearing-In and Recognition of WMATA Board Members

Walter Alcorn was [sworn-in at the WMATA Board on February 27, 2020](#) as an alternate director for NVTC. Mr. Alcorn was elected to the Fairfax County Board of Supervisors to represent the Hunter Mill District in November 2019 and was appointed to NVTC in January 2020.

Greg Slater was [appointed to the WMATA Board on January 16, 2020](#) as a principal director representing the State of Maryland. Mr. Slater began serving as the Secretary of the Maryland Department of Transportation (MDOT) in December 2019 after more than two decades of public service at the MDOT State Highway Administration.

On February 27th the WMATA Board [recognized former Fairfax County Supervisor Cathy Hudgins](#) for her service to WMATA. Ms. Hudgins served as the NVTC principle director to the WMATA Board of Directors from 2008 – 2018, WMATA Board chair in 2011 and 2012, and as the NVTC alternate director to the WMATA Board in 2004, 2018 and 2019.

▪ Approval of a Joint Development Agreement for 600 Fifth Street NW

On February 27th the WMATA Board is [anticipated to approve a joint development agreement](#) for WMATA's current headquarters at 600 Fifth Street NW. In 2016 the WMATA Board authorized an office consolidation strategy to reduce administrative operating costs. The strategy includes consolidating 10 existing leased and owned office facilities into four owned office buildings, as well as disposing of WMATA's current headquarters. WMATA offered its headquarters for joint development in April 2019, selected a developer and negotiated terms for a joint development agreement. The proposed agreement is for a 99-year ground lease with annual rent payments.

▪ Approval of a WMATA Debt Management Policy

On February 27th the WMATA Board is [anticipated to approve a debt management policy](#). WMATA's Dedicated Funding Agreement with the State of Maryland requires WMATA to establish a debt policy. Debt management policies guide the debt issuance practices of state or local governments and municipal organizations. The goal of the WMATA debt management policy is to attain a balance between minimizing borrowing costs and maximizing financial flexibility.

▪ Authorization for a Public Hearing on Changes to Parking Facilities at New Carrollton Station

On February 27th the WMATA Board is anticipated to [authorize a public hearing to amend the joint development plan at the New Carrollton Metrorail Station](#). WMATA has a joint development agreement with New Carrollton JV, LLC to develop a 2.3 million square feet on WMATA's existing surface parking lots at the New Carrollton Metrorail Station. WMATA staff recommends amending the plan to remove Park & Ride Lot 2 and a surface Kiss & Ride lot and proposes replacing the existing 1,000-space county-owned parking garage with a new 1,900 space WMATA-owned parking garage.

- Approval to Waive Parking Fees at Two Stations during the Platform Improvement Project

On February 27th the WMATA Board of Directors is anticipated to approve a [parking fee waiver at the Vienna and Dunn-Loring Metrorail Stations](#) during the 2020 Platform Improvement Project. WMATA will waive parking fees to ease travel disruption while the stations are closed between May 23 – September 7, 2020. The estimated revenue impact for waiving parking fees is \$2,534,876 to be reimbursed by the capital program at no operating subsidy impact to the jurisdictions.

- Acceptance of the Inspector General's Semiannual Report

On February 13th the WMATA Executive Committee [accepted the Inspector General's Semiannual Report to the Board of Directors, No. 25](#). During this reporting period, the Office of the Inspector General (OIG) investigative work resulted in two reports of investigation, three management alerts, and one management assistance report. In addition, investigative work resulted in the recovery of \$268,000 in over-payments to a vendor. Audit work resulted in six reports with \$6.4 million in funds put to better use and 25 contract audit reports with \$5.5 million in savings. OIG work also identified deficiencies in procurement, cybersecurity, asset management, and human resource management. The OIG included WMATA management's ongoing action to address deficiencies.

- Authorization for a Public Hearing on the FY2021 Operating Budget and FY2021 CIP

On January 16th the WMATA Board [authorized a public hearing on the WMATA FY2021 Operating Budget and FY2021-2026 CIP](#). WMATA is [seeking public comment](#) on the GM/CEO's proposed FY2021 Operating Budget and FY2021-2026 Capital Improvement Plan. The \$3.8 billion FY2021 capital and operating budget proposes changes to Metrobus and Metrorail service, expanding late-night Metrorail hours, enhancing and creating new pass products, and changes to fare and non-fare revenues. The \$9.7 billion FY2021-2026 CIP is focused on safety, state of good repair, and reliability of Metrorail, Metrobus, and MetroAccess.

NVTC [submitted a letter on the proposed budget](#) to WMATA. WMATA staff also held an open house and public hearing at the Hilton Arlington (950 N. Stafford Street, Arlington, VA 22203) on February 24th. WMATA is accepting feedback [online](#), in person or by mail through 5:00 P.M., Monday, March 2, 2020.

- Approval of a Public Hearing Staff Report to Reconstruct the Bladensburg Bus Garage

On January 16th the WMATA Board [approved a Public Hearing Staff Report](#), selection of the preferred alternative, amendment to the Mass Transit Plan, and authorization for the WMATA GM/CEO to acquire property valued over \$1 million to reconstruct the Bladensburg Bus Garage in the District of Columbia. The bus garage is being rebuilt on the existing site. The rebuilt bus garage will have two entrances instead of one to separate bus traffic from employee vehicles. The project will also include a building for fleet maintenance, bus operations, bus fueling, space to accommodate the infrastructure to support battery electric buses and a parking deck. The project is estimated to cost between \$200-300 million.

2. WMATA Committees

▪ Silver Line Phase 2 Update

On January 16th WMATA staff presented an update on [the Silver Line Phase 2 project](#) to the WMATA Safety and Operations Committee, including construction status and testing milestones as well as a comprehensive list of resolved and outstanding quality issues. There were 12 major issues identified in reviewing the Silver Line Phase 2 project. Four have been resolved, four are currently being addressed and four are pending a resolution. These unresolved issues are delaying WMATA's acceptance of the project. The Metropolitan Washington Airports Authority (MWAA) is overseeing the design and construction of the project and has sole responsibility for managing all project contractors. WMATA will not set a target service date until all identified deficiencies have been resolved to meet acceptance standards.

▪ BRT Panel Discussion

On February 13th the Safety and Operations Committee [received a presentation on Bus Rapid Transit \(BRT\)](#) from panelists across the Washington metropolitan area. Kate Mattice discussed the plans NVTC jurisdictions have for BRT including Envision Route 7, the West End Transitway and the Richmond Highway BRT. Other panelists explained how BRT differs from traditional bus service, current and future projects in Maryland and D.C., and how these projects integrate with the WMATA system.

D. Other WMATA News

▪ WMATA Awards New Agreement to Expand Digital Advertising to Generate a 25% Increase in Advertising Revenues

WMATA [awarded a new contract](#) to OUTFRONT Media Inc. to expand its digital advertising networking resulting in a 25% increase in revenue. An additional 1,500 new digital screens will be installed within five years, expanding WMATA's digital screens from 400 to 1,900 covering all Metrorail stations. Each digital screen generates up to four times the revenue of a static display. As part of the agreement, WMATA is guaranteed \$325 million in the 10-year base contract, plus 70% of all revenue once each year's guarantee is met.

▪ Q2 FY2020 Metro Performance Report

WMATA [released its Metro Performance Report for Q2 FY2020](#), detailing system-wide performance from July 2019 – December 2019. Total ridership of 156.8 million for the first two quarters of FY2020 is 2.1% above the forecast of 153.6 million and 4.5% above the first two quarters of FY2019.

	FYTD20 Actual	Variance from Forecast	FYTD20 Weekday Average	Change from Prior Year	FYTD20 Weekend Average	Change from Prior Year
Metrorail	92.5	+7.9%	634,000	+6.5%	217,000	+11.0%
Metrobus	63.2	-5.4%	349,000	-4.2%	157,000	-1.3%
MetroAccess	1.2	-1.5%	7,746	-2.9%		
	156.8	2.1%				

Source: [WMATA Q2 FY2020 Metro Performance Report](#)

Note: Metrobus ridership includes data from automated passenger counters and Metrobus shuttles

Metrorail on-time performance (OTP) rose to 90% for the first two quarters of FY2020, exceeding its target of 88%. Weekday OTP remained above target while weekend performance increased from 83% in the first quarter to 89% in the second quarter. Rail fleet reliability reached a record-setting 201,000 miles between customer delays in the first half of FY2020, marking a 43% improvement compared to the same time in FY2019 and marking the highest distance between delays since WMATA began recording the metric in 1998. Overall, WMATA indicated that rail infrastructure reliability improved with track infrastructure failures decreasing 78% in FY2019 due in part to the intensive maintenance and rebuilding efforts.

WMATA resumed reporting Metrobus OTP in Q1 on FY2020 after resolving data quality errors in on-board equipment. Through the second quarter of FY2020, 76% of buses were on-time. Buses serving customers along seven high-frequency Metrobus routes were 65% on-time while 77% of schedule-based buses were on-time. WMATA reports late arrivals due to traffic congestion as a primary factor in reducing Metrobus OTP. Bus fleet reliability underperformed in the first half of FY2020 and averaged 6,077 miles between equipment failure, which is below the target of 7,000 miles but a 2% improvement from the same period last fiscal year.

▪ FY2020 Q2 Financial Report

WMATA [released its Financial Report](#) for Q2 FY2020. Through FY2020 Q2, operating expenses were \$932.5 million or \$42.3 million below budget. For the same period, operating revenues were \$401.8 million or \$11.3 million below budget.

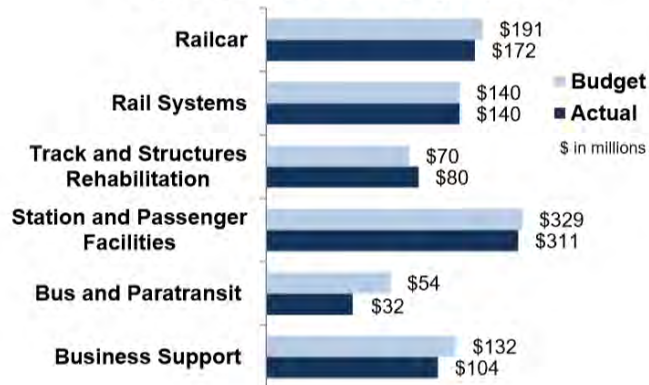


Source: [WMATA Q2 FY2020 Financial Report](#)

WMATA reports the lower operating revenues were due to lower Metrobus ridership and lower ridership related to the Platform Improvement Project during summer 2019. WMATA reports the lower fare revenues were offset by improved operational efficiencies, including material and contract maintenance expenses. As a result, WMATA's Q2 FY2020 operating budget performance was favorable to budget by \$31.0 million.

WMATA invested \$838.4 million on capital expenditures through Q2 of FY2020 to improve the safety and reliability of the system.

FY2020 Capital Budget vs Actual by Investment Category YTD



Source: [WMATA FY2020 Q2 Financial Report](#)

In December 2019 WMATA awarded a contract for the design and construction of Phase 2 of Metrorail Station Platform Rehabilitation program which will rehabilitate the Vienna, Dunn-Loring, West Falls Church and East Falls Church stations in Virginia during the summer of 2020.

As of December 31, 2019, WMATA has conditionally accepted 724 of the planned 748 7000-Series railcars. Estimated delivery and conditional acceptance of the remaining 24 railcars is late Q3 or early Q4 FY2020.

- [WMATA Ridership Data Portal](#)

WMATA developed [an online ridership data portal](#) to share a high-level overview of trends by month with technical notes to explain more details about the data. Information on rail, bus, and parking ridership from Metro's fare system is available as interactive online dashboards. The portal also contains Metrobus and Metrorail data from 2010 to the present and parking data from 2012 to present.

- [WMATA Will Close Surface Parking Lots at Three Stations on the Orange Line to Prepare for the 2020 Platform Improvement Project](#)

On March 15th [WMATA will close the surface parking lots](#) at East Falls Church, West Falls Church, and Vienna stations for seven to nine months to begin “pre-construction” activity for the Platform Improvement Project. The 2020 Platform Improvement Project will rebuild the four outdoor Orange Line stations in Virginia: Vienna, Dunn Loring, West Falls Church, and East Falls Church. Due to the stations’ location and extreme space limitations, construction crews will need to utilize surface parking lots to stage heavy equipment and tons of material.



RESOLUTION #2408

SUBJECT: Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

WHEREAS: Buses are an integral part of the National Capital Region's transportation network, connecting more than 524,000 homes and two million jobs within a quarter mile of bus stops within Northern Virginia;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) recognizes that bus service provides an affordable mobility option and plays a key role in reducing roadway congestion, increasing connections between residents, jobs, education, healthcare, and other opportunities, and supporting regional prosperity;

WHEREAS: NVTC and its jurisdictions have a financial responsibility for the operations of the Washington Metropolitan Area Transit Authority (WMATA) as well as local transit services;

WHEREAS: Under the leadership of NVTC, Northern Virginia's transit providers and WMATA actively coordinate advancements in bus transit service through operational analysis and planning, mitigation response, marketing and outreach, technology investments, and project implementation;

WHEREAS: NVTC believes strongly that investments in the region's bus network be done in a financially responsible way that can best balance the needs of the public with available resources;

WHEREAS: NVTC's jurisdictions actively leverage federal, state, regional, and local funding to support major bus transit capital improvements such as bus rapid transit (BRT) implementation, major farebox and fare technology upgrades, transit signal prioritization, and bus maintenance facility construction;

WHEREAS: In September 2018 WMATA launched the Bus Transformation Project with a vision that "buses will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system that will support a growing and sustainable economy."

WHEREAS: The Bus Transformation Project set out the five following goals to guide the transformation of bus across the District of Columbia, State of Maryland and Commonwealth of Virginia:

- 1) Regional Connectivity: Provide reliable on-street transit options that efficiently connect people to places and improve mobility.
- 2) Rider Experience: Ensure a convenient, easy-to-use, user-centered travel choice.
- 3) Financial Stewardship: Maintain a transit mode that this financially sustainable in the long term.
- 4) Sustainability: Encourage vibrant, economically thriving and sustainable communities.
- 5) Equity: Create a bus system that is affordable and equitable.

WHEREAS: Staff representatives from NVTC and its jurisdictions engaged with the Bus Transformation Project effort through a Technical Team and Strategy Advisory Group;

WHEREAS: In September 2019 the Bus Transformation Project released the Bus Transformation Strategy with the following recommendations:

- 1) Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth;
- 2) Give buses priority on roadways to move more people quickly and reliably;
- 3) Create an excellent customer experience to retain and increase ridership; and
- 4) Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system.

WHEREAS: In October 2019 NVTC submitted comments to the Bus Transformation Project team indicating strong support for Bus Transformation Strategy recommendations 1) through 3);

WHEREAS: In its October 2019 comments, NVTC voiced opposition to the composition of the task force noted in recommendation 4) as it did not include local transit providers nor the local jurisdictions who fund the bus systems (including Metrobus); and

WHEREAS: On January 16, 2020 the WMATA Board endorsed (Resolution #2020-01) the Bus Transformation Strategy recommendations 1) through 3), noting that in lieu of support for recommendation 4), the WMATA Board directs WMATA staff to engage with jurisdictions and local bus service providers to develop an action plan that considers the Bus Transformation Strategy with the goal of implementing said recommendations to the extent feasible and financially prudent.

NOW, THEREFORE, BE IT RESOLVED that, with the proposed actions by WMATA to include jurisdictions and local transit providers in the implementation of the Bus Transformation Study action plan, the Northern Virginia Transportation Commission endorses the vision, goals, and strategies of the Bus Transformation Project.

BE IT FURTHER RESOLVED that NVTC supports leveraging the expertise of its staff to facilitate and support efforts to implement the Bus Transformation Project Strategy recommendations in Northern Virginia and for WMATA and the project team to periodically provide updates to the Commission on the status of the Action Plan.

BE IT FURTHER RESOLVED that NVTC encourages WMATA to incorporate the Bus Transformation Project's Strategy recommendations, where consistent with WMATA Board endorsement, into policy and in regional coordination activities.

BE IT FURTHER RESOLVED that the adoption of this resolution does not constitute a commitment by NVTC or its jurisdictions to fund or implement specific actions in the Bus Transformation Project, as implementation is subject to jurisdictional budgetary constraints, WMATA's annual budgets, and local and regional board actions.

Approved this 5th day of March 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: February 27, 2020

SUBJECT: Transit Technology Program

At the March meeting the Commission will receive an overview and update on the Regional Fare Collection program, which is a part of the Transit Technology program.

NVTC has reorganized the Regional Fare Collection program to become a part of a newly named NVTC Transit Technology program. The goal of the Transit Technology program is to assist in building Commission and regional partner capacity in transit technologies and services in order to provide optimal transportation and mobility solutions to meet regional transportation needs. To achieve this goal, NVTC will provide Commissioners, partner jurisdictions, and transit agencies with analysis, technical assistance, tools and risk assessment for understanding and implementing new transit technologies in an efficient and effective manner while leveraging benefits of a regional approach including funding and implementation assistance. NVTC will also assist regional staff and Commissioners in understanding the technology landscape from a regional perspective, including initiatives currently underway as well as emerging technologies.

A. NVTC Regional Fare Collection Program Update

NVTC leads the funding, coordination, technical support, and administration for advances in Northern Virginia transit fare collection systems. The attached [NVTC Regional Fare Collection one-pager](#) provides an overview of NVTC's Regional Fare Collection program, illustrating the interconnection between projects, partners, and needs. Since the Commission was last briefed in July 2019, NVTC has made progress in the three key areas of our Regional Fare Collection program:

1. **Farebox Upgrades** — an effort to coordinate with WMATA and Northern Virginia transit systems on upgrades to existing bus fareboxes to respond to growing reliability issues and components reaching end of life.

NVTC is working closely with regional partners in partnership with WMATA on bus farebox/driver control unit (DCU) upgrade project. The project will upgrade DCUs and associated SmarTrip® technology to extend the life of the 20-year-old bus fare collection system while the next generation of fareboxes is planned. With the assistance of NVTC, Northern Virginia transit systems have or are in the process of placing up to 500 orders for hardware upgrade kits as the

software moves through final stages of development and testing. Several partners are expected to take delivery of their first orders by April.

2. **Off-Board Fare Collection** — an effort to coordinate regional off-board payment activities including mobile payment solutions and identify off-board fare payment solutions for transit systems offering bus rapid transit (BRT) services or multi-door customer boarding.

NVTC facilitated an Off-Board Working Group Meeting in January with regional partners planning or operating off-board and/or multi-door fare collection systems. This payment technology speeds boarding and reduces bus dwell times by allowing customers to pay and/or validate fare media before boarding the vehicle, or at multiple vehicle doors. This group meets quarterly and includes representatives from NVTC, WMATA, Arlington County, the City of Alexandria, DASH, Fairfax County, the Maryland Transit Administration, and the District of Columbia Department of Transportation. Discussions included future fare payment plans for the Crystal City-Potomac Yard Transitway, the West End Transitway, and the Richmond Highway BRT.

3. **Next Generation Regional Fare Collection** — an effort to collaborate with the transit systems to envision and implement future regional fare collection system solutions.

NVTC continues to provide input into WMATA's SmarTrip® mobile app development, which will allow for mobile payment of SmarTrip® fares. WMATA [announced in December 2019](#) that SmarTrip® mobile platform would be available for iPhone and Apple Watch in 2020. In late January, the mobile app provider moovel announced that they were scaling back mobility-based businesses in North America over the next 18 months. This transition affects [VRE Mobile](#), the provider of mobile ticketing services to VRE passengers, as well as the [DASH Bus app](#), a one-year pilot providing a platform for riders to purchase tickets for Alexandria's DASH bus service. NVTC has been working closely with VRE, DASH, regional partners, as well as other current and potential stakeholders to build a transition plan and determine the best path forward.

Background

For over two decades, NVTC has led the coordination, planning and technical assistance to the Northern Virginia transit systems on fare collection. Fare payment often defines a transit customer's experience, and its ease of use and reliability are of utmost importance. The entire region benefits from a fare collection system that is reliable, customer-friendly and economical to operate.

Fare collection improvement projects are necessary now because the current 20-year-old WMATA fare system is at the end of its useful life. Upgrades and planning are required to keep existing fareboxes

operating, and to plan and implement the next generation system. Multiple projects are planned to replace failing equipment, keep pace with technology advancements, and improve customer experience include real-time communications, mobile fare payment, and back-office upgrades.

NVTC REGIONAL FARE COLLECTION VISION STATEMENT:
Northern Virginia transit systems envision an enhanced regionally integrated fare collection system with local flexibility to meet evolving customer expectations.

The [Northern Virginia Regional Fare Collection Strategic Plan](#) was approved by the Commission in June 2018. The document summarizes the results of this process, key takeaways, and the activities that are to be undertaken to support the region in enhancement of fare collection systems. The adopted plan also provided input into WMATA's development of a Fare Payment Systems Vision and Strategy, which establishes program goals and business objectives related to improving and modernizing fare payment and collection operations and technology to identify a path forward for WMATA and regional partners. The Strategic Plan is designed to be a guidance document requiring periodic updates to keep pace with current initiatives and regional partner requirements.

Since the completion of the Northern Virginia Regional Fare Collection Strategic Plan, there have been several advances to fare collection in the region as well as the technology and mobile payment industry. In addition, WMATA's finalization of the Fare Payment Systems Vision and Strategy in early 2020 will outline fare payment and technology projects necessary for the region to implement, or provide input on, in the next several years. Therefore, NVTC is planning to update the Strategic Plan during the summer and fall of 2020 and request adoption of the updated Strategic Plan in fall 2020.

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Regional Fare Collection Program

NVTC leads fare collection coordination, planning, and technical assistance for the Northern Virginia transit systems

"Northern Virginia transit systems envision an enhanced regionally integrated fare collection system with local flexibility to meet evolving customer expectations."

- NVTC Fare Collection Vision Statement

NVTC's Role: Funding, Coordination, Technical Support and Administration



Farebox Upgrades

NVTC coordinates with Northern Virginia transit systems and WMATA on upgrades to existing bus fareboxes to respond to growing reliability issues and components reaching end of life.



Off-Board Fare Collection

NVTC coordinates regional off-board payment activities including mobile payment solutions, and assists with identifying off-board fare payment solutions for transit systems offering bus rapid transit (BRT) services or multi-door customer boarding.



Next Generation Fare Collection

NVTC collaborates with the transit systems to envision and implement future regional fare collection system solutions.

Fare Collection Improvements for the Region

Why are Fare Collection improvements important?



Technical and policy coordination with WMATA is required because Northern Virginia bus fare payment systems utilize WMATA's regional SmarTrip® system to collect fares.



Fare collection improvements are needed for the 20-year-old fare system, which is at the end of its useful life. Upgrades and planning are necessary to keep existing fareboxes operating, and to plan and implement the next generation system.



Multiple projects are planned to replace failing equipment, keep pace with technology advancements and improve customer experience including real-time communications, mobile fare payment, and back-office upgrades.

Working Group

NVTC Regional Fare Collection Working Group





Regional Fare Collection Program

NVTC Regional Fare Collection Strategic Plan



Adopted by the Commission in 2018, the strategic plan describes the vision of what transit systems would like to achieve with its regional fare collection activities, establishes a cohesive plan and agreement on next steps, and defines actions to be taken by NVTC and the transit systems to advance fare collection.

Regional Coordination

NVTC's responsibilities include managing technical requirements, grant funding, policy, as well as coordinating procurement and implementation for regional partner and WMATA-related projects. The lists below represent a sample of NVTC and WMATA fare payment-related projects underway or in planning stages.



NVTC Fare Payment Projects

- Fare collection planning and coordination
- Driver control unit upgrade coordination for region
- Fare payment policy
- NVTC Fare Collection Strategic Plan update
- Grant management
- Regional Mobile App planning
- SmartBenefits upgrades
- Off-board and multi-door fare collection coordination and planning



WMATA Fare Payment Projects

- State of Good Repair for Fareboxes - DCU, Faregate infrastructure, Fare Vending Machines, Back-Office System
- Mobile APP
- Procure and install new Faregates
- Complete Faregate installation
- Procure and install new Fareboxes
- Implementation of new Back-Office software system
- New Fare Vendor installation
- Move fully to decentralized self-service model



Source: Fare Collection Modernization Program Update, Capital and Strategic Planning Committee, Item IV - A, April 12, 2018



Fare Collection

The fare collection, or fare payment system includes customer-facing equipment such as bus fareboxes, rail faregates, mobile apps, fare vending machines, and the hardware, software and communications to operate the system.



Technical Assistance
Contracted services
supported by a DRPT
grant

NVTC
novatransit.org

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice and Ben Owen

DATE: February 27, 2020

SUBJECT: Commuter Choice Program

At the March meeting the Commission will receive a briefing on the inaugural I-66 and I-395/95 Transit Corridor Performance Report, an update on the I-66 Commuter Choice Round Four Call for Projects and application eligibility results, and an update on I-395/95 Commuter Choice Round One projects and next steps.

A. I-66 and I-395/95 Transit Corridor Performance Report

The [Transit Corridor Performance Report](#) evaluates the characteristics of peak-period, peak-direction travel in the I-66 Inside the Beltway and I-395 corridors based on traffic and transit ridership counts from each corridor. Highlights of the report are as follows:

- About 700 more people (1.2% more) are moving through the I-66 Inside the Beltway corridor in 750 fewer vehicles (2.7% less) each morning since tolling and I-66 Commuter Choice funding began in 2017. About 65% of morning peak-period inbound trips are made by transit, carpool or vanpool, an increase of nearly 2% between 2015 and 2019.
- Commuter bus ridership in the I-66 corridor increased by 26% between 2015 and 2019 supported by the new I-66 Commuter Choice-funded services.
- Over the same period, Metrorail ridership in the corridor increased by 2% and Virginia Railway Express ridership in the corridor increased by 7%.
- Commuter buses and rail transit in the I-66 corridor complement each other rather than compete for riders. The modes serve different markets and trip purposes. Both are enjoying ridership gains, with recent Metrorail ridership increases in the corridor outpacing those of the overall Metrorail system.
- The I-395 corridor already had an established casual carpooling (“slugging”) culture before the start of Express Lanes tolling late last year. About 60% of the corridor’s morning peak-period inbound trips are made by transit, carpool or vanpool. The first set of I-395/95 Commuter Choice-funded bus service expansions that recently took effect could contribute to future transit mode share increases in the corridor.

The report responds to the Commission’s request for periodic analyses of the impacts of tolling and Commuter Choice funding in the two corridors. As noted above, the report highlights early impacts of peak-period, peak-direction tolling and Commuter Choice funding in the I-66 Inside the Beltway corridor and presents baseline data for the I-395 corridor. The report also includes

an analysis requested by the Program Advisory Committee of ridership on new Commuter Choice-funded commuter bus services in relation to rail transit. Staff intends to update the report in 2021 to reflect additional multimodal investments in the I-66 corridor and the initial impacts of tolling and Commuter Choice funding in the I-395/95 corridor.

The Metropolitan Washington Council of Governments (COG) compiled the traffic count and transit ridership data that forms the basis for the report.

B. I-66 Commuter Choice Round Four Program Eligibility Results

The I-66 Commuter Choice Round Four (FY2021-2022) Call for Projects closed on January 31, 2020 resulting in 16 proposed projects to expand transportation capacity in the I-66 Inside the Beltway corridor. A total of eight jurisdictions and transit agencies submitted applications with a total I-66 Commuter Choice funding request of \$38.3 million. Staff conservatively anticipates a total of about \$25 million to be available to fund the two-year program.

According to the terms of the [I-66 Memorandum of Agreement \(MOA\)](#), staff reviewed the applications for eligibility in collaboration with the Department of Rail and Public Transportation (DRPT). To be eligible, a proposed project must benefit the corridor's toll payers by moving more people and expanding transportation options, among other requirements. Fifteen projects were determined to be eligible, while one was found to be ineligible. The ineligible project did not meet the strict criteria put forth in the MOA and did not demonstrate a benefit to toll payers using I-66 Inside the Beltway. Staff from DRPT, NVTC's primary Commonwealth partner in the I-66 Commuter Choice program, verified the eligibility determinations. A further application was withdrawn following discussion between NVTC and the applicant given a very small (\$12,000) I-66 Commuter Choice funding request.

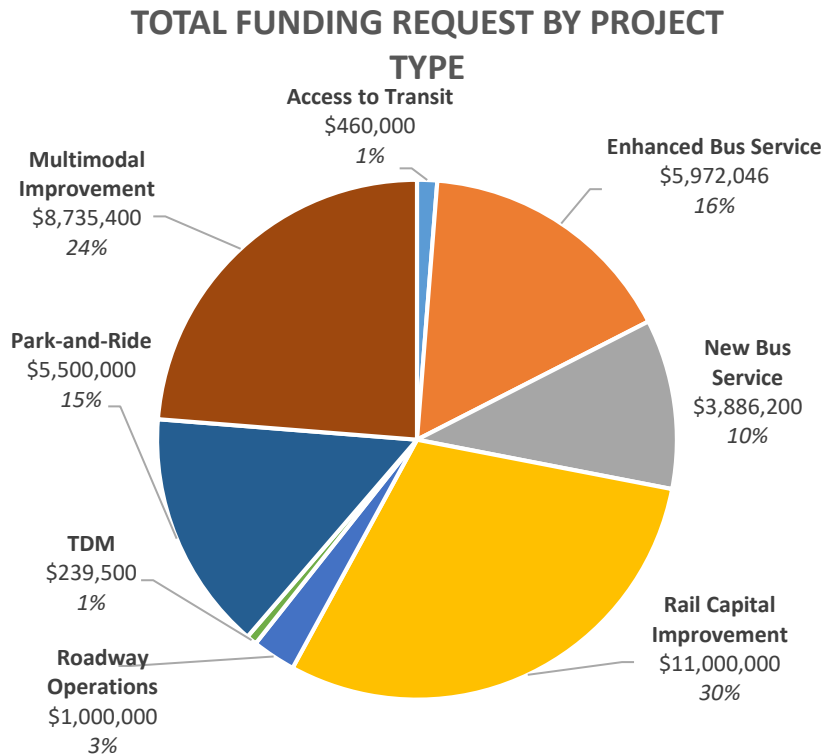
The applications are listed in Table 1. Funding requests may change as NVTC staff confirm details of the proposed projects with applicants.

Table 1: Eligible Round Four (FY2021-2022) Applications for I-66 Commuter Choice

Applicant	Application Title	Project Type	Funding Request	Eligibility Determination
Arlington County	Ballston-MU Metro Station West Entrance	Rail Capital Improvement	\$10,000,000	✓
Arlington County	Lee Highway HOV and Bus-Only Lane in Rosslyn	Roadway Operations	\$1,000,000	✓
Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	TDM	\$154,500	✓
Fairfax County	McLean Metro Station North Entrance	Rail Capital Improvement	\$1,000,000	✓
Fairfax County	New Bus Service to Crystal City with Reston South Park and Ride Multimodal Improvements	Multimodal Improvement	\$8,735,400	✓
Loudoun County	Renewal of Purcellville Metro Connection Bus Service	Enhanced Bus Service	\$1,418,060	✓
Loudoun County	Renewal of Metro Connection Route 88X Dulles South Extension	Enhanced Bus Service	\$649,819	✓
City of Fairfax	City of Fairfax Bike Share Implementation	Access to Transit	\$460,000	✓
City of Falls Church	Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center	Enhanced Bus Service	\$3,305,967	✓
Prince William County	Mosby Street (Manassas) Transit Hub Improvements	Access to Transit	\$1,474,938	✗
PRTC	New Bus Service from Gainesville to NoMa	New Bus Service	\$3,886,200	✓
PRTC	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	TDM	\$85,000	✓
PRTC	Renewal of Bus Service from Gainesville to DC	Enhanced Bus Service	\$12,000	✓ (Withdrawn)
PRTC	Renewal of Bus Service from Gainesville to Pentagon	Enhanced Bus Service	\$461,100	✓
PRTC	Renewal of Bus Service from Haymarket to Rosslyn	Enhanced Bus Service	\$137,100	✓
Town of Vienna	New Park and Ride at Patrick Henry Library	Park-and-Ride	\$5,500,000	✓
TOTAL FUNDING REQUEST			\$ 38,280,084	

The 14 projects under consideration in the I-66 Commuter Choice Round Four program include:

- five enhanced bus services, including renewals of service improvements funded in prior rounds;
- two rail capital improvements;
- two transportation demand management (TDM) strategies;
- one multimodal improvement project;
- one park and ride project;
- one new bus service;
- one roadway operations project; and
- one access to transit project.



These 14 proposed projects have a total I-66 Commuter Choice funding request of \$36.8 million.

Next Steps in the Review Process

Staff intends to advance a program of projects for approval by the Commission and the Commonwealth Transportation Board (CTB) in June. Upcoming milestones are as follows:

- **March:** Staff presents draft project scores to the Program Advisory Committee (PAC).
- **April:** Staff presents project scores to the Commission and requests that the Commission authorize a public comment period. Interested parties will be able to submit comments via online survey and ask questions at interactive virtual town hall meetings.
- **May:** A public hearing will be held at the Commission meeting. The PAC meets to identify and recommend a draft program of projects. Staff briefs the CTB on the proposed projects.
- **June:** The Commission and then CTB approve a two-year program of projects.

C. I-395/95 Commuter Choice Update

Toll Day One on the 395 Express Lanes occurred on November 17, 2019, with nine of the 10 projects in the I-395/95 Commuter Choice Round One program already in operation. The tenth project began operation in January 2020. Transit service improvements are reportedly performing well, particularly the added trips on two DASH local routes as well as new PRTC

commuter routes from Stafford County to the Pentagon and D.C. Staff is establishing performance reporting and monitoring for these projects.

The I-395/95 Commuter Choice Round Two (FY2022-2023) Call for Projects will take place this fall. As both NVTC and PRTC have approval authority for the I-395/95 corridor, staff will reconvene the Joint Commission Working Group, which consists of three Commissioners from each organization, over the summer in anticipation of the upcoming call.

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2019 Corridor Performance Report for the I-66 Inside the Beltway and I-395 Corridors

Presented to the Commission on March 5, 2020





Introduction

The Commuter Choice program, a partnership between the Northern Virginia Transportation Commission (NVTC) and the Commonwealth of Virginia, invests toll revenues from two expressway corridors with dynamic tolling, I-66 Inside the Beltway (ITB) and I-395/95, in transit and other multimodal improvements that benefit toll payers. Commuter Choice aims to improve travel in the congested Northern Virginia region by supporting projects that move more people, expand transportation options, improve transit service and increase connectivity within the existing transportation network. The program began in each corridor around the same time as tolling: in the I-66 ITB corridor in late 2017, when peak-period, peak-direction tolling of all lanes began, and the I-395/95 corridor in late 2019, when all-day, peak-direction tolling began on the 395 Express Lanes. Both toll facilities exempt high-occupancy vehicles (HOVs)¹ and buses from tolls, and the Commuter Choice program has funded numerous strategies to encourage travel by these and other non-single occupancy vehicle modes. The Commission requests periodic evaluations of the impacts of both tolling and Commuter Choice funded projects on commuters' transportation choices as well as the overall numbers of people and vehicles moved through each corridor.

This report presents an initial evaluation of the impacts of tolling and Commuter Choice funding in the I-66 ITB corridor, as well as the baseline data for the I-395 corridor before the beginning of Express Lanes tolling and Commuter Choice funding. The bases for the report's findings are traffic counts taken in each corridor during the morning rush hour in the inbound direction. The counts captured the numbers of people and vehicles, including buses, traveling along the expressways and parallel arterial routes. Ridership counts for each corridor's Metrorail and Virginia Railway Express (VRE) lines augmented the traffic counts to provide a full depiction of mobility in each corridor.²

The I-66 ITB corridor³ moved more people more efficiently in 2019 than in 2015. The total number of people moving inbound during the morning rush hour increased by 1.2% while the associated number of vehicles decreased by 2.7%; indicating a higher share of trips were made by transit and HOV. Overall, 65% of the corridor's morning rush-hour inbound trips were made by transit or HOV in early 2019, compared to 64% in early 2015. The Commuter Choice program's funding support for several successful new and enhanced express bus routes contributed to a sharp increase in commuter bus ridership, which offset a comparable decline in local bus ridership. Overall, rail transit ridership increased.

About 60% of the I-395 corridor's morning rush-hour inbound trips were made by transit or HOV in early 2019. Average automobile occupancy was high for trips on I-395, which reflected the corridor's mature casual carpooling or "slugging" culture and the three-person occupancy requirement to use the HOV lanes that were subsequently converted to the high-occupancy/toll (HOT) Express Lanes. Besides Metrorail and VRE, the corridor's transit options before Express Lanes tolling and Commuter Choice funding included robust, well-used local bus service on arterials such as Columbia Pike and several express routes operating along I-395 to the Pentagon and downtown D.C.

¹ In the I-66 Inside the Beltway corridor, an automobile must have two or more occupants (HOV-2+) to receive the exemption. In 2022, the requirement will increase to three or more occupants (HOV-3+) when the currently under-construction I-66 Outside the Beltway Express Lanes open to traffic. I-395's Express Lanes already carry an HOV-3+ requirement.

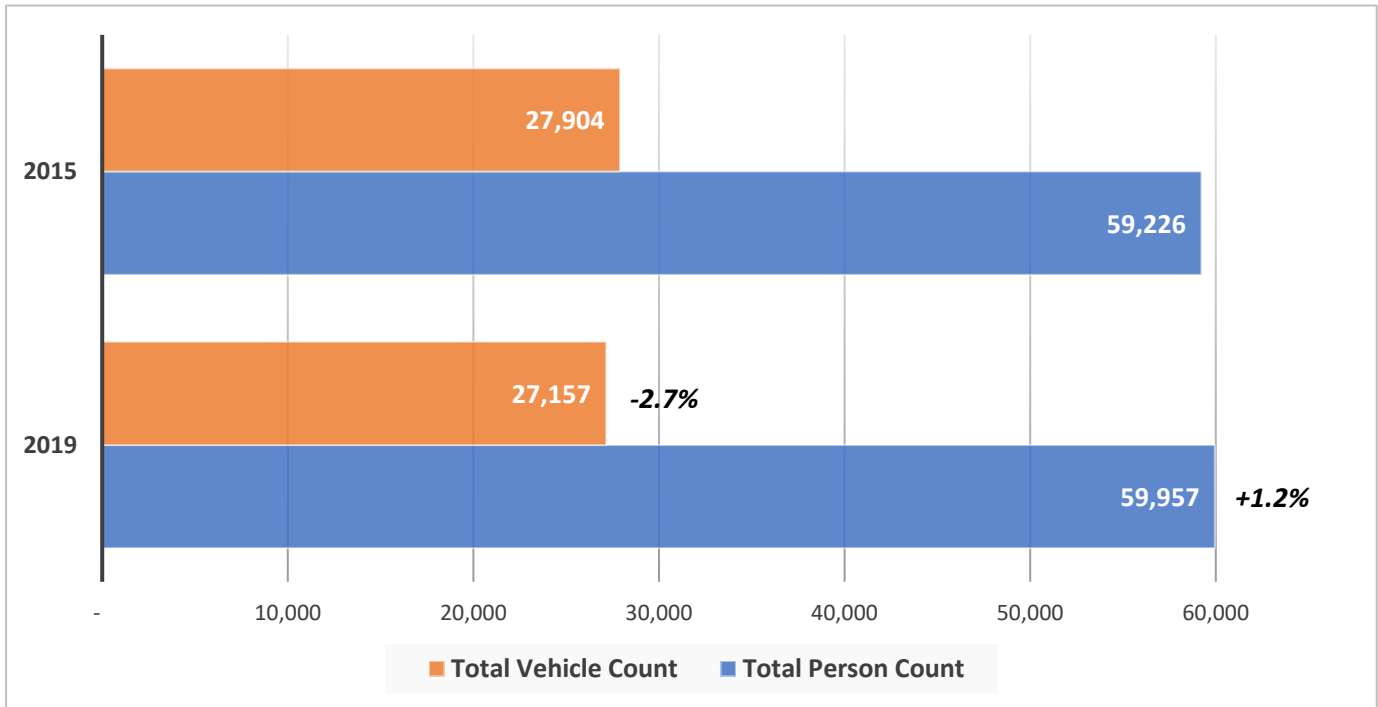
² The counts captured all trips entering each corridor at Glebe Road. While the counts included nonmotorized trips (i.e., by walking or bicycle), the shares of trips entering the corridors by these modes were insignificant.

³ The I-66 ITB corridor includes I-66, Lee Highway (U.S. 29), Washington Blvd. (Va. 237), Wilson Blvd. and Arlington Blvd. (U.S. 50) for the purposes of this analysis. Counts of the numbers of inbound vehicles and people, including buses and their passengers, were taken along each of these thoroughfares at Glebe Road (see Figure 2). Inbound ridership counts were also obtained for the Metrorail Orange and Silver Lines between the East Falls Church and Ballston stations and the VRE Manassas Line at the line's outer stations proximate to I-66. Appendix A describes the count methodology in more detail.

Changes in I-66 Inside the Beltway Corridor Travel, 2015 to 2019

Overall, about 60,000 people and 27,000 vehicles move inbound through the I-66 ITB corridor during the 6:30 to 9:30 a.m. weekday morning peak period as of early 2019. These figures represent an increase of about 700 people, or 1.2%, and a decrease of about 750 vehicles, or 2.7%, relative to early 2015 (see Figure 1). More people are therefore moving through the corridor in fewer vehicles than in 2015. Figure 2 shows the main roadways in the corridor.

FIGURE 1. CHANGE IN I-66 ITB CORRIDOR TRAVEL VOLUMES, 2015 TO 2019



Source: Metropolitan Washington Council of Governments Transportation Policy Board, April 2015 and April 2019 traffic counts

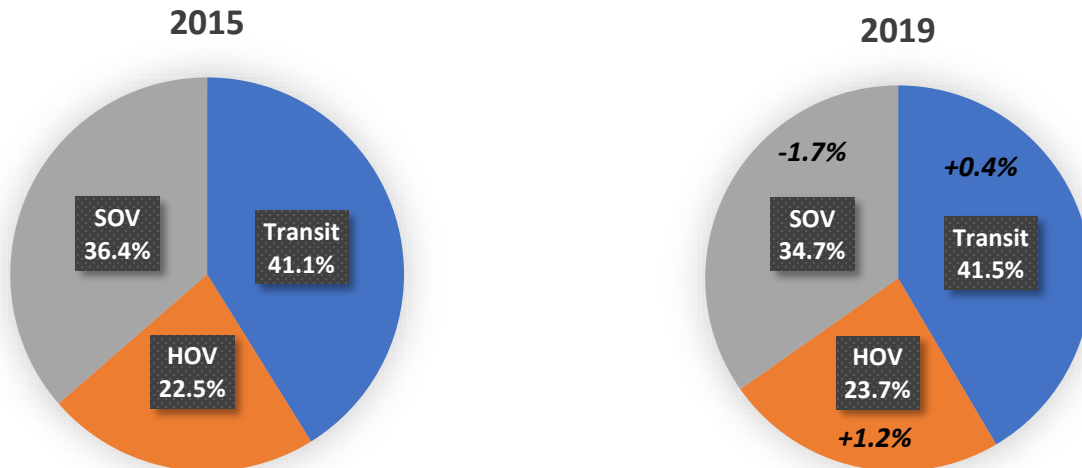
FIGURE 2. I-66 CORRIDOR TRAFFIC COUNT LOCATIONS



Source: NVTC

The corridor's mode shares shifted slightly between 2015 and 2019 toward transit and HOVs, as shown in Figure 3. Together these modes accounted for 65.2% of the corridor's inbound trips during the morning peak period. The HOV and transit mode shares and their shifts are discussed more below.

FIGURE 3. I-66 ITB CORRIDOR MODE SHARE, 2015 AND 2019



Source: Metropolitan Washington Council of Governments Transportation Policy Board, April 2015 and April 2019 traffic counts

HOV Mode Share

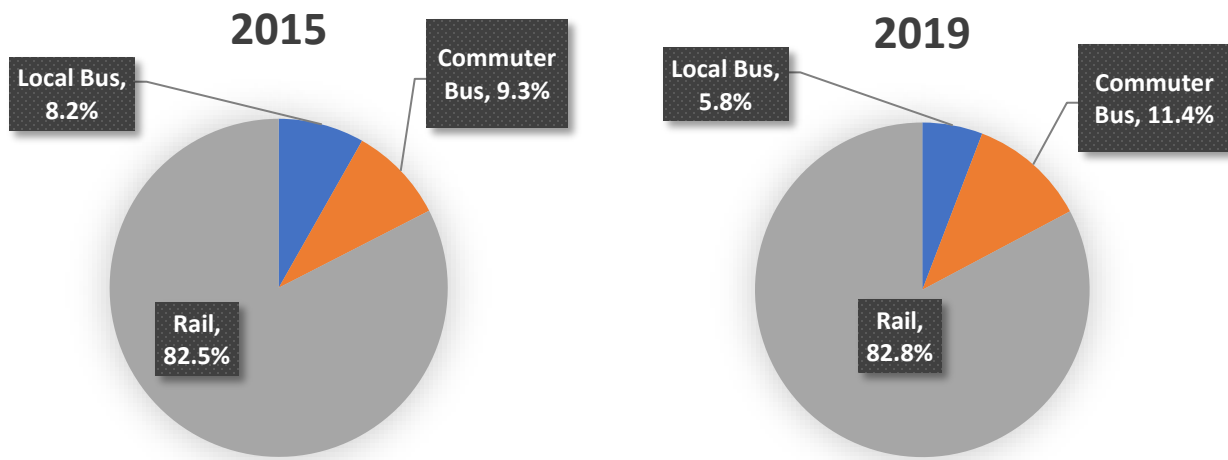
Approximately 23.7% of the I-66 ITB corridor's inbound weekday morning peak-period trips are made by HOV, defined for this corridor as an automobile with two or more occupants, as of early 2019. The HOV mode share increased by 1.2% between early 2015 and early 2019. Average automobile occupancy showed very modest increases from 1.25 to 1.29 persons per automobile in the corridor and from 1.52 to 1.54 persons per vehicle along I-66 specifically. Notably, automobile occupancy along I-66 was steady despite peak-period, peak-direction restrictions limiting use to HOVs and buses (with some exceptions) in 2015. Now single-occupancy vehicles can use I-66 for peak-period, peak-direction travel with the payment of a dynamic toll.

Transit Mode Share

Nearly 25,000 inbound trips are made by transit in the I-66 ITB corridor during the weekday morning peak period as of early 2019. Transit accounts for 41.5% of all inbound morning peak period trips, an increase of 0.4% since early 2015. Rail is the predominant transit mode in the corridor, with about 83% of transit trips. Metrorail, which in turn accounts for 88% of rail trips, saw a 2% increase in ridership between 2015 and 2019, while VRE ridership increased by 7%. Bus ridership accounts for the remaining 17% of transit trips. Overall bus ridership was flat between 2015 and 2019, with a 26% gain in commuter bus ridership offsetting a 28% decrease in local bus ridership.⁴ Figure 4 shows the change in the distribution of transit ridership between 2015 and 2019.

⁴ For the I-66 ITB corridor, local buses include Arlington Transit and Metrobus routes operating on arterial roads. Commuter buses consist of Fairfax Connector, Loudoun County Transit and OmniRide express routes operating on I-66, some with over-the-road coach buses.

FIGURE 4. DISTRIBUTION OF I-66 ITB CORRIDOR TRANSIT TRIPS BY TRANSIT MODE, 2015 AND 2019



Source: NVTC analysis of Metropolitan Washington Council of Governments Transportation Policy Board April 2015 and April 2019 traffic counts

Appendix B of this report further explores the relationship between new, Commuter Choice-funded commuter bus services and the I-66 ITB corridor's rail transit options. In general, commuter bus and rail services in the corridor appear to complement each other such that the overall ridership base using these types of services is growing, as opposed to competing for the same riders.

Commuter Choice on the I-66 Corridor

The Commuter Choice program on the I-66 corridor has funded numerous multimodal transportation improvements and campaigns to encourage the use of alternatives to driving alone. Table 1 identifies the 16 projects that were underway – that is, operational transit services, capital projects that were in the process of being implemented, and outreach campaigns that had begun – as of April 2019, when the second set of I-66 ITB corridor counts occurred. The projects included four new or enhanced commuter bus routes with strong ridership since inception (see Appendix B for further discussion of two of these services), incremental improvements to three local bus routes along parallel arterials, two new or enhanced shuttle bus routes to the Metrorail Silver Line, and two outreach campaigns.



TABLE 1. COMMUTER CHOICE PROJECTS UNDERWAY IN THE I-66 CORRIDOR, APRIL 2019

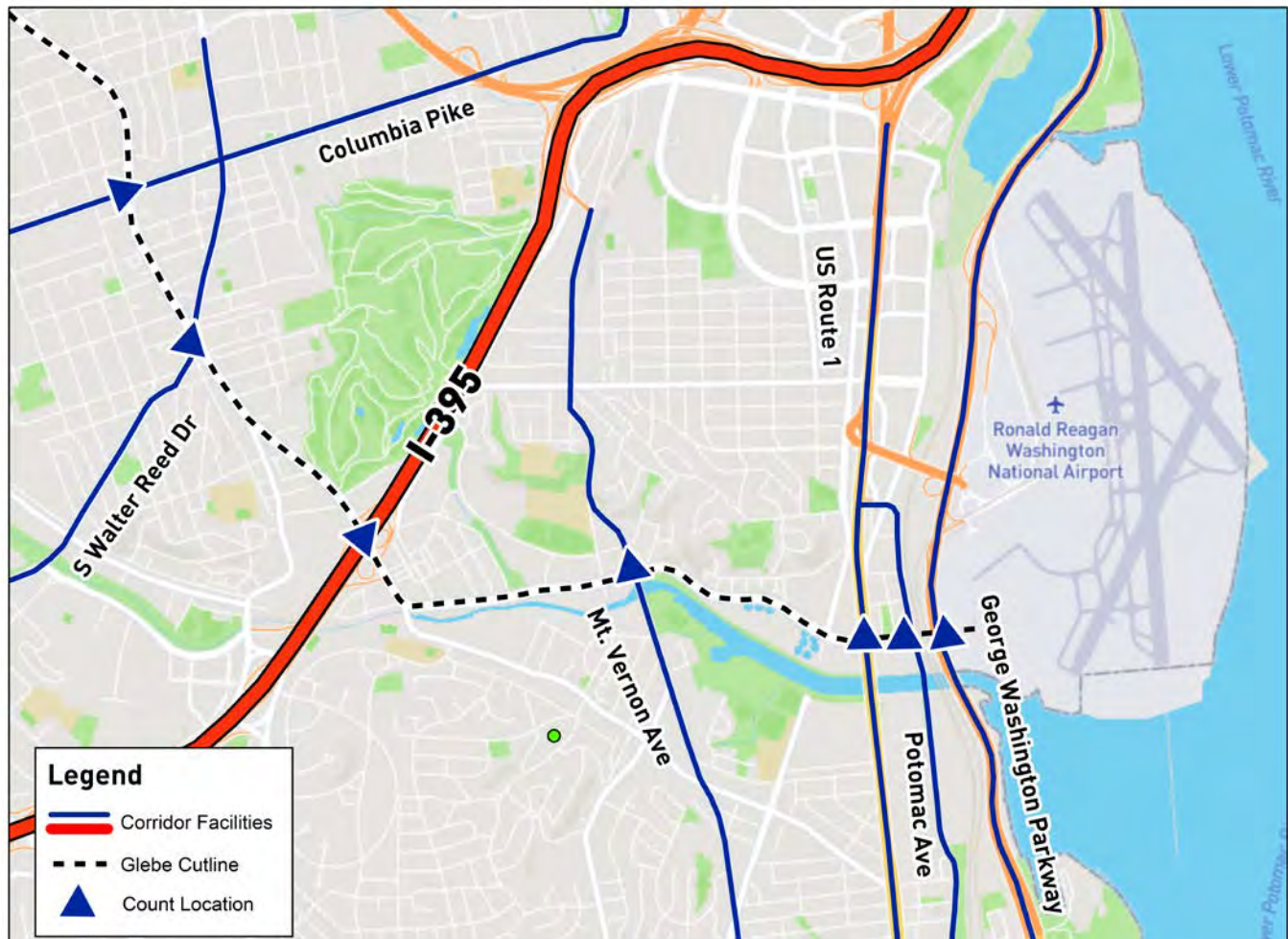
Projects	Status as of April 2019	Type of Project	Recipient
Multimodal Real-Time Transportation Information Screens	Implementation underway	Transportation Demand Management	Arlington County
Bus Stop Consolidation	Implementation underway	Enhanced Bus Service	Arlington County
Metrobus Route 2A Peak Period Expansion	Enhanced service began June 2017	Enhanced Bus Service	Arlington County
Route 55 Peak Period Service Expansion	Enhanced service began June 2017	Enhanced Bus Service	Arlington County
Expanded TDM Outreach to the I-66 Corridor	Campaign began September 2017	Transportation Demand Management	Arlington County
I-66 Corridor ITS Enhancements	Implementation underway	Transportation System Management	Arlington County
Traffic Management Center	Implementation underway	Transportation System Management	Arlington County
Fairfax Connector Government Center - Downtown DC, Route 699	Service began December 2017	New Bus Service	Fairfax County
Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail	Service began January 2019	New Bus Service	Fairfax County
Metrobus Route 3T Extension and Service Expansion	Enhanced service began January 2019	Enhanced Bus Service	Falls Church
Loudoun County Stone Ridge Enhanced Transit	Service began July 2017	Park and Ride Lot	Loudoun County
TDM Program	Campaign began December 2016	Transportation Demand Management	Loudoun County
Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Service began November 2018	New Bus Service	Loudoun County
Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Enhanced service began October 2018	New Bus Service	Loudoun County
Bicycle Parking Improvements at Manassas VRE Station	Implementation underway	Access to Transit	Manassas
Gainesville to Pentagon Commuter Service	Service began December 2016	New Bus Service	OmniRide

Source: NVTC Commuter Choice project progress reports

I-395 Corridor Travel, 2019

Approximately 93,000 people and 44,000 vehicles move inbound through the I-395 corridor⁵ each weekday during the 6:00 to 9:00 a.m. morning peak period as of early 2019. Figure 5 shows the main roadways in the corridor.

FIGURE 5. I-395 CORRIDOR TRAFFIC COUNT LOCATIONS

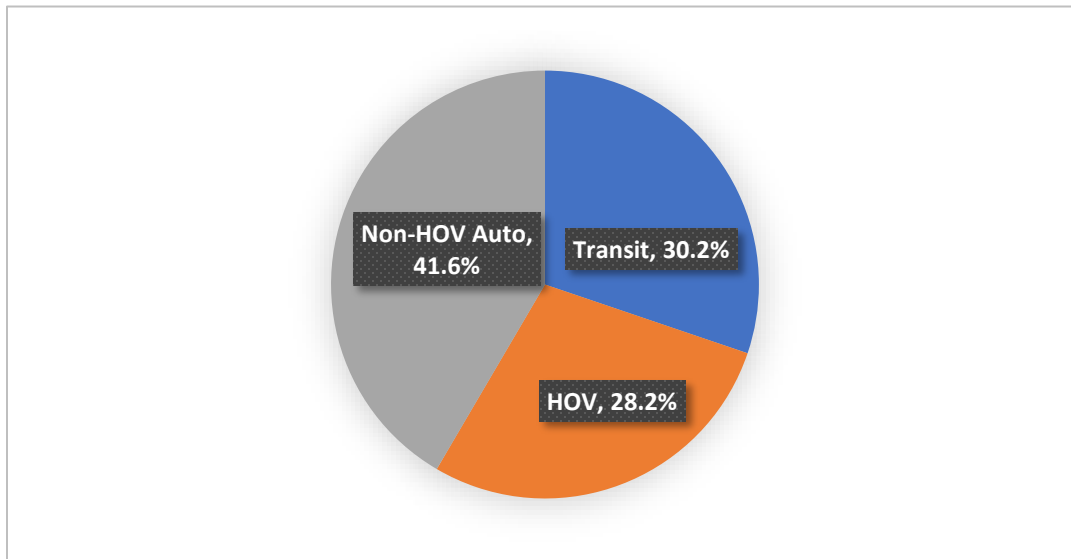


Source: NVTC

⁵ The I-395 corridor includes I-395, Columbia Pike, S. Walter Reed Drive, Mt. Vernon Ave, U.S. 1, Potomac Avenue, and George Washington Parkway for the purposes of this analysis. Counts of the numbers of inbound vehicles and people, including buses and their passengers, were taken along each of these thoroughfares at Glebe Road (see Figure 5). Inbound ridership counts were also obtained for the Metrorail Blue and Yellow Lines between the Braddock Road and Ronald Reagan Washington National Airport stations, as well as the VRE Fredericksburg Line between the Alexandria and Crystal City stations. Appendix A describes the count methodology in more detail.

Transit and HOV, the latter defined for the I-395 corridor as automobiles occupied by three or more people, together account for almost 60% of the corridor's inbound morning peak period trips, as shown in Figure 6 and discussed further below.

FIGURE 6. I-395 CORRIDOR MODE SHARE, 2019



Source: Metropolitan Washington Council of Governments Transportation Policy Board, April 2019 traffic counts

HOV Mode Share

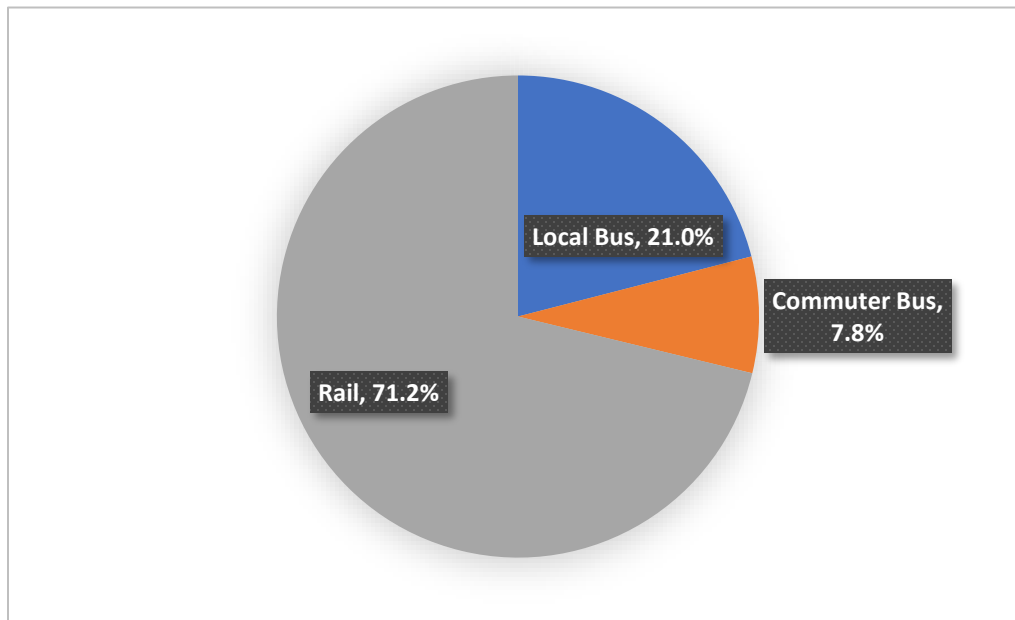
Approximately 28.2% of the I-395 corridor's inbound morning peak period trips are made by HOV, defined for this corridor as an automobile with three or more occupants, as of early 2019. At the time of the counts, the reversible peak-direction median lanes along I-395 were restricted to HOVs and buses; since these lanes became the 395 Express Lanes in late 2019, non-HOVs can access the lanes with payment of a dynamic toll. The HOV restrictions resulted in a high average automobile occupancy along I-395 itself, at 1.85 persons per vehicle, as of early 2019. The average automobile occupancy for the overall I-395 corridor is 1.51 persons per vehicle.

Transit Mode Share

Nearly 29,000 inbound trips are made by transit in the I-66 ITB corridor during the morning peak period as of early 2019. Transit accounts for 30.2% of all inbound morning peak period trips. Rail accounts for 71% of transit trips, with the remainder by bus, as shown in Figure 7. Bus services as of early 2019 include frequent, high-ridership local routes on arterials such as Columbia Pike and several express routes using the median HOV lanes that have since become the 395 Express Lanes.⁶

⁶ For the I-395 corridor, bus ridership counts were assigned to the Local Bus or Commuter Bus category according to the type of service that each transit agency predominantly operates in the corridor. All Metrobus, Arlington Transit and DASH ridership was therefore assigned to the Local Bus category, as most or all of these agencies' service in the corridor is on arterials. All Fairfax Connector and OmniRide ridership was assigned to the Commuter Bus category, as these agencies' routes in the corridor are solely express routes using I-395.

FIGURE 7. DISTRIBUTION OF I-395 CORRIDOR TRANSIT TRIPS BY TRANSIT MODE, 2019



Source: Metropolitan Washington Council of Governments Transportation Policy Board, April 2015 and April 2019 traffic counts

Commuter Choice on the I-395/95 Corridor

At the time of the early 2019 counts, the Commuter Choice program had not yet expanded to the I-395/95 corridor. However, two of the first-round projects – additional trips on an OmniRide commuter route and operations of Arlington County’s Pentagon Commuter Store – represent continuations of efforts that were underway at the time of the counts using state funding during I-395 construction. Additional transit improvements, consisting of new express bus routes and enhancements to existing local routes, began implementation in fall 2019, just before non-HOV tolling in the 395 Express Lanes began.

Conclusions and Discussion

I-66 Inside the Beltway Corridor

The shift toward transit and HOVs in the I-66 ITB corridor aligns with the goals of the Transform66 Inside the Beltway program, which included the implementation of peak-period, peak-direction tolling and the Commuter Choice program. Overall, more people are moving through the corridor and commuters are benefitting from increased travel options. The latter is most apparent in the 26% increase in the corridor’s commuter bus ridership between 2015 and 2019 due to the introduction of new Commuter Choice-funded services that have proven popular with commuters. These services help improve access to regional job centers and reduce traffic congestion by providing a convenient and reliable alternative to driving. (Appendix B intently examines the new and enhanced bus services in relation to rail transit and finds that the two modes are complementing each other by increasing the base of transit riders rather than competing.) Other transit ridership trends in the I-66 ITB corridor generally align with broader regional trends, particularly the stabilization of peak-period Metrorail ridership, continued growth in demand for VRE service and declines in local bus ridership.

Expanded transportation demand management campaigns that the Commuter Choice program funded in Arlington and Loudoun counties may also have contributed to the modest shift toward HOVs in the I-66 ITB corridor, as these campaigns seek to make commuters more aware of and incentivize transit, ridesharing and other alternatives to driving alone. The



ability of single-occupancy vehicles to use I-66 ITB for peak-period, peak-direction travel with payment of a toll does not seem to have affected the corridor's average automobile occupancy.

The Commuter Choice program has funded additional projects in the I-66 ITB corridor that were not yet active at the time of the April 2019 counts. The subsequent analysis in 2021 should capture the effects of additional bus service enhancements, access to transit initiatives such as bikeshare expansions, and further transportation demand management efforts.

I-395 Corridor

The I-395 corridor has an established casual carpooling or "slugging" culture that extends back to the early 1970s when HOVs were allowed into what had been median bus-only lanes along I-395. Average automobile occupancy along I-395 is high as a result of the long history of HOV restrictions in these lanes. The ability of non-HOVs to access the Express Lanes with payment of a toll suggests that average automobile occupancy is unlikely to shift upward significantly in future counts. The corridor also has extensive transit options, including Metrorail, VRE and a variety of bus services, from frequent, high-ridership local routes on major arterials such as Columbia Pike to express routes that use the 395 Express Lanes. The inaugural Commuter Choice projects in the I-395/95 corridor include new and enhanced express bus routes and improvements to service levels along local bus routes that feed into rail stations and express bus hubs. These improvements could contribute to higher ridership and a more significant peak-period mode share for transit in the corridor.

Future Updates

NVTC staff plans to update this report biannually to help local decision-makers understand the impacts of tolling and increased investment in multimodal transportation improvements. The next update in 2021 will capture the impacts of two additional years of multimodal investments in the I-66 ITB corridor, as well as the completion of a third inbound travel lane in a portion of the corridor. The report will also allow for a before-and-after comparison of the I-395 corridor since the opening of the Express Lanes and implementation of the first set of Commuter Choice-funded bus service improvements and transportation demand management strategies.



Appendix A: Methodology

In spring 2015 and 2019, the Metropolitan Washington Council of Governments' Transportation Planning Board (TPB) technical staff conducted mode share studies on behalf of the Virginia Department of Transportation (VDOT). The study areas included the I-66 ITB corridor in 2015 and 2019 and the I-395 corridor in 2019. These studies were performed as part of the TPB Virginia Technical Assistance Program in support of NVTC's Commuter Choice program.

The counts sought to quantify the number of vehicles and people crossing through the corridor. The counts included all modes of ground transportation, including motorized and non-motorized modes. The 2019 counts along the I-66 ITB corridor were an update to the 2015 Mode Share Study: I-66 Inside the Beltway. The traffic count locations, data processing approaches, technical methodologies, and assumptions of the current count were consistent with the 2015 study. The I-395 count was the initial baseline count for this corridor, done before tolling was implemented in the fall of 2019.

The counts were taken along a cutline, an artificial boundary that is defined to capture movements through a defined corridor at a specific point. Glebe Road (Va. 120) served as the cutline because it roughly bisects the corridors in the middle and provides a reasonable cordon line. The counts were taken manually from 5:00 a.m. until 10:00 a.m. over two consecutive weekdays in the middle of the week, in April during a normal workweek. The data compiled all vehicle and person movement crossing the cutlines, including passenger counts on local, express, and commuter routes. Metrorail and VRE ridership data were obtained from the providers for the same dates as the traffic counts.

STUDY AREA

The I-66 ITB corridor is defined as a system of west-east highways leading from Northern Virginia suburbs into employment destinations in the core area of the Washington Metropolitan region. The I-66 ITB corridor consists of the following five highways from north to south, with counts taken at Glebe Road: Lee Highway (U.S. 29), Washington Boulevard (Va. 237), I-66, Wilson Boulevard, and Arlington Boulevard (U.S. 50).

The I-395 corridor is defined as a system of generally south-north or southwest-northeast highways leading into employment destinations in the core area of the Washington Metropolitan region. The following seven highways defined the I-395 corridor from west to east: Columbia Pike, S. Walter Reed Drive, I-395, Mt. Vernon Ave, U.S. 1, Potomac Avenue, and George Washington Parkway.



Appendix B: White Paper: Do Commuter Buses Complement or Compete with Metrorail in the I-66 Corridor?

Introduction

The Northern Virginia Transportation Commission's (NVTC's) Commuter Choice program allocates toll revenue to multimodal transportation strategies that increase person throughput and expand transportation choices along I-66 Inside the Beltway (ITB) and along I-395/95. Since the program's inception along the I-66 ITB corridor in 2017, the program has funded several new and expanded commuter bus services that run in parallel to portions of the existing WMATA Metrorail Orange and Silver lines in the I-66 corridor. For instance, eight of the twelve funded projects in the I-66 Commuter Choice Round Three (Fiscal Year 2020) program were commuter bus services that originate outside of the Beltway and provide service to employment centers in downtown Washington D.C., the Pentagon, and Rosslyn.

In March 2019, NVTC's Program Advisory Committee asked staff to examine whether these commuter bus services are attracting riders that otherwise would be using Metrorail. This white paper answers the question at a high level and concludes that commuter bus services are not taking riders away from Metrorail. Rather, commuter bus services and Metrorail are serving different markets, and both have enjoyed ridership gains over the last two years.

Rail and Commuter Bus Services in the I-66 Corridor

Transit services in the I-66 corridor include Metrorail, which has nine stations between Vienna and Rosslyn, and numerous local and express bus routes. To date, Commuter Choice on the I-66 corridor has funded a total of nine commuter bus routes operating through the full I-66 ITB corridor. Each of these routes is operated by Fairfax Connector, Loudoun County Transit or OmniRide. Table B-1 presents typical service characteristics of these commuter routes in relation to Metrorail. In general, Metrorail offers frequent all-day service between multiple destinations, whereas commuter bus service provides point-to-point peak-period express service from a wider geographic range of areas in Northern Virginia, tailored to specific commuter markets.

TABLE B-1. METRORAIL AND COMMUTER BUS SERVICE CHARACTERISTICS

Metrorail	Commuter Bus Service
<ul style="list-style-type: none">• Nine stations in the inner portion of the I-66 corridor, generally every half-mile to mile apart, some with large park and ride garages• Station-to-station service serving a range of land uses and trip purposes, with multiple major employment centers along the lines in Arlington and D.C.• All-day, frequent, bi-directional service, every 12 minutes or better• Paid parking at stations with garages• Capacity of up to 1,500 passengers per trip	<ul style="list-style-type: none">• Point-to-point express bus service from smaller park & ride lots beyond the Beltway and the western end of Metrorail• Destinations are specific employment centers in Northern Virginia and D.C.• Only peak-period, peak-direction service, generally every 15 to 60 minutes• Free parking at park and ride lots• Capacity of up to 50 passengers per trip

This analysis focuses on two of the most established and highest-ridership Commuter Choice-funded routes, Fairfax Connector's Route 699 and OmniRide's Gainesville to Pentagon Commuter Service.

- Fairfax Connector Route 699:** Route 699 began operating in December 2017. It connects the Fairfax County Government Center park and ride lot with the George Washington University campus, U.S. Department of State, and World Bank in Washington, D.C. (see Figure B-1). The route provides 11 morning rush-hour inbound trips and 11 afternoon rush-hour outbound trips, with departures roughly every 20 minutes. One of these trips in each direction was added at the end of March 2019 in response to steadily growing ridership.

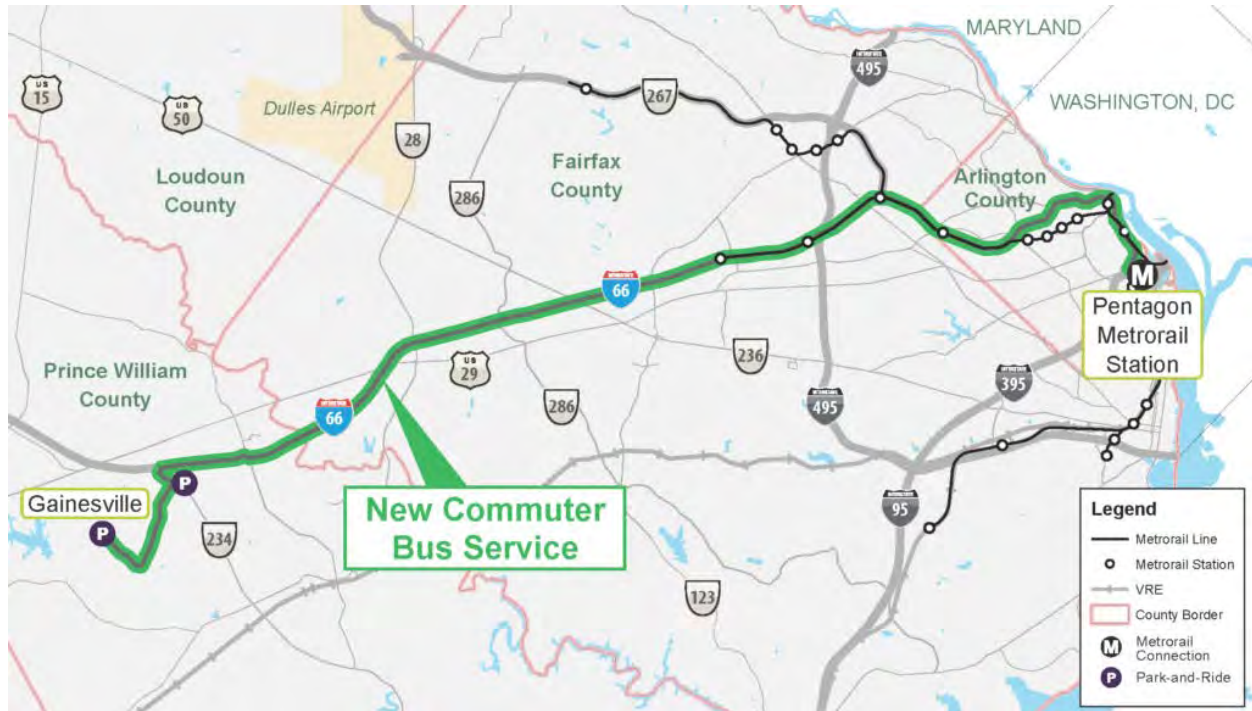
FIGURE B-1. FAIRFAX CONNECTOR ROUTE 699



Source: NVTC Commuter Choice project profile

- OmniRide Gainesville to Pentagon Commuter Service:** This service began operating in December 2016. It connects the rapidly growing community of Gainesville with the Pentagon (see Figure B-2). Service began with four morning rush-hour inbound trips and four afternoon rush-hour outbound trips. After a year, an additional inbound and outbound trip were added. In May 2018, as construction ramped up on I-66 Outside the Beltway, fares on the route were cut in half.

FIGURE B-2. GAINESVILLE TO PENTAGON COMMUTER SERVICE



Source: NVTC Commuter Choice project profile

Factors in Mode Choice – Rail or Commuter Bus?

National research and market surveys specific to the I-66 corridor were reviewed to help assess whether Commuter Choice-funded commuter bus services may be attracting riders that would otherwise use Metrorail. A few key factors affect I-66 corridor commuters' transit mode choice in situations where they have options:

- **Total travel time.** In general, transit is most competitive for commute trips when it offers travel times comparable to or faster than driving⁷. Commuters in all modes along the I-66 corridor value the timeliness of their trip above all other factors⁸.
 - **In- versus out-of-vehicle travel time.** Travelers (not just in the I-66 corridor) perceive the portions of their trips spent outside of a vehicle – for instance, waiting to board transit, transferring, and walking between transit stops – to take longer than they do, often by a factor of two or more⁹. In other words, one minute of out-of-vehicle time feels like two or more minutes of in-vehicle time. This disparity is due to such considerations as the discomfort, exertion and uncertainty that can be associated with these portions of a trip.
- **Reliability.** Dependable arrival times are a principal consideration for I-66 corridor commuters that use commuter bus and rail services¹⁰.

⁷ Transit Cooperative Research Program: Report 95 – Traveler Response to Transportation System Changes Handbook, Third Edition, Chapter 3 (2004)

⁸ Transform66: Outside the Beltway, Market Survey (2014)

⁹ National Cooperative Highway Research Program: Report 365 - Travel Estimation Techniques for Urban Planning (1998)

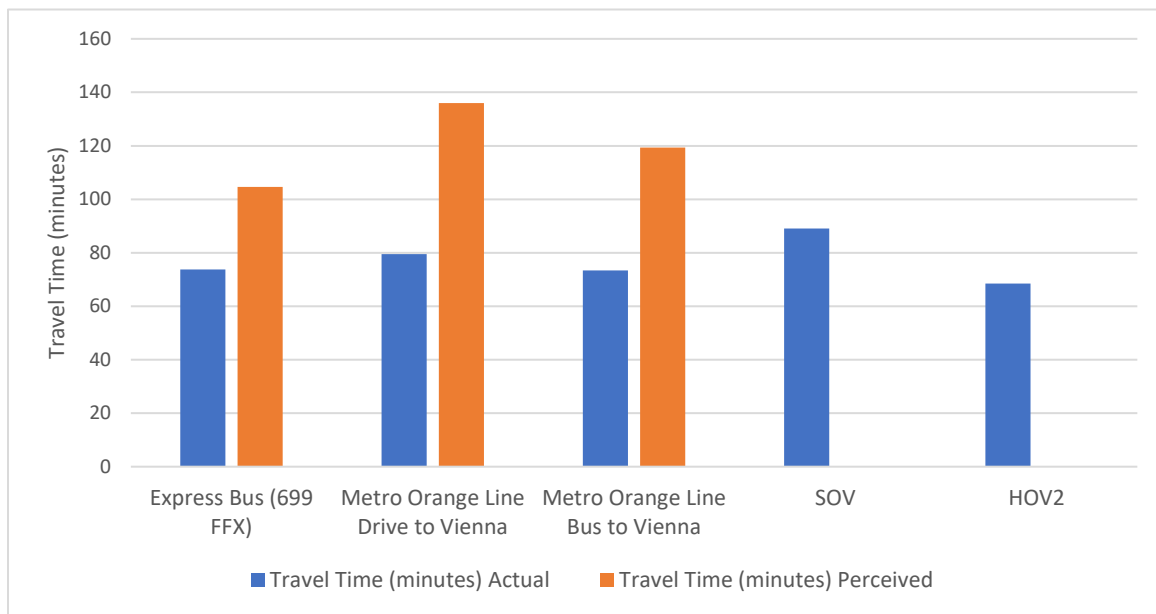
- **Cost.** Saving money on commuting is important for I-66 commuters, but less so than minimizing travel time¹⁰. Most commuters in the corridor (74%) are from households with annual incomes above \$100,000. A slight majority (52%) receive travel subsidies that reduce or eliminate the out-of-pocket costs of commuting⁸. These two characteristics tend to be associated: 82% of Northern Virginia transit benefit recipients that use Metrorail are from households with incomes above \$75,000¹¹.

Travel Time Comparisons for Rail and Commuter Bus Transit Options

Since I-66 commuters place a premium on travel time savings and reliability, staff analyzed the modeled actual and perceived travel times associated with sample morning rush-hour inbound trips using the Fairfax Connector Route 699 and OmniRide Gainesville to Pentagon Commuter Service¹². These were compared to rail transit (Metrorail and/or Virginia Railway Express) alternatives for each. In both examples, the impact of walking, waiting, and transferring transportation modes results in a longer perceived time for multi-segment transit rides. Additionally, Commuter Choice-funded commuter bus routes will be the most attractive option for some I-66 commuters to minimize their perceived travel times.

Figure B-3 compares approximate travel times for a trip from the Fair Oaks/Fairfax Corner area, near the junction of I-66 and U.S. Highway 50, and the intersection of Virginia Ave. and 23rd St. NW in Foggy Bottom¹². For this trip, the actual transit travel times are comparable to each other (as well as to driving in a high-occupancy vehicle, which benefits as the buses do from a designated lane outside of the Beltway). The express bus option offers the shortest perceived travel time of the

FIGURE B-3. FAIR OAKS/FAIRFAX CORNER TO FOGGY BOTTOM TRAVEL TIME COMPARISON



Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019
Options with the shortest travel times are likely to be most attractive to commuters.

¹⁰ I-66 Transit/TDM Study Final Report (2009)

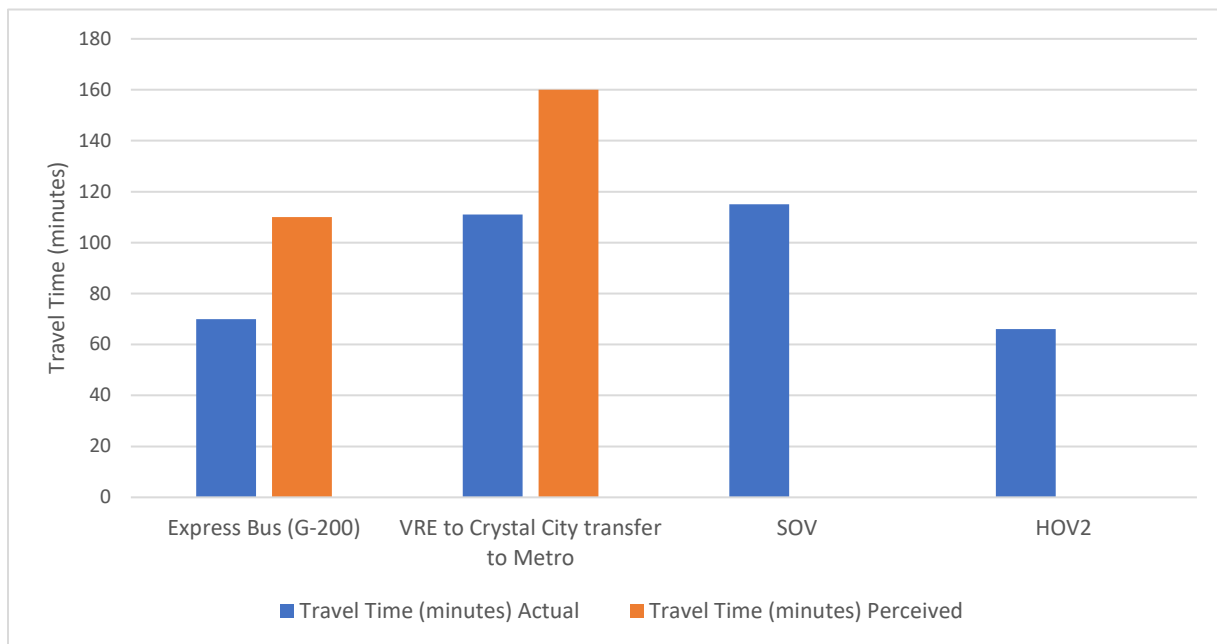
¹¹ WMATA Metrorail Survey (2016)

¹² The transit options were developed using the regional travel demand model (MWCOG Version 2.3.75). See the Appendix for additional explanation of this approach and detailed itineraries for each transit option.

transit options due to the avoidance of a transfer at Vienna, which for driving carries a large perceived travel time penalty due to the time needed to park in the garage and complete the walk to the rail platform that may take several minutes.

Figure B-4 shows a similar comparison for travel from Gainesville to the Pentagon¹². Here, the express bus option represents a significant time savings over riding VRE to Crystal City and then transferring to Metrorail for the trip, both in terms of actual and perceived travel times. Access and wait times would result in a much longer trip for any commuters that opt to use the rail option. Were the express bus not available, commuters prioritizing time savings on this trip would likely opt for a non-transit mode rather than use rail.

FIGURE B-4. GAINESVILLE TO PENTAGON TRAVEL TIME COMPARISON



*Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019
Options with the shortest travel times are likely to be most attractive to commuters.*

Ridership Trends Since 2017: Metrorail and Commuter Bus

Ridership is growing both at Metrorail stations in the I-66 corridor and on the two Commuter Choice-funded commuter bus routes discussed above. Between March 2017 and March 2019, average weekday ridership increased by approximately 5,000 trips across the nine Metrorail stations, while the two commuter bus routes gained approximately 700 additional trips. This finding affirms the notion that the bus services are serving distinct markets from Metrorail, such that they are not taking riders away from it. (Some I-66 commuters may opt to continue using Metrorail even with more commuter bus options¹³.)

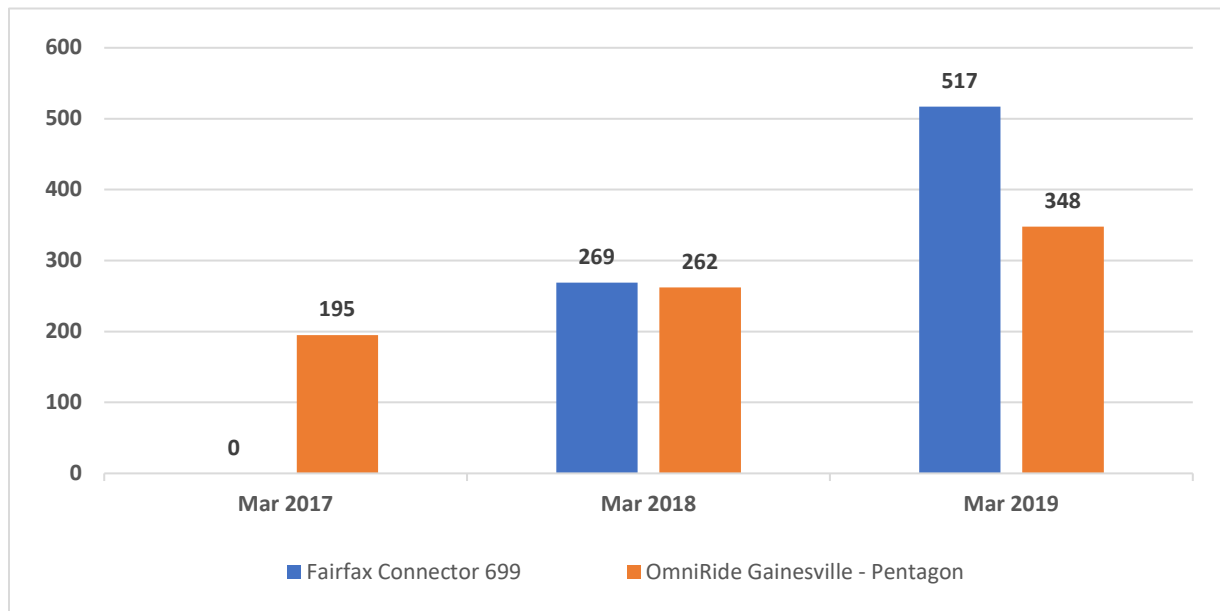
Figure B-5 shows that ridership on both the Fairfax Connector Route 699 and OmniRide Gainesville to Pentagon Commuter Service has grown steadily. The March 2019 ridership figures equated to an average of 26 passengers per trip on the

¹³ The I-66 Multimodal Study: Inside the Beltway Survey (2012) and the Transform 66 Outside the Beltway Market Survey (2014) revealed a greater preference for using Metrorail for future commuting (31% of respondents) than express buses (9%).



Fairfax Connector Route 699 and 35 passengers per trip on the OmniRide Gainesville to Pentagon Commuter Service, indicating good usage.

FIGURE B-5. AVERAGE WEEKDAY RIDERSHIP, FAIRFAX CONNECTOR 699 AND OMNIRIDE GAINESVILLE TO PENTAGON



Source: Fairfax Connector and OmniRide

Figure B-6 charts total Metrorail weekday ridership at the nine I-66 corridor stations from Vienna to Rosslyn over the same period. Overall weekday ridership has increased by approximately 7% since early 2017, around the time that the first Commuter Choice projects were beginning service and prior to the introduction of peak-period, peak-direction tolling¹⁴. The overall Metrorail system experienced a roughly 4% increase over the same period.

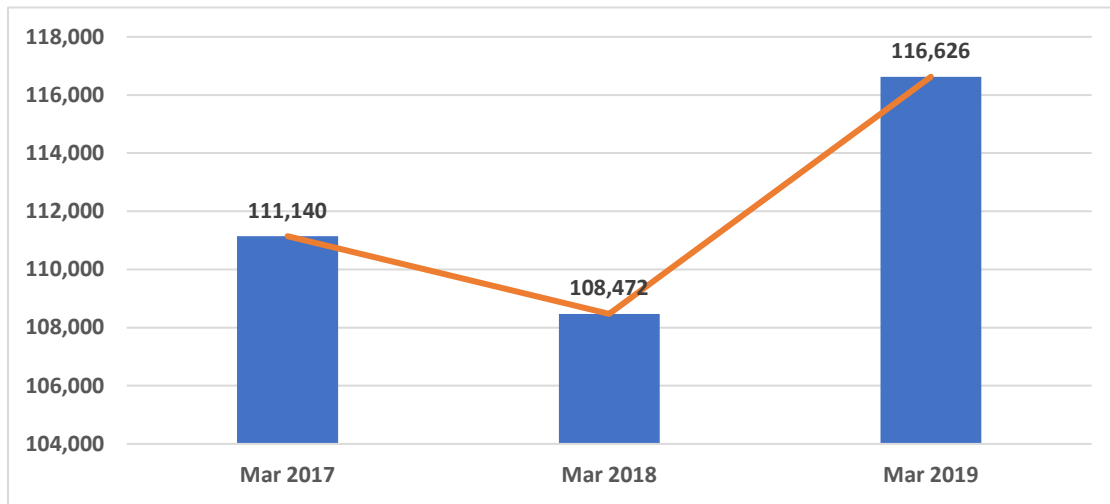
Conclusions

This white paper has discussed the differences in nature of commuter bus and Metrorail service in the I-66 corridor, examined factors that affect mode choice, and summarized corridor ridership trends.

- ✓ **Commuter buses and Metrorail appear to be complementing each other rather than competing.** Both modes are experiencing ridership increases. Even with more commuter bus options, many commuters that were already using Metrorail have indicated that they would continue to do so. The expanded commuter bus services open additional transit markets that in some cases are not well-served by other transit options.
- ✓ **Commuter bus and Metrorail serve different markets at different scales.** Commuter buses serve focused markets with peak-direction, peak-hour service direct to job centers. Metrorail carries more riders and provides all-day, more frequent service with multiple boarding and alighting points along the routes.

¹⁴ The increase in Metrorail ridership between 2017 and 2019 is more pronounced than the 2015-to-2019 trend. discussed in the main portion of this report. Ridership on the system declined between 2015 and 2017 due in part to system reliability issues and the subsequent SafeTrack repair campaign, which reduced Orange Line service for a portion of 2016.

FIGURE B-6. METRORAIL I-66 CORRIDOR RIDERSHIP



Source: WMATA

Figures represent total average weekday entrances and exits across the nine stations between Vienna and Rosslyn.

- ✓ **For some trips, commuter buses will offer the shortest perceived travel times.** Commuters in the I-66 corridor value short travel times and reliability above all other factors that may affect their choice of mode of transportation. Commuter buses can allow commuters to avoid having to transfer, which travelers perceive to be burdensome due to the discomfort, effort and uncertainty involved.
- ✓ **In recent years, as tolling and new commuter bus services have been introduced on the I-66 corridor, both express bus and Metrorail ridership have increased.** Ridership on two of the Commuter Choice program's most established commuter bus services is increasing, with good average passenger loads, though modest relative to the corridor's Metrorail ridership. Metrorail ridership in the corridor has grown at a faster rate than that of the overall Metrorail system in the last two years.



Appendix B-1: Travel Time Comparison Methodology and Assumptions

As discussed in this appendix, commuter bus services and Metrorail in the I-66 corridor appear to be complementing each other rather than competing for riders, as ridership is growing on both modes. For some trips, commuter bus services provide shorter perceived (if not actual) travel times than rail-based alternatives. To illustrate the effect of time spent out-of-vehicle on perceived travel times, NVTC staff used the Metropolitan Washington Council of Governments' regional travel demand model to identify transit itineraries ("paths") for the two sample morning commutes described in the "Travel Time Comparisons for Rail and Commuter Bus Transit Options" section of this white paper. The modeled paths show the actual (modeled) time for each segment of a typical weekday morning commuter trip and the perceived time the traveler experiences for each segment. The perceived time is developed from regional traveler survey data and calibrated based on transit ridership counts.

The transit itineraries for the two sample morning commutes are described below, with charts to depict the actual and perceived time associated with each portion of the trip. The model's assumptions, for instance how far in advance of a bus or rail departure a traveler will arrive at the station, may differ from how some individual travelers using these options would behave. Some of the waiting and transfer times provided by the model may also differ from what a publicly accessible trip planner such as Google Maps would identify. Still, NVTC staff believes that the model was the most appropriate tool for this exercise, as it provides a reasonable basis for comparing approximate door-to-door travel times for different travel options and captures the burden of out-of-vehicle time in a way that other trip planners cannot.

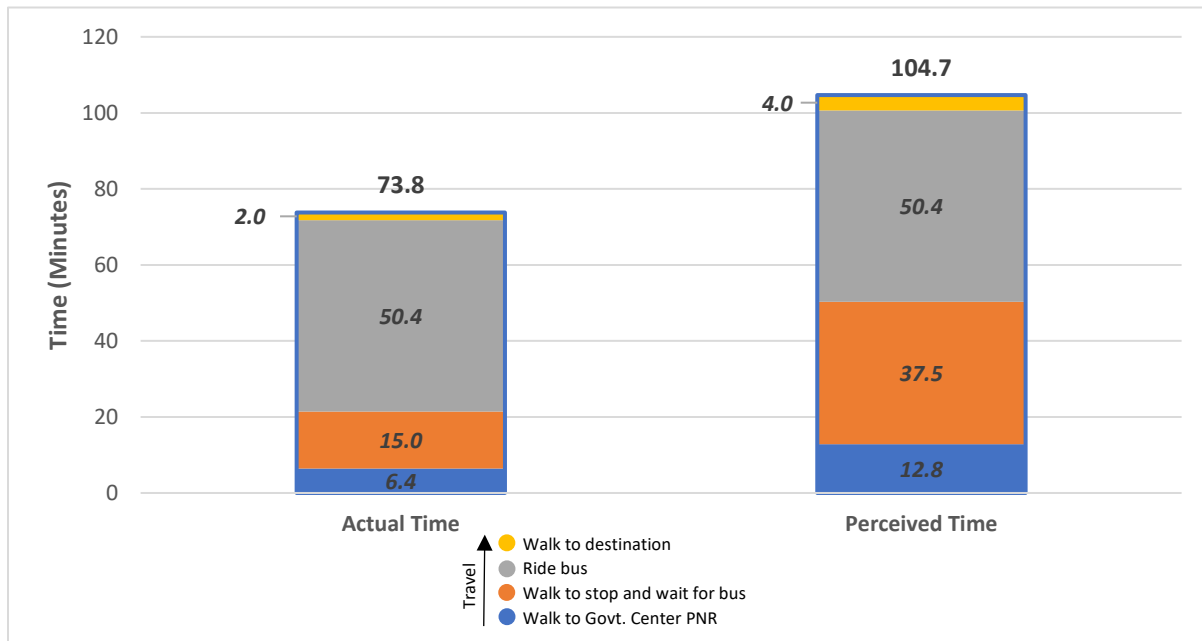
Fair Oaks/Fairfax Corner to Foggy Bottom Travel Time Comparison

The transit options for this sample trip are as follows:

- Express Bus (figure B-7): walk to the Government Center park & ride lot, wait for the 699 bus, then ride the bus to D.C. and walk the final distance.
- Metro Orange Line Drive to Vienna (figure B-8): drive to the Vienna station, park, walk to the rail platform, ride the Orange Line into D.C. and walk the final distance.
- Metro Orange Line Bus to Vienna (figure B-9): walk to the Government Center park & ride lot, wait for a Fairfax Connector bus to the Vienna station, ride the bus, transfer to rail, ride the Orange Line into D.C. and walk the final distance.

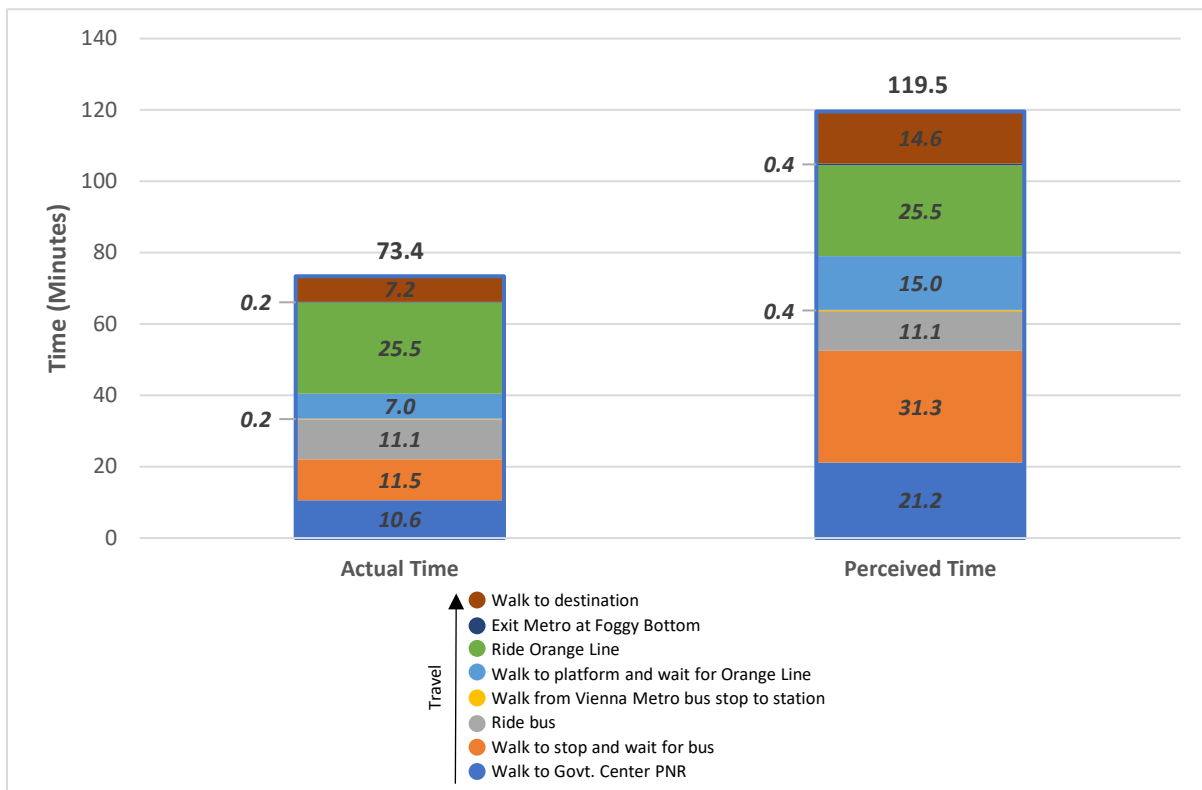
The three options have similar actual travel times of 73 to 79 minutes. However, the express bus option has the smallest perceived time penalty (a 42% premium relative to actual travel time, compared to 63% and 71% for the Metrorail-based options).

FIGURE B-7. FAIR OAKS – FOGGY BOTTOM: EXPRESS BUS OPTION



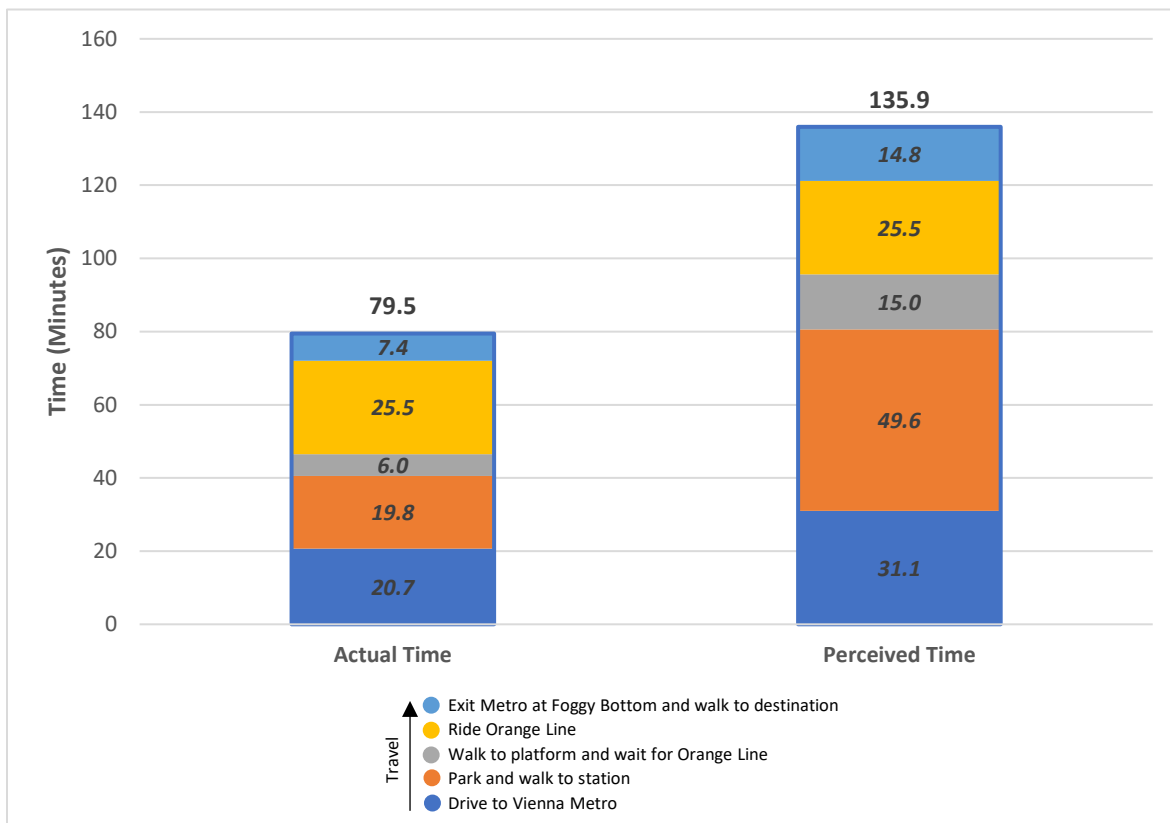
Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019

FIGURE B-8. FAIR OAKS – FOGGY BOTTOM: METRO ORANGE LINE BUS TO VIENNA OPTION



Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019

FIGURE B-9. FAIR OAKS – FOGGY BOTTOM: METRO ORANGE LINE DRIVE TO VIENNA OPTION



Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019

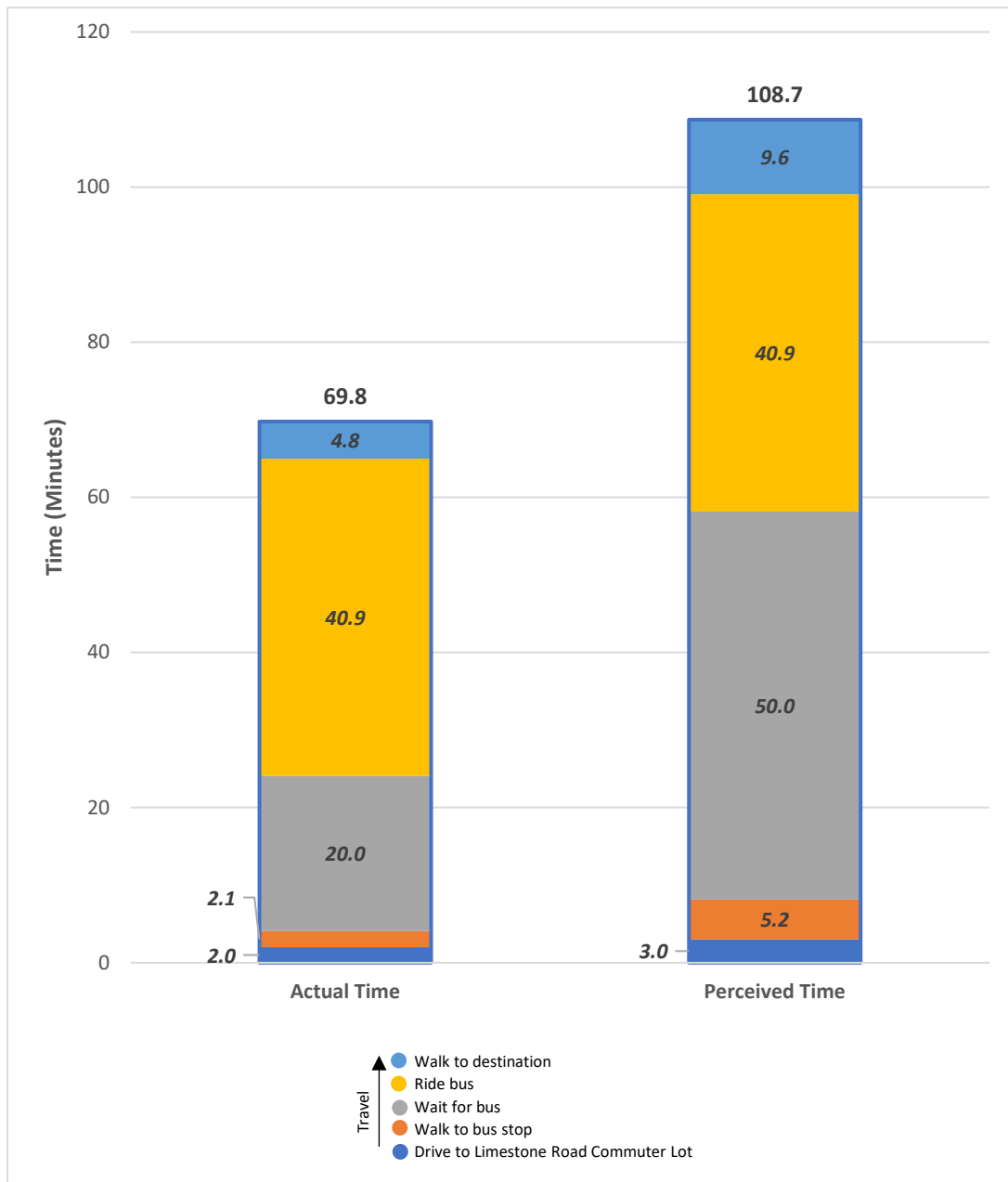
Gainesville to Pentagon Travel Time Comparison

The transit options for this sample trip are as follows:

- Express Bus (G-200; figure B-10): drive to the commuter lot at Route 619 and Limestone Road, wait for the express bus, ride the bus, and walk to the Pentagon from the bus terminal.
- VRE to Crystal City, Transfer to Metro (figure B-11): drive to the Broad Run VRE station, wait for the train, ride to Crystal City, transfer to Metrorail, ride Metrorail to the Pentagon station, walk to the Pentagon.

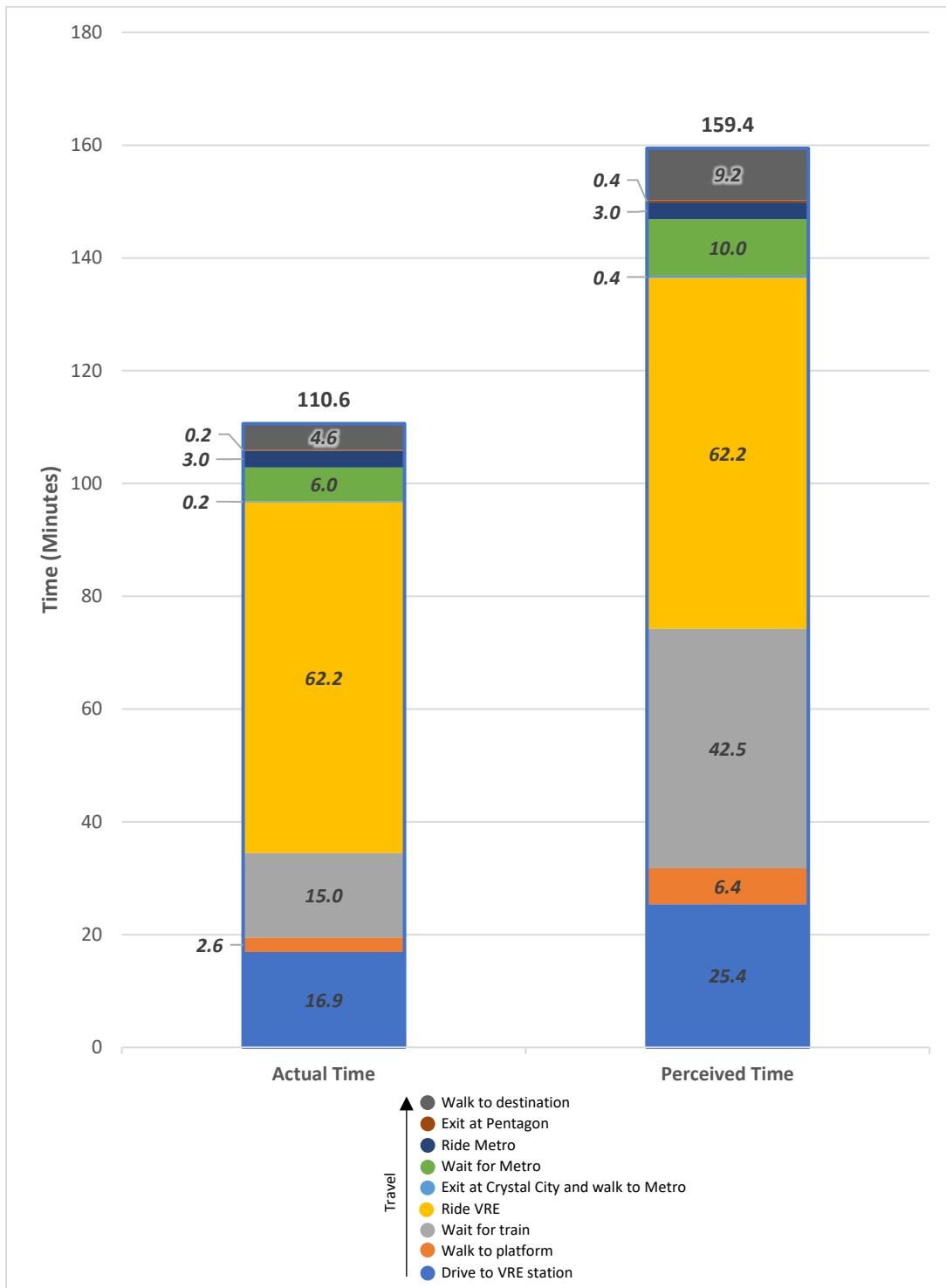
Here, the express bus option offers a significantly faster trip than the rail alternative, in terms of both actual and perceived travel times.

FIGURE B-10. GAINESVILLE – PENTAGON: EXPRESS BUS (G-200) OPTION



Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019

FIGURE B-11. GAINESVILLE – PENTAGON: VRE TO CRYSTAL CITY, TRANSFER TO METRO OPTION



Source: Metropolitan Washington Council of Governments regional travel demand model, Version 2.3.75, run July 2019

Agenda Item #8: Report from the Chair of the Legislative and Policy Committee



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice and Zachary Smith

DATE: February 27, 2020

SUBJECT: Report from the Chair of the Legislative and Policy Committee

At the March meeting David Meyer, chairman of NVTC's Legislative and Policy Committee, will give a legislative update.

A. Virginia General Assembly Update

Members of the General Assembly introduced 2,829 bills in the 2020 Session, and nearly half – 1,450 bills – survived to crossover or the halfway point on February 11th. This year House Speaker Eileen Filler-Corn and Senate Majority Leader Dick Saslaw introduced legislation that would make significant changes to how transportation is funded in the Commonwealth. The transportation omnibus bills (HB1414 and SB890) make changes to the gas tax, restores some NVTAF funding, establishes a new transit incentive program, and imposes new traffic safety initiatives throughout the Commonwealth. The legislation also supports improvements to passenger and commuter rail with a new Virginia Passenger Rail Authority and acknowledges the essential role of the Long Bridge Corridor in the economic development of Virginia and throughout the country.

NVTC staff is also monitoring bills that would alter the tax rate on peer-peer vehicles, add an additional exception to WMATA's 3% operating cap, and provide employees with commuter transit benefits.

A [summary of the legislation being tracked by NVTC staff](#) is attached and will be updated as a Blue Item at the Commission meeting.

B. Federal Update

In early February, President Donald Trump submitted his [FY2021 budget](#) to Congress. The proposed budget includes dedicated federal funding for WMATA at \$150 million and proposes a 10-year, \$810 billion surface transportation reauthorization. The proposed budget would reduce funding for the Capital Investment Grant program and other discretionary grant programs. The President also proposes \$60 billion for a new [Building Infrastructure Great](#) grants program for "mega-projects" across a range of sectors including transit and rail capital investments and \$20 billion to address the transit state of good repair backlog.

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Legislation in the 2020 General Assembly that NVTC is Monitoring

Transportation Omnibus Bills

HB1414 (Filler-Corn)	After crossover, the Senate amended the HB1414 to replicate SB890 after it passed the Senate. The bill would raise the state gas tax by 8 cents over two years and then indexes it to inflation. The bill would impose a new 2.1% regional gas tax in areas that do not currently have the tax, with revenues going back to the area that collected the tax.
SB890 (Saslaw)	After crossover, the House amended SB890 to replicate the HB1414 after it passed the House. The bill would increase the gas tax 12 cents over three years and indexes the tax to inflation, reduces motor vehicle registration fees, reduces the frequency of state inspections to every other year, and incorporates a variety of motor vehicle safety proposals. The House also incorporated \$20 million from the Commonwealth Mass Transportation Fund for NVTA.

Additional Bills

HB845 (Krizek)	The bill adds special agents employed by the WMATA Office of the Inspector General to the definition of law-enforcement officer. The bill also grants these individuals the same authority and power as a sheriff in Virginia.
HB1586 (Watts)	The bill adds an additional exception to WMATA's 3% operating cap to would allow service increases approved by the WMATA Board.
SB277 (Barker)	The bill establishes a business income tax deduction for employers to provide commuter transit benefits to their employees. The deduction is taxable for years 2020 – 2024.
SB735 (Newman)	The bill provides a lower tax rate (6.5% in FY2021 and 7% in FY2022 and beyond) for a shared vehicle owner who registers no more than 10 peer-to-peer vehicles on a platform.
SB848 (Ebbin)	The bill changes the due date of NVTC's Annual Report on the Performance and Condition of WMATA to allow key ridership and financial data from the National Transit Database to be included. SB848 passed both the Senate and House.

Budget Amendments

Item 442 #2h/ Item 442 #2s	The amendment requires DRPT to evaluate extending the Blue Line or other public transportation from Franconia-Springfield Metro Station to Prince William and Stafford Counties.
Item 442 #4h	The amendment adds an exception to the WMATA 3% cap to allow for any service increases approved by the WMATA Board.
Item 443 #1h	The amendment requires DRPT to evaluate the cost of extending VRE to Gainesville.
Item 430 #2s	The amendment directs the Secretary of Transportation to ensure at least \$5 million is allocated to the Transit Ridership Incentive Fund.

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TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice, Matt Cheng and Rhonda Gilchrest

DATE: February 27, 2020

SUBJECT: Virginia Railway Express (VRE)

At the March meeting the Acting VRE Chief Executive Officer (CEO) will update the Commission on VRE activities. There are no action items for March.

A. VRE CEO Report and Minutes

Acting CEO Rich Dalton will provide his report. The [Minutes of the January 17th VRE Operations Board meeting](#), [Minutes of the February 21st VRE Operations Board meeting](#) and the [VRE CEO Report for February 2020](#) are attached. The [January 2020 VRE CEO Report](#) can be found on VRE's website.

B. VRE Mobile

At its February 21st meeting, VRE staff provided the Operations Board with a briefing on the next phase of VRE Mobile support.

In May 2015 VRE launched VRE Mobile, a mobile ticketing app created by GlobeSherpa (now moovel) of Portland Oregon. VRE Mobile has proven to be a popular alternative for many passengers for the purchase of fare media, currently accounting for 35% of total fare revenue and annual sales of nearly \$15 million.

In September 2019, VRE transitioned from the initial five-year contract for development and implementation to a support and maintenance agreement with moovel for one year with multiple option years. On January 28, 2020, VRE received notification from moovel of their intention to scale back their mobility-based businesses in North America over the next 18 months. This means VRE must look at other options to support and maintain VRE Mobile. VRE staff has been working with moovel, NVTC and the regional partners, as well as other current and potential stakeholders on the best solution to move forward.

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MINUTES
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD MEETING

January 17, 2020

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Andrea Bailey (PRTC)
 *Preston Banks (PRTC)
 *Elizabeth Bennet-Parker (NVTC)
 *Meg Bohmke (PRTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Matt Kelly (PRTC)
 *Jeanine Lawson (PRTC)
 *Jennifer Mitchell (DRPT)
 *Gary Skinner (PRTC)
 *Ralph Smith (PRTC)
 *Dan Storck (NVTC)
 *James Walkinshaw (NVTC)

Jurisdiction

Prince William County
 City of Manassas Park
 City of Alexandria
 Stafford County
 Arlington County
 Prince William County
 City of Fredericksburg
 Prince William County
 Commonwealth of Virginia
 Spotsylvania County
 City of Manassas
 Fairfax County
 Fairfax County

Members Absent

*Walter Alcorn (NVTC)

Fairfax County

Alternates Present

Michael McLaughlin (DRPT)

Commonwealth of Virginia

Alternates Absent

Canek Aguirre (NVTC)
 Victor Angry (PRTC)
 Pete Candland (PRTC)
 Hector Cendejas (PRTC)
 Deborah Frazier (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeff McKay (NVTC)
 Pam Sebesky (PRTC)

City of Alexandria
 Prince William County
 Prince William County
 City of Manassas Park
 Spotsylvania County
 Arlington County
 City of Fredericksburg
 Fairfax County
 City of Manassas

*Voting Member

**Delineates arrival/departure following the commencement of the Operations Board Meeting. Notation of exact arrival/departure time is included in the body of the minutes.

Staff and General Public

Monica Backmon – NVTA
Paolo Belito – Prince William County
Alex Buchanan - VRE
Sharon Bulova – Private Citizen
Rick Canizales – Prince William County
Matt Cheng – NVTC
Rich Dalton – VRE
John Duque – VRE
Karen Finucan-Clarkson
Chris Henry – VRE
Christine Hoeffner – VRE
Pierre Holloman – Arlington County
John Kerins – Keolis
Mike Lake – Fairfax County
Lezlie Lamb – VRE
Meagan Landis – Prince William County

Steve MacIsaac – VRE Legal Counsel
Kate Mattice – NVTC
Elizabeth McCurdy – City of Alexandria
Ryan McManus – Prince William County
Becky Merriner – PRTC
Steve Miner – Baker-Tilly
Charlotte Nourse - VRE
Kristin Nutter – VRE
Steve Owen – Baker-Tilly
Edwin Santana
Dr. Bob Schneider – PRTC
Mark Schofield – VRE
Cindy Shelton – Stafford County
Sonali Soneji - VRE
Joe Swartz – VRE

Chair Cristol called the meeting to order at 9:06 A. M. The Pledge of Allegiance and the Roll Call followed.

Approval of the Agenda – 3

Mr. Kelly moved, with a second by Ms. Bailey to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, Mitchell, Skinner, Smith, Storck and Walkinshaw.

Approval of the Minutes of the December 20, 2019 VRE Operations Board Meeting – 4

Ms. Bennett-Parker moved, with a second by Mr. Kelly, to approve the Minutes from December 20, 2019. The vote in favor was cast by Members Banks, Bennett-Parker, Cristol, Kelly, Lawson, Mitchell Skinner, and Smith. Members Bailey, Bohmke, Franklin, Storck and Walkinshaw abstained.

Chair's Comments – 5

- Chair Cristol welcomed the following newly appointed Operations Board Members:
 - James Walkinshaw representing NVTC for Fairfax County
 - Andrea Bailey representing PRTC for Prince William County
 - Meg Bohmke representing PRTC for Stafford County
 - Ralph Smith representing PRTC for the City of Manassas
 - Walter Alcorn representing NVTC for Fairfax County
 - Dan Storck representing NVTC for Fairfax County
 - Margaret Franklin representing PRTC for Prince William County
- Chair Cristol introduced former VRE Operations Board Member and Former Chairman of the Fairfax County Board of Supervisors, Sharon Bulova.
 - Ms. Bulova is known as “The Mother of VRE”
 - Joining the staff of then Annandale Supervisor Audrey Moore in 1984, Ms. Bulova was tasked with building a coalition to study the feasibility of starting a regional commuter rail and established “The Friends of the VRE”

- Following her election to the Board of Supervisors in 1988, Ms. Bulova made the establishment of commuter rail service a priority
- In 1989, NVTC and PRTC executed a Master Agreement and the VRE Operations Board was established.
- After a series of seemingly insurmountable obstacles, VRE began operations in 1992.
- Ms. Bulova served continuously until last month, having given this organization more than 35 years of dedicated service.
- Ms. Cristol announced the 2020 VRE Operations Board Officers
 - James Walkinshaw – Treasurer
 - Jeanine Lawson – Secretary
 - Elizabeth Bennett-Parker – Vice-Chair
 - Gary Skinner – Chair

Installation of New Officers – 6

New Chair's Comments – 7

- Chair Skinner thanked Ms. Cristol for her leadership in 2019
 - The highlight of the year was the announcement of the Commonwealths \$3.7B rail plan.
- Chair Skinner welcomed the new Members and announced there will be a 30-Minute presentation after the Operations Board meeting adjourns to cover some information for the new Members. All are welcome to attend.
- Chair Skinner announced assignments to the following Committees:

Finance Committee:

- Katie Cristol – Chair
- Preston Banks
- Elizabeth Bennett-Parker
- Gary Skinner
- Meg Bohmke
- Ralph Smith

Audit Committee

- Jeanine Lawson – Chair
- Gary Skinner
- Katie Cristol
- Elizabeth Bennett Parker
- James Walkinshaw
- Meg Bohmke

Legislative Committee

- Matt Kelly - Chair
- Elizabeth Bennett- Parker
- Katie Cristol
- Margaret Franklin
- James Walkinshaw

CEO Evaluation Committee

- Katie Cristol - Chair
- Elizabeth Bennett-Parker

- Jeanine Lawson
- James Walkinshaw
- Gary Skinner
- Matt Kelly
- Chair Skinner reminded the Members the Virginia Transit Association Day in Richmond is on January 27th.

Acting Chief Executive Officer's Report – 8

Mr. Dalton briefed the Operations Board on the following items of interest:

- Safety and Security
- Performance metrics
 - 85% On-Time in December 2019
 - 15,126 Average Daily Ridership
- Virginia Rail Package Update
 - VRE is working to operationalize the Commonwealth's plan
 - Working closely with DRPT to identify 2020 project work plans
- Director Mitchell was asked to brief the Board
 - Described the Transportation Omnibus bill creating a Commonwealth Transportation Fund

[Ms. Bailey stepped out of the room at 10:25 a.m.]

Public Comment Time – 9

Chair Skinner opened the floor for public comment time. There were no speakers.

[Ms. Bailey returned to the meeting at 10:30 a.m.]

Action Items – 10

Authorization to Extend the Lease Agreement for Parking at the Rippon Station – 10A

Mr. Kelly moved, with a second by Ms. Bailey, to authorize the Acting Chief Executive Officer to extend the lease agreement with RCKF Riverside PLP LLC, formerly KP Big Crest Lane LLC, for parking at the Rippon Station in the amount of \$185,677 for one year.

The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, Mitchell, Skinner, Smith, Storck and Walkinshaw.

Adoption of Changes to the 2020 VRE Operations Board Meeting Schedule – 10B

Ms. Lawson moved, with a second by Ms. Bennett-Parker, to establish a regular VRE Operations Board meeting on July 17, 2020 and delete the regular meeting that was to be held on August 21, 2020.

The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, Mitchell, Skinner, Smith, Storck and Walkinshaw.

Information Items – 11

Spending Authority Report – 11A

In, the following purchases greater than \$50,000 but less than \$100,000 were made:

- On December 3, 2019, VRE issued a Sole Source Blanket Purchase Order in the amount of \$74,000 to TransTech to acquire toilet cleaning supplies on an as-needed basis, including chlorinating slugs and sanitizer, to maintain the toilet systems on board VRE passenger rail cars.
- On December 3, 2019, VRE issued a Sole Source Purchase Order in the amount of \$92,530 to TransTech for four waste treatment tank assemblies for the toilet systems on board VRE passenger rail cars.

Closed Session – 11

Chair Skinner asked if there was any other business. There was none.

Ms. Bailey moved, with a second by Ms. Bennett-Parker to adjourn the meeting. The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, Mitchell, Skinner, Smith, Storck and Walkinshaw.

The meeting adjourned at 10:41 A.M.

Approved this 21st day of February 2020

Gary Skinner
Chair

Jeanine Lawson
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the January 17, 2020 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
10A-01-2020**

**Authorization to Extend the Lease Agreement for
Parking at the Rippon Station**

WHEREAS, in May 2002, the Operations Board approved a three-year lease for a 320-space parking lot at the Rippon Station; and,

WHEREAS, these additional spaces were instrumental in reducing the parking shortage at Rippon, where the main parking lot was routinely 97% full; and,

WHEREAS, the lease agreement has since been renewed several times, with the current extension set to expire at the end of February 2020; and,

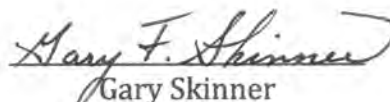
WHEREAS, VRE staff is requesting permission to extend the lease agreement for one additional year through February 28, 2021;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to extend a Lease Agreement with RCKF Riverside PLP LLC for parking at the Rippon Station in the amount of \$185,677 for one year.

Approved this 17th day of January 2020



Jeanine Lawson
Secretary



Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
10B-01-2020**

**Adoption of Changes to the 2020 VRE
Operations Board Meeting Schedule**

WHEREAS, per the Bylaws of the VRE Operations Board, meetings are held the third Friday of each month except July; and,

WHEREAS, VRE Operations Board Members' jurisdictions do not typically meet in the month of August; and,

WHEREAS, achieving a quorum for VRE Operations Board action in the month of August is not always possible; and,

WHEREAS, the potential exists for a detrimental postponement of VRE business throughout the months of July and August; and,

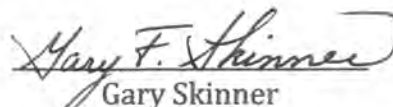
WHEREAS, the Bylaws of the VRE Operations Board state "Such changes to, deletion of, or addition of a regular meeting may be accomplished by adoption of a resolution changing, deleting or establishing a regular meeting date";

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby establish a regular meeting to be held on July 17, 2020 and deletes the regular meeting that was to be held on August 21, 2020.

Approved this 17th day of January 2020



Jeanine Lawson
Secretary



Gary Skinner
Chairman

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MINUTES
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD MEETING

February 21, 2020
 14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Walter Alcorn (NVTC)
 *Andrea Bailey (PRTC)
 *Preston Banks (PRTC)
 *Elizabeth Bennet-Parker (NVTC)
 *Meg Bohmke (PRTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Matt Kelly (PRTC)
 *Cindy Shelton (PRTC)
 *Gary Skinner (PRTC)
 *Ralph Smith (PRTC)
 *Dan Storck (NVTC)
 *James Walkinshaw (NVTC)

Jurisdiction

Fairfax County
 Prince William County
 City of Manassas Park
 City of Alexandria
 Stafford County
 Arlington County
 Prince William County
 City of Fredericksburg
 Stafford County
 Spotsylvania County
 City of Manassas
 Fairfax County
 Fairfax County

Members Absent

Jeanine Lawson (PRTC)
 Jennifer Mitchell (DRPT)

Prince William County
 Commonwealth of Virginia

Alternates Present

*Victor Angry (PRTC)
 *Michael McLaughlin (DRPT)
 Ann Wheeler (PRTC)

Prince William County
 Commonwealth of Virginia
 Prince William County

Alternates Absent

Canek Aguirre (NVTC)
 Pete Candland (PRTC)
 Hector Cendejas (PRTC)
 Deborah Frazier (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeff McKay (NVTC)
 Pam Sebesky (PRTC)

City of Alexandria
 Prince William County
 City of Manassas Park
 Spotsylvania County
 Arlington County
 City of Fredericksburg
 Fairfax County
 City of Manassas

*Voting Member

**Delineates arrival/departure following the commencement of the Operations Board Meeting. Notation of exact arrival/departure time is included in the body of the minutes.

Staff and General Public

Khadra Abdulle – VRE
Monica Backmon – NVTA
Rick Canizales – Prince William County
Matt Cheng – NVTC
Rich Dalton – VRE
John Duque – VRE
Mei Fang – Fairfax County
Patricia Happ - NVTC
Xavier Harmony - DRPT
Chris Henry – VRE
Pierre Holloman – Arlington County
Todd Johnson – First Transit
John Kerins – Keolis
Sharon Klumpp – Baker-Tilly

Mike Lake – Fairfax County
Lezlie Lamb – VRE
Megan Landis – Prince William County
Steve MacIsaac – VRE Legal Counsel
Betsy Massie – PRTC
Kate Mattice – NVTC
Ryan McManus – Prince William County
Becky Merriner – PRTC
Kristin Nutter – VRE
Dr. Bob Schneider – PRTC
Mark Schofield – VRE
Joe Swartz – VRE
Norine Walker - Systra
Katherine Youngbluth - DRPT

Chairman Skinner called the meeting to order at 9:05 A. M. The Pledge of Allegiance and the Roll Call followed.

Approval of the Agenda – 3

Ms. Bailey moved, with a second by Ms. Bennett-Parker to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Alcorn, Angry, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Kelly, McLaughlin, Shelton Skinner, Smith, Storck, and Walkinshaw.

Approval of the Minutes of the January 17, 2020 VRE Operations Board Meeting – 4

Ms. Bohmke moved, with a second by Ms. Bennett-Parker, to approve the Minutes from December 20, 2019. The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Kelly, McLaughlin, Shelton Skinner, Smith, Storck, and Walkinshaw. Mr. Alcorn and Mr. Angry abstained.

Chairman's Comments – 5

- Chairman Skinner reminded the Board there will be a New Member Orientation session focused on the VRE budget process and other aspects of VRE finance, following adjournment of the regular Operations Board meeting. This is a public meeting and anyone who wishes is invited to attend.
- The Virginia Transit Association held its annual "Transit Legislative Advocacy Day" in Richmond on January 27th. Vice-Chair Bennett-Parker attended the legislative briefing along with staff.
- Chairman Skinner stated the Finance Committee will meet in March after the regular Operations Board meeting.

[Ms. Franklin arrived at 9:10 am]

Acting Chief Executive Officer's Report – 6

Mr. Dalton briefed the Operations Board on the following items of interest:

- Continuing efforts to maintain a safety culture at VRE and Keolis
- Update on the Virginia Rail Transformation Plan
- VRE staff monitoring Virginia's legislative session and the Federal Budget process

- Mid-point update on VRE's FY2020 Budget
- Ridership and On-Time performance metrics
 - OTP for January was 85%
 - Average Daily Ridership for January was 18,428
- Participation in USDOT Human Trafficking awareness event and VRE pledge to participate in DOT's transportation workers training program to recognize the signs and know what to do.

Public Comment Time – 7

The Chairman opened the floor for public comment time. There were no speakers.

Consent Items – 8

Mr. Smith moved, with a second from Ms. Bailey, to approve the following Consent items:

- Authorization to Issue an Invitation for Bids for Overhaul of Emergency Generators – 8A
- Authorization to Issue an Invitation for Bids for VRE Headquarters Renovations– 8B
- Authorization to Issue a Request for Proposals for General Engineering Consulting Services for Project Design and Construction Management – 8C
- Authorization to Issue a Request for Proposals for Federal Government Relations Services – 8D

The vote in favor was cast by Members Alcorn, Angry, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, McLaughlin, Shelton Skinner, Smith, Storck, and Walkinshaw.

Action Items – 9

Authorization to Issue a General Planning Consulting Task Order for FY 2020 National Transit Database Data Collection – 9A

Mr. Alcorn moved, with a second by Ms. Bailey, to authorize the Acting CEO to issue a Task Order to Vanasse Hangen Brustlin, Inc, under the General Planning Consulting Services Contract, for National Transit Database ridership data collection for FY 2020, in an amount, including contingencies, not to exceed \$167,645.

The vote in favor was cast by Members Alcorn, Angry, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Mitchell, Skinner, Smith, Storck, and Walkinshaw.

Authorization to Execute a Contract for Locomotive Prime Mover Turbochargers – 9B

Ms. Bailey moved, with a second by Mr. Smith, to authorize the Acting CEO to execute a contract with American Turbocharger Technologies for Locomotive Prime Mover Turbochargers for an amount, including contingencies, not to exceed \$586,190.

The vote in favor was cast by Members Alcorn, Angry, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, McLaughlin, Shelton Skinner, Smith, Storck, and Walkinshaw.

Information Items – 10

Spending Authority Report – 10A

In, the following purchases greater than \$50,000 but less than \$100,000 were made:

- A Sole Source Purchase Order issued to International Display Systems, Inc. in the amount of \$82,358 for software integration services for the Variable Messaging System proof-of-concept project.
- A blanket Purchase Order issued to Powersolv, Inc., for an amount not to exceed \$99,500 for services supporting the e-Builder project controls solution, on an as-needed basis.

VRE Mobile – 10B

Mr. Henry reviewed the development of the mobile phone-based ticketing system. VRE has been notified by the supporting vendor that they are scaling back their mobility-based businesses in North America. VRE is working on the best solution to move forward.

VRE CEO Executive Search Effort – 10C

Ms. Cristol reported on the process for the executive search. Ms. Sharon Klumpp from the recruiting firm Baker Tilly discussed the recruitment process.

- Outlined the timeline for the process
- Shared the draft recruitment brochure, which the Executive Search committee will review and approved at the committee meeting that follows the VRE Operations Board meeting.

Chairman Skinner asked if there was any other business. There was none.

Chairman Skinner adjourned the meeting without objection at 10:40 A.M.

Approved this 20th day of March 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the February 21, 2020 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
8A-02-2020**

**Authorization to Issue an Invitation for Bids for
Overhaul of Emergency Generators**

WHEREAS, VRE uses emergency generators at VRE Headquarters in Alexandria, VRE's satellite office in Fredericksburg and at the Woodbridge and Manassas stations; and,

WHEREAS, in the event of a power outage, the generators supply electrical power to vital systems including elevators, lighting systems, heating and cooling systems, office equipment, network servers and communication equipment; and,

WHEREAS, the generators require periodic overhauls and other maintenance, based primarily on the quantity of fuel consumed and total run hours, in order to maintain reliability and to help realize each generator's expected useful life; and,

WHEREAS, the project will involve inspecting, cleaning and replacing various components and systems such as the starting system, air-intake and exhaust systems, lubrication and fuel systems, battery and electrical systems, and control panels;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to issue an Invitation for Bids for Overhaul of Emergency Generators.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8B-02-2020**

**Authorization to Issue an Invitation for Bids
for VRE Headquarters Renovations**

WHEREAS, VRE plans to continue its renovations of the office spaces at VRE Headquarters, begun in 2016; and,

WHEREAS, planned improvements will enhance employee safety and security, provide workspace for future additional staff and maximize the efficiency of the office layout and flow; and,

WHEREAS, renovation work includes modifying the reception area, creating emergency egress passageways, converting existing cubicles and larger individual offices to modular cubicles, creating an employee break room, and modifying the kitchen, mail and supply room and rest room;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to issue an Invitation for Bids for VRE Headquarters Renovations.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8C-02-2020**

**Authorization to Issue a Request for Proposals for General Engineering
Consulting Services for Project Design and Construction Management**

WHEREAS, it is the experience of VRE that General Engineering Consulting Services contracts are an efficient and cost-effective means of performing engineering, planning, environmental and construction management related activities required for a limited duration or needed in a timely manner on an as-needed basis; and,

WHEREAS, competitive procurement for new GEC contracts to support construction related projects must be initiated in order to avoid interruption or delay to several important and/or timely projects related to planned system improvements; and,

WHEREAS, in accordance with Section 2.2-4303 of the Virginia Public Procurement Act, these services must be procured through a Request for Proposals;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge that competitive negotiation is required in accordance with the Virginia Public Procurement Act; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to issue a Request for Proposals for General Engineering Consulting Services to support design and construction management activities.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8D-02-2020**

**Authorization to Issue a Request for Proposals
for Federal Government Relations Services**

WHEREAS, VRE has found it more expedient and effective to contract for Government Relations Services at both the State and Federal levels than to employ staff to attempt to monitor the myriad of government and legislative activities in Richmond and Washington, D.C.; and,

WHEREAS, VRE has chosen to contract separately for Government Relations Services specific to Federal issues as distinct from State issues; and,

WHEREAS, the first one-year option period of the current contract for Federal Legislative Services expires in August 2020;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge the determination made by the VRE Contract Administrator in accordance with VRE Public Procurement Policies and Procedures that competitive bidding is not practicable, nor fiscally advantageous to VRE, and that competitive negotiation is the appropriate method to procure these services; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to issue a Request for Proposals for Federal Government Relations Services for a three-year base period with two additional one-year option periods.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
9A-02-2020**

**Authorization to Issue a General Planning Consulting Task
Order for FY 2020 National Transit Database Data Collection**

WHEREAS, as a recipient of Federal formula funding through the Federal Transit Administration, VRE is required to report passenger trips, passenger miles and other performance data to the National Transit Database on an annual basis; and,

WHEREAS, to estimate passenger trips and passenger miles, VRE uses a sampling method, approved by the Federal Transit Administration, that requires an annual count of rider boardings and alightings on all revenue trains in the spring of each year; and,

WHEREAS, Vanasse Hangen Brustlin, Inc., VRE's General Planning Consultant, has the qualifications to collect this data and has presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to issue a General Planning Consulting Services Task Order to Vanasse Hangen Brustlin, Inc. for National Transit Database ridership data collection for FY 2020 in the amount of \$152,405, plus a 10 percent contingency of \$15,240, for a total amount not to exceed \$167,645.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
9B-02-2020**

**Authorization to Execute a Contract for
Locomotive Prime Mover Turbochargers**

WHEREAS, the VRE Operations Board adopted a life cycle maintenance strategy for VRE rolling stock in January 2014 to maintain VRE locomotives and passenger railcars at the highest level of reliability throughout the equipment lifecycle; and,

WHEREAS, turbochargers enhance the engine's, reliability, performance and fuel economy; and,

WHEREAS, under VRE's Life Cycle Maintenance Program, the MP36 Locomotive Prime Mover Turbochargers are reaching the end of their useful life and are in need of replacement; and,

WHEREAS, the VRE Operations Board authorized the CEO to issue an Invitation for Bids for Locomotive Prime Mover Turbochargers on September 20, 2019; and;

WHEREAS, following a competitive solicitation process it was determined that American Turbocharger of Newport News, Virginia was the lowest responsive-responsible bidder;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to execute a contract with American Turbocharger Technologies Inc. of Newport News, Virginia, for Locomotive Prime Mover Turbochargers in the amount of \$532,900, plus a 10 percent contingency of \$53,290, for a total amount not to exceed \$586,190.

Approved this 21st day of February 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

CEO REPORT

FEBRUARY 2020



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | FEBRUARY 2020

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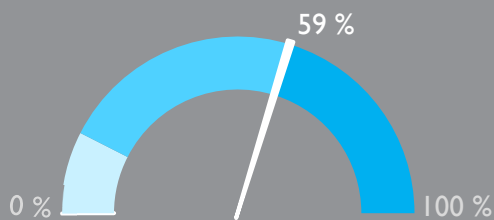
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

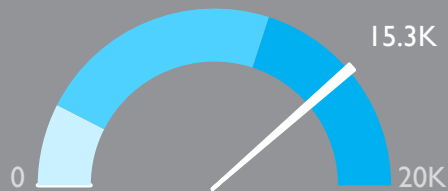


SUCCESS AT A GLANCE



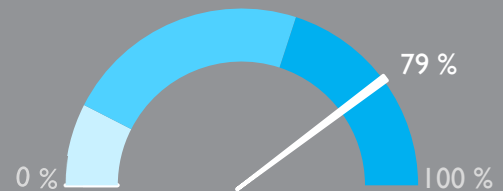
PARKING
UTILIZATION

The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



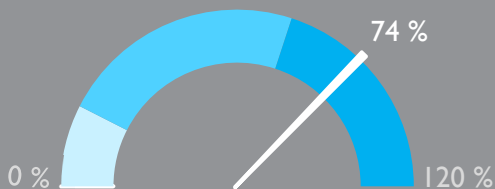
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.
Same month, previous year: 14,524



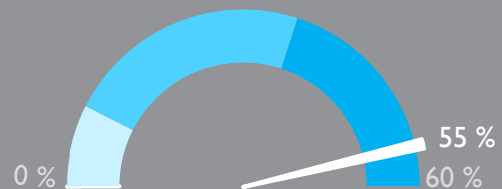
ON-TIME
PERFORMANCE

Percentage of trains that arrive at their destination within five minutes of the schedule.
Same month, previous year: 87%



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.
Board-established goal: 52%

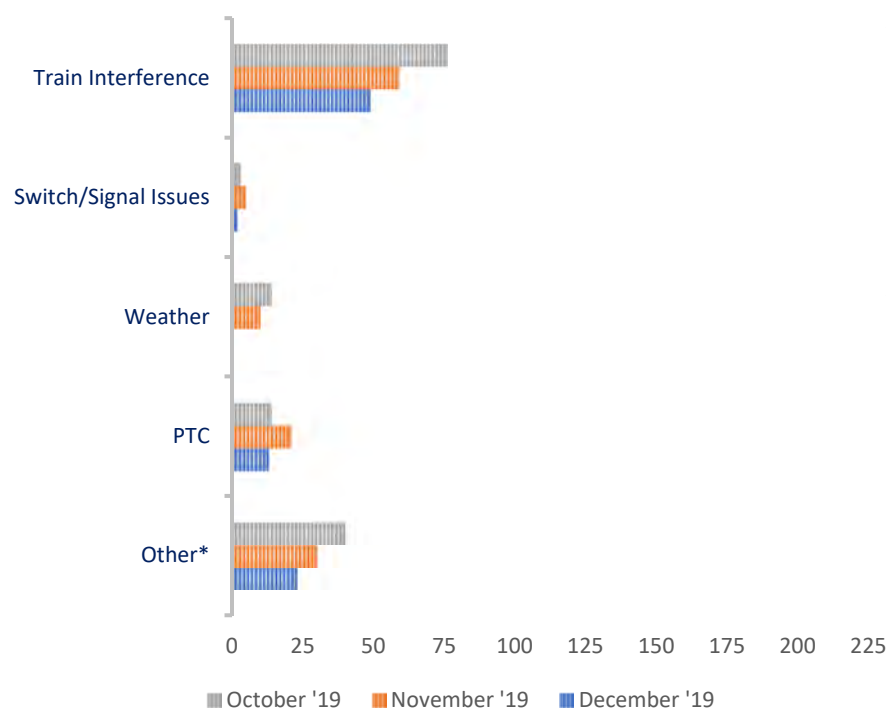
December 2019

ON-TIME PERFORMANCE

OUR RECORD

	December 2019	November 2019	December 2018
Manassas Line	80%	75%	88%
Fredericksburg Line	90%	83%	86%
System Wide	85%	79%	87%

PRIMARY REASON FOR DELAY



VRE operated 592 trains in December. Our on-time rate for December was 85 percent.

Eighty-seven trains arrived more than five minutes late to their final destinations. Of those late trains, 58 were on the Manassas Line (67 percent), and 29 were on the Fredericksburg Line (33 percent).

At 85 percent, systemwide on-time performance showed improvement. Delay totals in each category fell from November's numbers. Both lines did better than the month prior. Train interference remains the leading cause of delays.

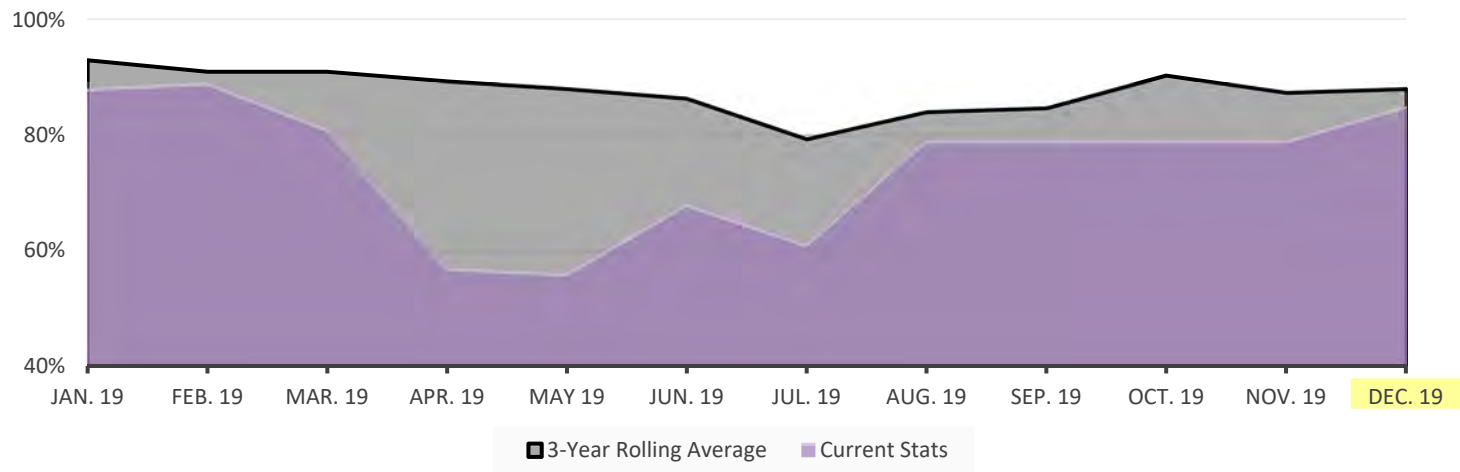
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

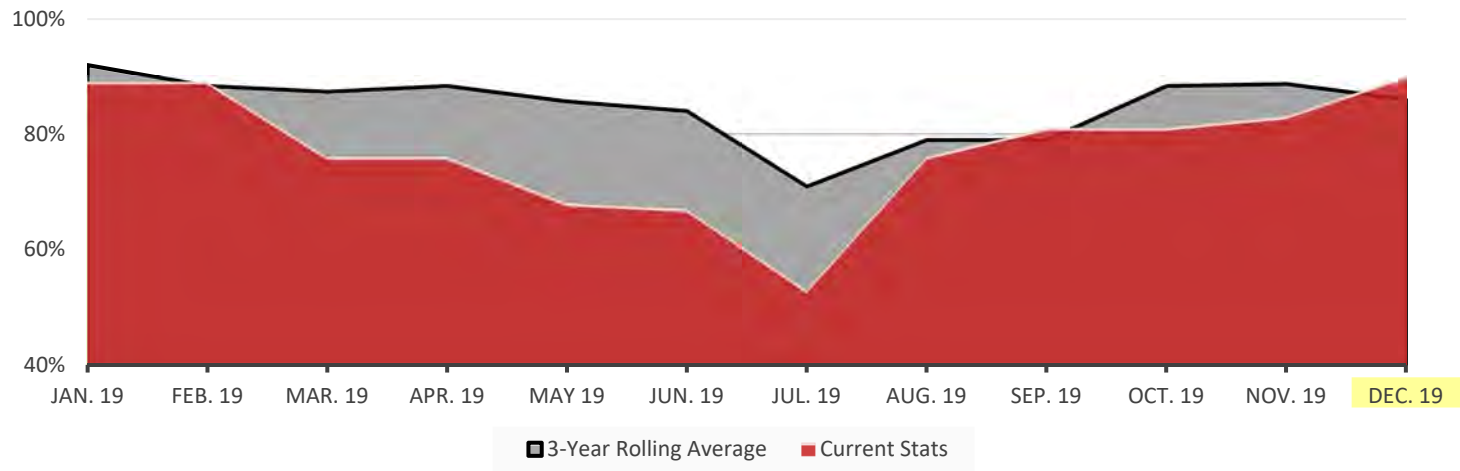
	System Wide			Fredericksburg Line			Manassas Line		
	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
Total late trains	147	125	87	66	51	29	81	74	58
Average minutes late	14	15	18	15	12	22	14	17	16
Number over 30 minutes	9	6	7	7	1	3	2	5	4
Heat restrictions	3	0	0	3	0	0			

ON-TIME PERFORMANCE

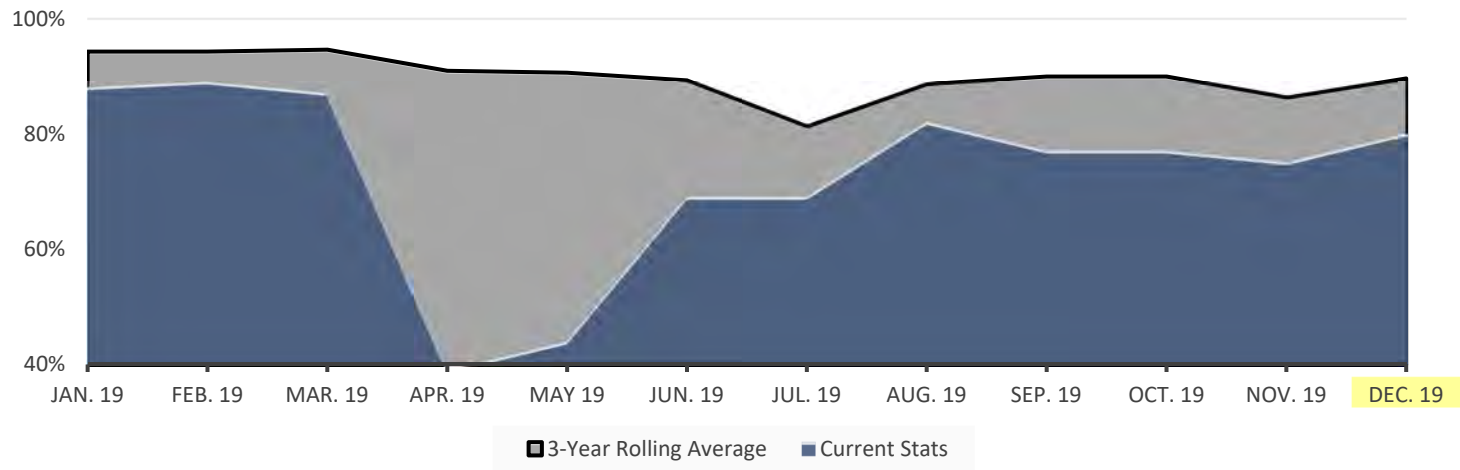
VRE SYSTEM



FREDERICKSBURG LINE

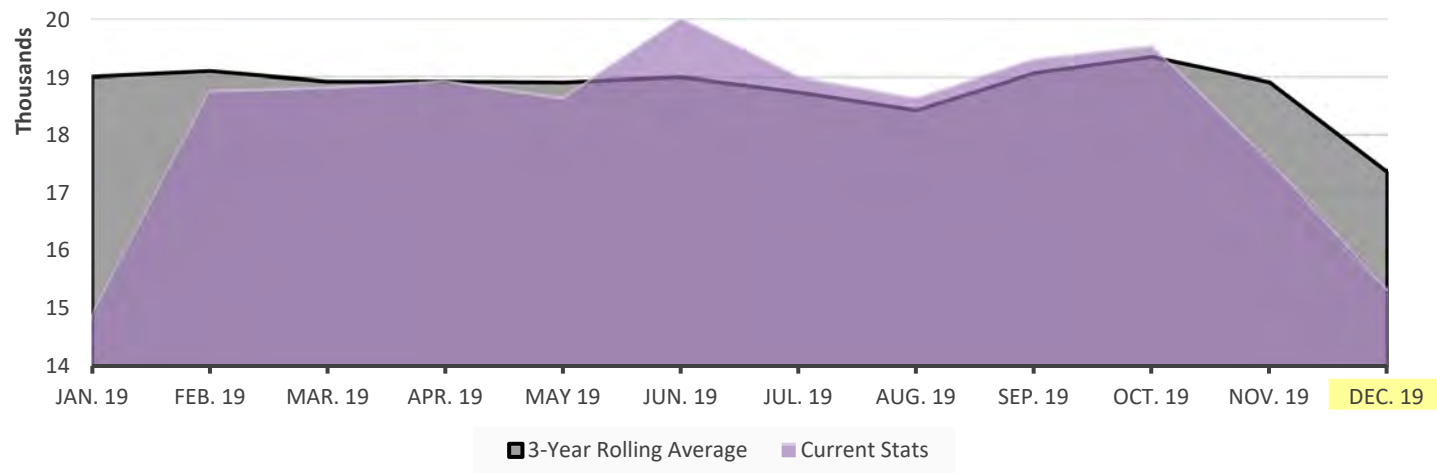


MANASSAS LINE

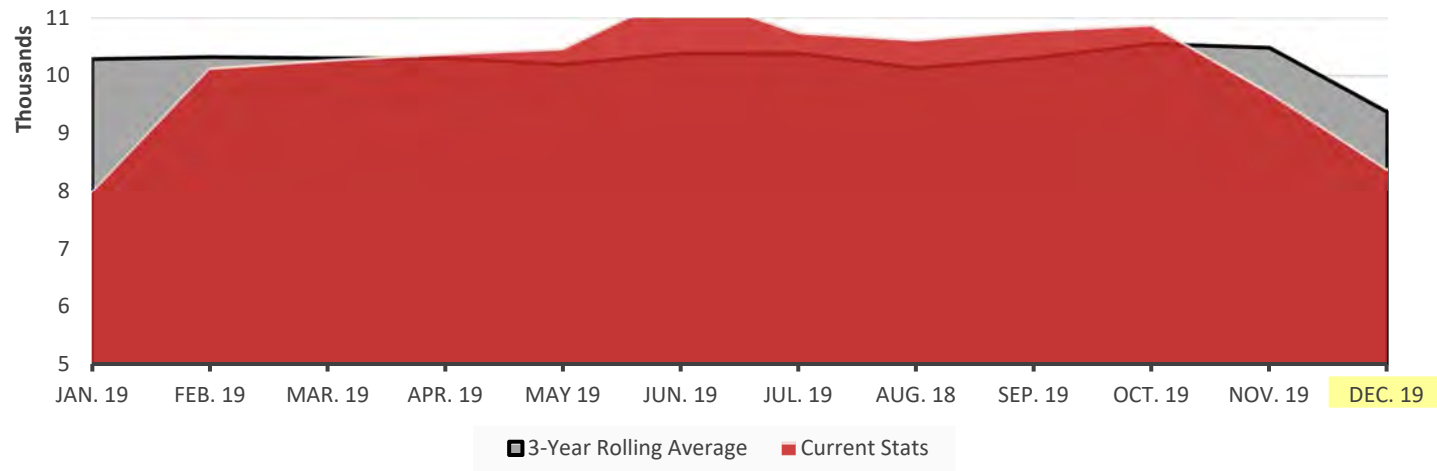


AVERAGE DAILY RIDERSHIP

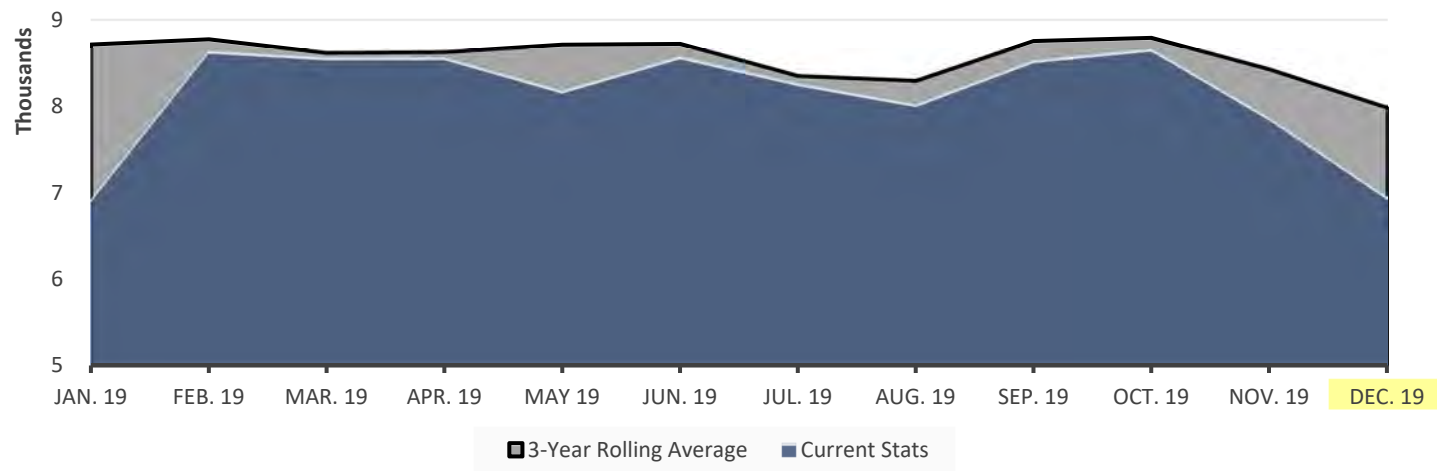
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



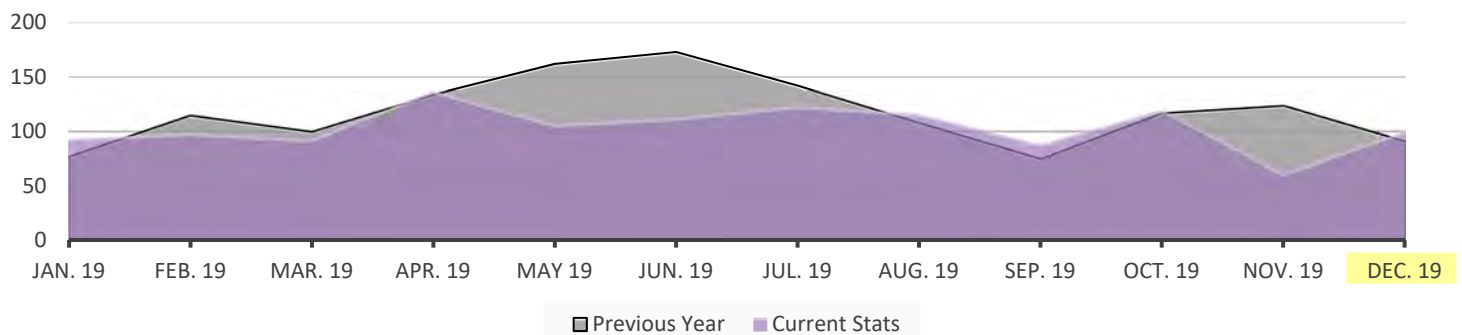
RIDERSHIP UPDATES

Average daily ridership (ADR) in December was approximately 15,400.

	December 2019	November 2019	December 2018
Monthly Ridership	322,035	334,031	290,480
Average Daily Ridership	15,335	17,581	14,524
Full Service Days	16	19	14
"S" Service Days	5	1	6

SUMMONSES ISSUED

VRE SYSTEM

SUMMONSES WAIVED
OUTSIDE OF COURT

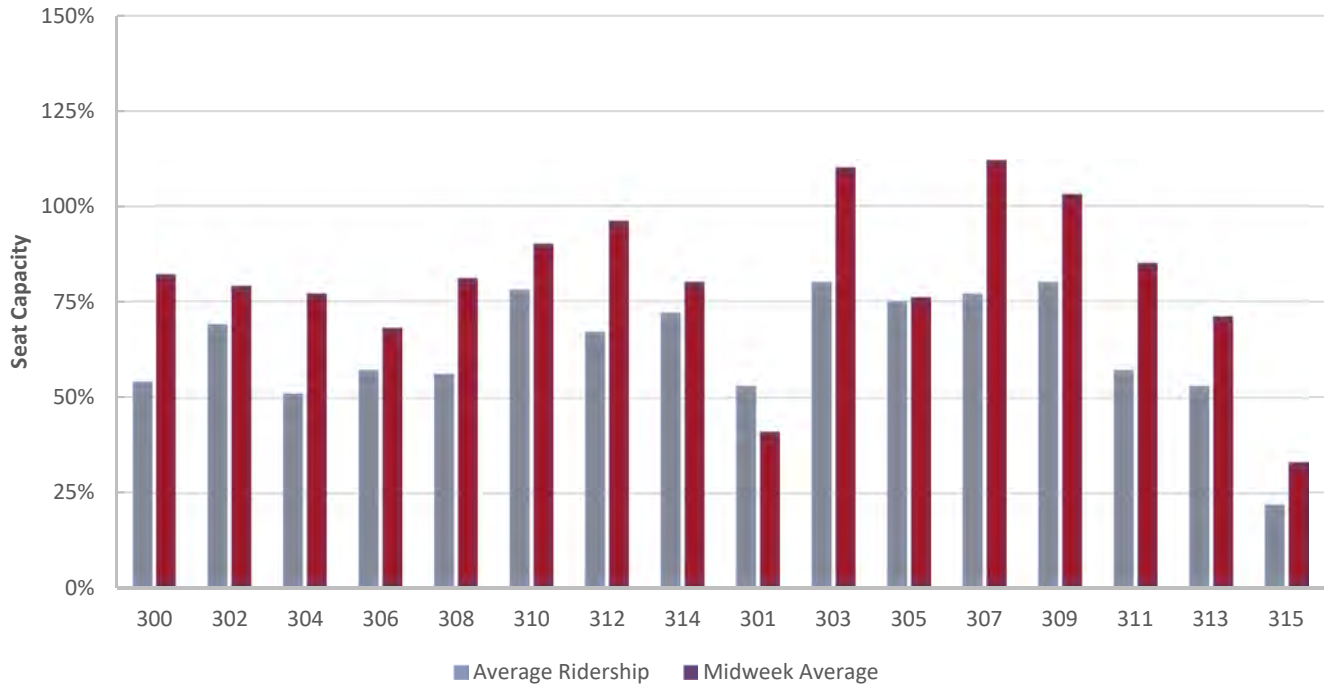
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES
COURT ACTION

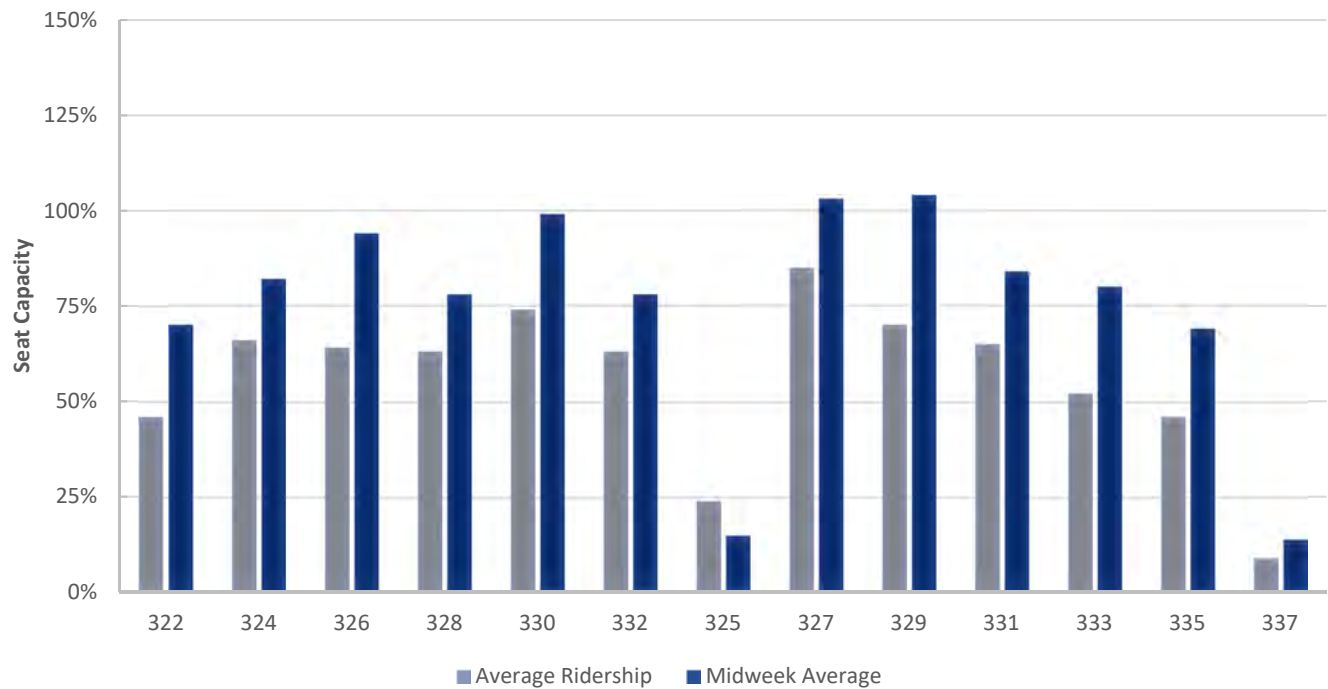
There were no court actions in December 2019

TRAIN UTILIZATION

FREDERICKSBURG LINE

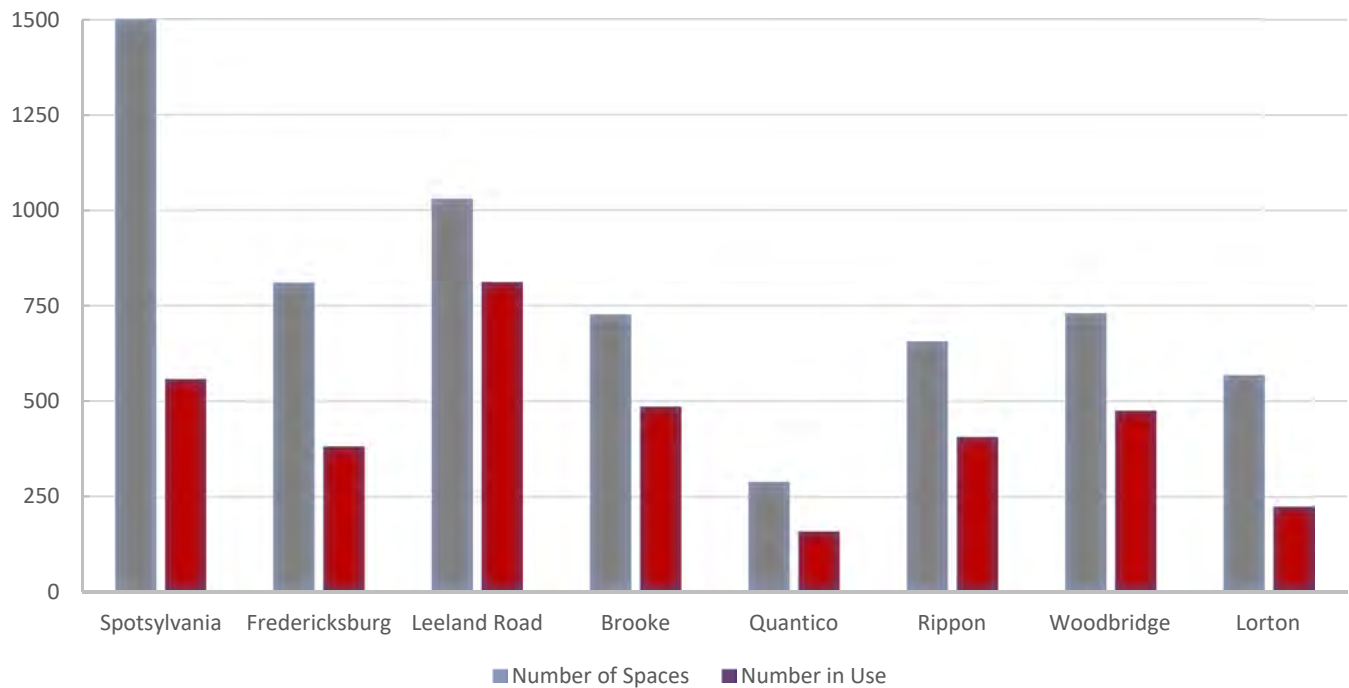


MANASSAS LINE

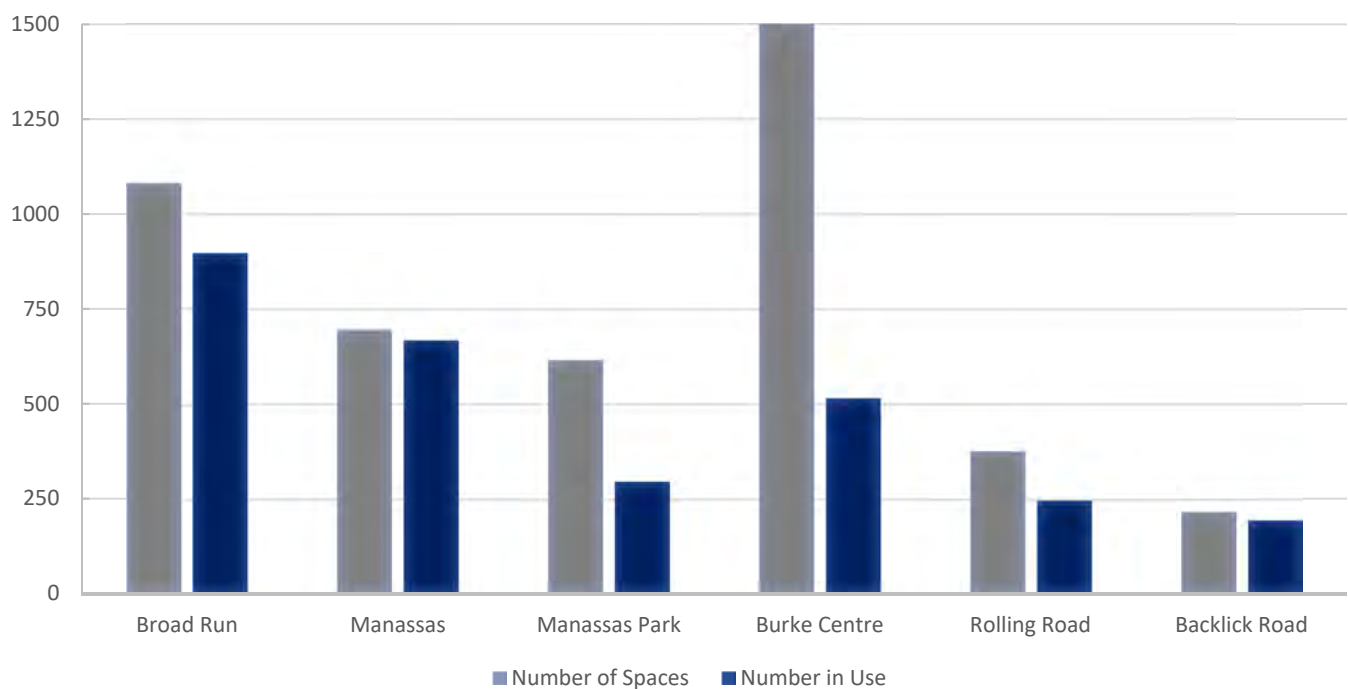


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first half of FY 2020 is approximately \$16,000 above budget (a favorable variance of 0.1 percent) and is 4.2 percent above the same period in FY 2019.

The operating ratio through December is 55 percent, which is above VRE's budgeted operating ratio of 52% for the full twelve months of FY 2020. VRE is required to budget a minimum operating ratio of 50 percent.

A summary of the FY 2020 financial results through December follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2020 Operating Budget Report							
Month Ended December 31, 2019							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,449,804	3,650,833	21,920,768	21,905,000	15,768	0.1%	43,810,000
Other Operating Revenue	600	18,750	117,359	112,500	4,859	4.3%	225,000
Subtotal Operating Revenue	3,450,404	3,669,583	22,038,127	22,017,500	20,627	0.1%	44,035,000
Jurisdictional Subsidy (1)	180	-	9,062,209	9,062,209	-	0.0%	13,239,555
Federal/State/Other Jurisdictional Subsidy	2,647,642	3,225,310	16,052,598	16,424,711	(372,113)	-2.3%	32,665,351
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	108,669	41,667	774,849	250,000	524,849	209.9%	500,000
Total Operating Revenue	6,206,894	6,936,560	47,927,783	47,754,420	173,363	0.4%	90,439,906
Operating Expenses							
Departmental Operating Expenses	6,437,236	7,261,480	40,068,690	43,497,170	3,428,480	7.9%	84,203,149
Debt Service	518,480	518,480	3,110,909	3,110,879	(30)	0.0%	6,221,757
Other Non-Departmental Expenses	-	1,250	18,500	7,500	(11,000)	0.0%	15,000
Total Operating Expenses	6,955,716	7,781,210	43,198,099	46,615,548	3,417,450	7.3%	90,439,906
Net income (loss) from Operations	(748,821)	(844,650)	4,729,685	1,138,872	3,590,813		-
Operating Ratio			55%	51%	Budgeted Goal	52% 50%	

(1) Total jurisdictional subsidy is \$17,767,748. Portion shown as budgeted is attributed to Operating Fund only.

COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND QUARTERLY REPORT

Background

Dedicated C-ROC funding for VRE began on July 1, 2018. The C-ROC Fund receives \$15 million annually (\$1.25 million monthly) from gasoline taxes collected in the NVTC and PRTC regions. C-ROC funds are received from the Department of Motor Vehicles (DMV) and are held by NVTC/VRE in a separate account, in accordance with §33.2-1525.A of the Code of Virginia. The VRE Operations Board and the Commissions approve the projects that are to be funded in whole or in part by the C-ROC Fund, and VRE provides a quarterly report on the C-ROC Fund, including disbursements received, amounts expended, the purpose of the expenditures, and investment and interest earnings.

C-ROC Fund as of December 31, 2019

A summary of the C-ROC Fund is presented below. Due to lags in the determination of total gasoline tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total C-ROC funds received through December are less than total funds earned. As of December 31, 2019, three months of FY 2020 C-ROC funding has been received by NVTC/VRE.

C-ROC Fund as of 12/31/2019

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	C-ROC Account Balance
FY 2020 (Jul-Dec)	\$7,500,000	\$3,750,000	\$164,220	\$0	
Life to Date	\$22,500,000	\$18,750,000	\$281,295	\$0	\$19,031,295

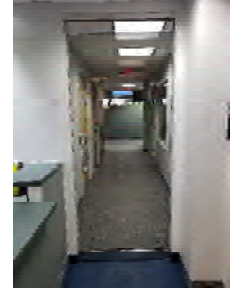
As part of the adoption of the FY 2020 budget, the VRE Operations Board and the Commissions approved the commitment of \$45 million in C-ROC funding to key capital projects – \$30 million for the L'Enfant Station and Fourth Track project and \$15 million for the Crystal City Station Improvements project. This commitment reflects three years of actual and projected C-ROC funding (FY 2019 through FY 2021), and expenditures will be reflected above when construction commences on these projects.

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

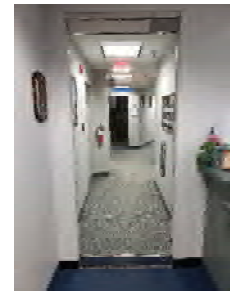
1. Repairs to sanitary sewer line at Woodbridge Station building
2. Submission of IFB package for pavement repairs and restriping at Rippon and Leeland Road Stations and Fredericksburg VRE Lot E
3. Submission of IFB package for emergency generator overhauls at Alexandria Headquarters, Fredericksburg office and Woodbridge and Manassas Stations
4. Installation of new glass doors at Alexandria Headquarters Suite 202
5. Submission of IFB package for Alexandria Headquarters Renovations



One of two new glass doors in the reception area of the Alexandria headquarters.

Projects scheduled to be completed this quarter:

1. Installation of electrical conduits and conductors for Variable Messaging System (VMS) at Alexandria Station
2. Submission of IFB package for modernization of east elevator at Woodbridge Station
3. Submission of IFB package for canopy roof replacement at Backlick Road Station
4. Submission of IFB package for painting of Franconia-Springfield Station
5. Submission of IFB package for replacement of tactile warning strips at various stations



One of two new glass doors in the reception area of the Alexandria headquarters.

Projects scheduled to be initiated this quarter:

1. GEC Task Order for design of platform widening at L'Enfant Station
2. GEC Task Order for design of minor structural repairs at Franconia-Springfield, Woodbridge, Rippon and Brooke Stations
3. Replacement of signage at Franconia-Springfield, Woodbridge and Leeland Road Stations
4. Replacement of parking lot light fixtures at Spotsylvania Station
5. GEC Task Order for design of renovations to Alexandria Headquarters
6. Replacement of HVAC system at Alexandria Headquarters Suite 201

Ongoing projects:

1. Replacement of parking lot entrance signs at various stations
2. Replacement of waste and recycling receptacles at various stations

UPCOMING PROCUREMENTS

- Construction of the Lifecycle Overhaul and Upgrade Facility
- Program management services
- Canopy roof replacement at the Backlick Road Station
- Modernization of VRE Woodbridge Station east elevator
- Passenger car wheelchair lift assemblies
- Construction of Rolling Road Station platform extension
- Purchase of LED light fixtures
- Construction of L'Enfant south storage track wayside power
- Variable Messaging System replacement
- Tactile strip replacements
- Pavement repairs and striping at the Rippon and Leeland Road stations and Fredericksburg Lot G
- Franconia-Springfield Station painting services
- Purchase of forklift trucks
- Final design services for VRE Broad Run expansion
- Safety and security consulting services
- Renewal of locomotive head end power engine systems
- Construction of Quantico Station improvements
- Construction management services for the Quantico Station Improvements project

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Long Bridge Project Environmental Impact Statement (*study by others*) – Draft environmental impact statement, which identifies a preferred alternative and examines its impacts, was released and published in the Federal Register; DDOT and FRA are reviewing public comments to be addressed in the final environmental impact statement expected in the Summer of 2020.
2. New York Avenue Midday Storage Replacement Facility – continuing due-diligence activities on potential property acquisitions; preliminary design effort has been completed and continue collaboration with Amtrak on project agreements.

Projects or project phases scheduled to be completed this quarter:

3. Franconia-Springfield Station Improvements (FRS) Draft 90% design plans
4. Lorton Station Second Platform (LOR) Draft 90% design plans
5. Rippon Station Improvements (RIP) Final 30% design plans
6. Brooke Station Improvements (BKV) Final 30% design plans
7. Leeland Road Station Improvements (LLR) Final 30% design plans
8. Broad Run Expansion (BRX) Section 106 Consultation
9. Construction of Benchmark Road Slope Stabilization (Hamilton to Crossroads closeout)

Projects or project phases scheduled to be initiated this quarter:

10. IFB for construction of Rolling Road Station Improvements
11. Request for proposals (RFP) advertised for LOU Construction Management

Ongoing projects:

12. Broad Run Expansion (BRX)
13. Manassas Park Parking Improvements
14. Rolling Road Station Improvements
15. Crossroads Maintenance and Storage Facility (MSF) – land acquisition completed
16. Lifecycle Overhaul & Upgrade Facility (LOU)
17. Benchmark Road Slope Stabilization (Hamilton to Crossroads closeout)
18. Leeland Road Station Improvements
19. Brooke Station Improvements
20. Quantico Station Improvements
21. Rippon Station Improvements
22. Lorton Station Second Platform
23. Franconia-Springfield Station Improvements
24. Alexandria Station Improvements
25. Alexandria Station Track I Access (Slaters Lane)
26. Crystal City Station Improvements
27. L'Enfant Train Storage Track - South
28. L'Enfant Station Improvements
29. New York Avenue Midday Storage Facility
30. Potomac Shores VRE Station – *design by others*
31. Washington Union Station Improvements Environmental Impact Statement – *study by others*
32. DC2RVA Environmental Impact Statement – *study by others*

Projects Progress Report to Follow

PASSENGER

PROJECT	DESCRIPTION	PHASE						
		CD	PD	EC	RW	FD	CN	
Alexandria Station Improvements	Eliminate at-grade track crossing, add elevators, modify platforms.	◆	◆	◆	N/A	●		
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●		
	Extend and widen East Platform and elevate West Platform.	◆	◆	◆	N/A	●		
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track. ◆	◆	◆	◆	N/A	●		
Lorton Station Improvements	Construct new second platform with pedestrian overpass. ¹	◆	◆	◆	N/A	●		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Potomac Shores Station Improvements	New VRE station and parking in Prince William County provided by private developer.	◆	●	◆	N/A			
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●		
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Manassas Park Parking Improvements	Parking garage to increase parking capacity to 1,100 spaces.	◆	◆	●	N/A			
Rolling Road Station Improvements	Extend existing platform and rehabilitate existing station	◆	◆	◆	N/A	●	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A			
L'Enfant Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A			

PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold ◆ part of the "Penta-Platform" program

¹ Total project cost estimate in adopted FY2020 CIP Budget; percentage complete based on VRE Operations Board authorization

² Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across five "Penta-Platform" program stations

ESTIMATED COSTS (\$)						STATUS		
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date		
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	●	Design underway. Stakeholder meetings held 3/1 and 4/3.
7,000,000	7,000,000	-	467,500	270,487	60%	2nd QTR 2019	●	Materials continue to be delivered. Assembly of cross-over has begun.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	●	Design work on east platform only; west platform improvements unfunded.
13,000,000	13,000,000	-	*	544,676	30%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
16,150,000	16,150,000	-	*	778,541	30%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
16,634,793	16,634,793	-	*	387,598	20%	4th QTR 2023	●	PE design/EC anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
No costs for VRE. Private developer providing station.					10%	TBD	●	Potomac Shores VRE Station design underway to include parking structure.
18,372,949	18,372,949	0	388,784	830,833	30%	TBD	●	FD start 1st QTR 2019. SMART SCALE grant agreement pending.
23,391,019	23,391,019	-	*	374,879	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2020. Ongoing
15,527,090	15,527,090	-	*	343,268	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2020. Ongoing
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	●	Meeting held with Governing Body on 4/3. FD continues.
2,000,000	2,000,000	-	640,503	418,887	70%	3rd QTR 2020	●	Invitation for Bids (IFB) pending NS Construction Agreement and Fairfax County Building Permit.
49,940,000	19,098,463	30,841,537	1,584,619	397,848	30%	2nd QTR 2024	●	PE & EC initiated in Oct 2019 and anticipated completion 3rd QTR 2020.
70,650,000	62,465,721	8,184,279	130,501	65,150	50%	2nd QTR 2023	●	DRPT LONP received. Real estate research in progress under LONP.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	◆

MAINTENANCE AND STORAGE FACILITIES

L'Enfant Train Storage Track - South	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility - Land Acquisition	Acquisition of 19.5 acres of land, construction of two storage tracks and related site improvements.	◆	N/A	N/A	●	N/A	N/A
New York Avenue Midday Storage Replacement Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	N/A	N/A	N/A	◆	◆
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●

PLANNING, COMMUNICATIONS AND IT










Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●

PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2020 CIP Budget; percentage complete based on VRE Operations Board authorization

² Does not include minor (< \$50,000) operating expenditures

Total ¹	ESTIMATED COSTS (\$)				Percent Complete ¹	Project Completion Date	STATUS	
	Funded	Unfunded	Authorized	Expended ²				
32,500,000	32,500,000	-	33,285,519	30,578,003	90%	3rd QTR 2018		Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,699,610	60%	4th QTR 2019		CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD		Completion of FD pending completion of land acquisition.
2,950,000	2,950,000	-	2,950,000	163,565	100%	1st QTR 2020		Land acquisition has been completed.
89,666,508	89,666,508	-	3,588,305	2,087,050	75%	4th QTR 2021		Preliminary design has been completed and continuing to collaborate with Amtrak on agreements.
75,264,693	75,264,693	-	69,457,809	47,915,644	99%	4th QTR 2020		All cars received. Completion date reflects end of warranty period.
14,191,833	14,191,833	-	10,294,079	7,984,451	95%	4th QTR 2018		Implementation Completed. Final stabilization and familiarization phase in process.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024		PE design and EC underway. Property acquisition due diligence underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	3rd QTR 2019		Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.



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Agenda Item #10: Department of Rail and Public Transportation (DRPT)



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: February 27, 2020

SUBJECT: Department of Rail and Public Transportation (DRPT)

At the March meeting DRPT Director Jennifer Mitchell will give her report. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

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COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

Ph: 804-786-4440
Fax: 804-225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: February 26, 2020

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

Omnibus transportation bills [HB1414](#) and [SB890](#) are continuing to make their way through the General Assembly. Both bills increase the gas tax, dedicate a portion of the Transportation Trust Fund to transit, and establish a discretionary Transit Ridership Incentive Program. This program will provide funding for transit routes of regional significance, bus-only lanes on regionally significant routes, and integrated fare collection in eight urbanized areas. In addition, up to 25% of the program funding is directed for establishing low income fare reduction programs and fare free services. Both bills also provide \$50 million annually for Virginia match to federal PRIIA funding for WMATA.

Each chamber also adopted a [budget](#) bill on February 20 and the two versions are expected to be reconciled by March 7. Amendments have been added to the budget to direct studies of enhanced public transportation between the Franconia-Springfield Metrorail station and the Quantico Marine Base and to evaluate the cost of extending VRE service to Gainesville. The proposed budget includes a substantial increase in transit funding and restores Northern Virginia Transportation Authority (NVTA) funding that was previously diverted to help pay for the Commonwealth's share of WMATA dedicated funding.

The House also passed [HB1586](#) which would provide an exception to the WMATA 3% operating subsidy cap for service increases approved by the WMATA Board.

The Commonwealth Transportation Board (CTB) unanimously [approved](#) the second amendment to the I-66 Memorandum of Understanding at its February 19 meeting in Richmond. The changes add DRPT as a signatory, allow debt service and pay-go expenses for the Long Bridge project and Metrorail improvements, and provides NVTC with greater flexibility for setting the duration of funding for some transit operations. The amended MOU also guarantees a

[DRPT.Virginia.gov](#)

Improving the mobility of people and goods while expanding transportation choices.

minimum of \$10 million per year to NVTC for its I-66 Commuter Choice program and provides an additional \$5 million beginning in FY22, both with 2.5% annual escalation. The CTB will next meet on March 17-18 in Richmond.

The CTB also unanimously [approved](#) changes to the SMART SCALE policies and methods for Round 4. The changes limit the number of pre-applications, require transit maintenance facilities to include a capacity expansion, and include several minor or technical changes. The changes also require transit corridor projects to show that alternatives were considered and are included in the agency's Transit Strategic/Development Plan.

The SMART SCALE portal will open on March 5 for the development of pre-applications. Pre-applications must be submitted by April 2. Projects that do not submit a pre-application will be ineligible to receive funding. Localities over 200,000 and Planning District Commissions and transit agencies serving over 500,000 population may submit 12 pre-applications and 10 final applications. Localities under 200,000 population may submit a maximum of five pre-applications and four final applications.

DRPT's FY 21 MERIT public transportation grant application cycle closed on February 3. DRPT staff are reviewing and scoring applications. DRPT anticipates publishing the draft FY21 Six Year Improvement Program (SYIP) in May. The CTB public hearings have not been scheduled.

DRPT will brief the CTB on supplemental mitigation strategies for the planned summer 2020 Metrorail Platform Improvement Program service disruption on the Orange Line. Similar to the funding provided during the summer 2019 Platform Improvement Program work, DRPT will provide state funding for 80% of the total cost of approved mitigation strategies to be matched with 20% local funding. Proposed mitigation strategies will be reviewed to ensure that they are realistic, not duplicative and that they complement the mitigation plan developed by WMATA. DRPT will consult with NVTC and WMATA throughout this process. Funding should be made available for use by early April.

DRPT continues to work on moving forward planning and pre-construction elements of the Transforming Rail in Virginia program, which will improve freight and passenger rail service in Northern Virginia, DC, and points south. It is anticipated that the Final Environmental Impact Statement (FEIS) for the Long Bridge will be available to the public by summer 2020. The [Draft Environmental Impact Statement](#) (DEIS) was published in September 2019 and comments are closed.

TO: Chair Cristol Letourneau and NVTC Commissioners

FROM: Kate Mattice and Dan Goldfarb, PE and Dinah Girma

DATE: February 27, 2020

SUBJECT: NVTC Transit Resource Center

At the March meeting the Commission will receive an update on the FY2020 2nd Quarter Transit Performance Report and the FY2020 Year-To-Date (YTD) 2nd Quarter Parking Utilization Report. Overall local bus and commuter rail ridership in Virginia is trending upwards during the 2nd quarter. Metrorail ridership in Virginia is rebounding and trending up following the 2019 Platform Improvement Project. Although parking utilization has decreased when compared to the same time last year, parking is continuing to stabilize for FY2020 YTD.

A. FY2020 2nd Quarter Transit Ridership Report¹

Transit Boardings in Virginia by System 2 nd Quarter FY 2020 (October – December)			
System	FY19 Q2	FY20 Q2	Percent Change (2019-20)
Arlington Transit	671,357	743,574	11%
Alexandria DASH	872,209	930,564	7%
Fairfax County Connector	1,905,252	2,028,841	6%
Fairfax City CUE	156,377	150,876	-4%
Loudoun County Transit	400,498	432,616	8%
Omni Ride	570,612	582,429	2%
Virginia Railway Express	1,046,721	1,070,400	2%
Metrobus	4,057,994	3,917,229	-3%
MetroAccess	87,555	83,556	-5%
Total	9,768,575	9,940,085	2%

Source: OLGA and WMATA

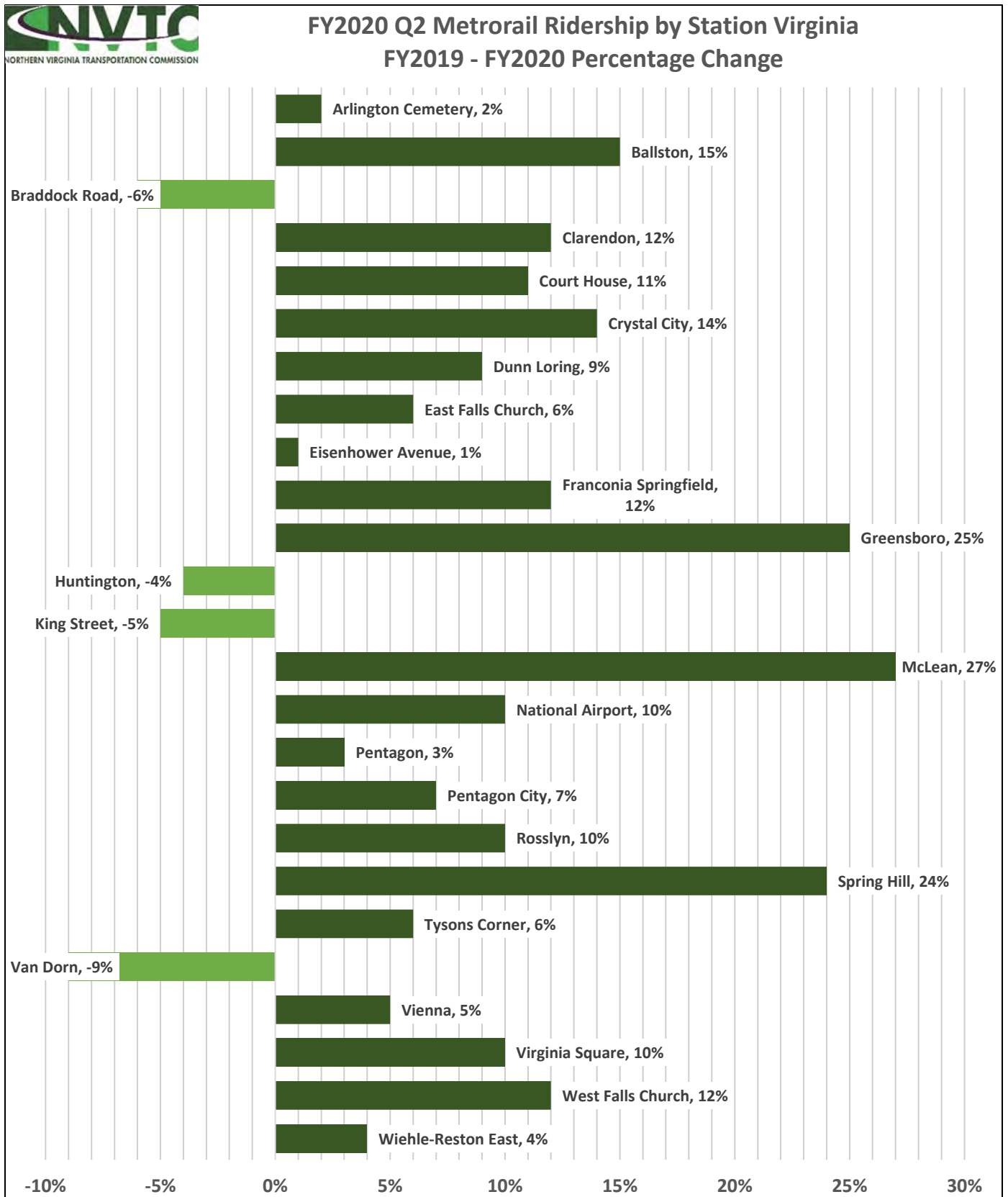
¹ NVTC's FY2020 Quarterly Transit Performance Report is a reframed effort that provides an overview of the transit service in Northern Virginia focused on quarterly ridership and parking utilization. The report is compiled at the end of each quarter during the current fiscal year and reflects transit boardings for all modes as well as quarterly fiscal year-to-date parking utilization at WMATA rail facilities. All WMATA related data is provided by WMATA; all local system and VRE data is submitted to Department of Rail and Public Transportation (DRPT) by transit agency staff.

Overall local bus and commuter rail ridership in Virginia is trending upwards during the 2nd quarter. Metrobus ridership experienced a decrease in ridership during FY2020 Q2 when compared to FY2020 Q1, some of which may be due to service disruptions that began on October 24, 2019 at the Cinder Bed Road Metrobus garage. The loss of these Metrobus routes during this period may have helped to increase Fairfax Connector routes. Metrobus service has since resumed in the areas affected by the strike and ridership numbers are expected to begin to resume for FY2020 Q3. ART continues to increase ridership with a 11% growth in FY2020 Q2 following the strong 9% ridership gains posted in FY2020 Q1. CUE ridership has experienced a decrease in ridership while nearby Vienna Metro station experienced increased ridership when compared to FY2019 Q2.

WMATA Metrorail Virginia Station Entries 2nd Quarter FY2020 (October – December)			
	2nd Quarter FY2019	2nd Quarter FY2020	Percent Change (2019-2020)
Total	10,091,437	10,838,152	7%
Weekday Average	268,457	285,520	6%
Saturday Average	106,491	131,165	23%
Sunday Average	80,970	86,261	7%

Source: WMATA

Metrorail ridership in Virginia is rebounding and trending up after service resumed at stations that were shut down during the 2019 Platform Improvement Project, which resulted in a 13% ridership decline during the closure, as well as a 60% decrease in Bus-to-Rail/Rail-to-Bus transfers. Comparison from FY2020 Q1 and FY2020 Q2 show that total ridership has gone up by 7% and many of the stations that lost ridership during Q1 are showing significant recovery trends with many surpassing entries when compared to FY2019 Q2.



Source: WMATA. Ridership is based on station entries only



FY2020 Metrorail Ridership by Station in Virginia

Line/Station	Year	October	November	December	Q2 Total	Percent Change FY2019-2020
Silver						
Greensboro	FY19	36,668	32,133	27,293	96,094	25%
	FY20	46,185	39,201	35,118	120,504	
McLean	FY19	52,338	45,591	38,430	136,359	27%
	FY20	67,976	56,025	48,912	172,913	
Spring Hill	FY19	31,161	26,500	23,067	80,728	24%
	FY20	38,305	32,469	28,952	99,726	
Tysons Corner	FY19	98,350	90,700	85,262	274,312	6%
	FY20	105,501	96,031	89,267	290,799	
Wiehle-Reston East	FY19	207,539	180,916	160,375	548,830	4%
	FY20	215,956	184,948	170,916	571,820	
Total Silver Line	FY19	426,056	375,840	334,428	1,136,323	11%
	FY20	473,924	408,675	373,164	1,255,762	
Orange						
Dunn Loring	FY19	97,364	87,212	75,111	259,687	9%
	FY20	108,237	92,130	83,570	283,936	
West Falls Church	FY19	64,382	56,863	48,286	169,530	12%
	FY20	71,644	61,929	56,072	189,645	
Vienna	FY19	235,738	208,131	180,771	624,639	5%
	FY20	249,498	214,948	194,107	658,552	
Total Orange Line	FY19	397,484	352,206	304,167	1,053,857	7%
	FY20	429,378	369,007	333,749	1,132,133	
Silver/Orange						
Ballston	FY19	242,645	213,511	186,035	642,191	15%
	FY20	282,660	241,800	215,478	739,938	
Clarendon	FY19	119,501	105,559	95,902	320,962	12%
	FY20	135,195	118,669	106,601	360,465	
Court House	FY19	170,851	147,524	125,523	443,899	11%
	FY20	188,149	160,884	143,029	492,062	
East Falls Church	FY19	103,716	90,566	79,220	273,502	8%
	FY20	112,944	96,358	86,778	296,081	
Rosslyn	FY19	379,437	301,765	255,832	937,034	10%
	FY20	420,201	328,128	284,269	1,032,597	
Virginia Square	FY19	101,139	88,805	74,220	264,164	10%
	FY20	112,178	95,179	83,422	290,779	
Total Silver/Orange	FY19	1,117,289	947,731	816,732	2,881,751	11%
	FY20	1,251,328	1,041,018	919,576	3,211,922	

Source: WMATA. Ridership is based on station entries only





FY2020 Metrorail Ridership by Station in Virginia

<i>Line/Station</i>	<i>Year</i>	<i>October</i>	<i>November</i>	<i>December</i>	<i>Q2 Total</i>	<i>Percent Change FY2019-2020</i>
Blue						
Arlington Cemetery	FY19	41,835	21,776	26,951	90,562	2%
	FY20	41,513	24,975	25,713	92,202	
Franconia Springfield	FY19	161,989	126,268	120,547	408,803	12%
	FY20	163,122	150,957	143,089	457,167	
Van Dorn	FY19	72,215	59,932	52,476	184,624	-9%
	FY20	63,317	54,821	50,627	168,766	
Total	FY19	276,039	207,976	199,974	683,989	5%
	FY20	267,952	230,753	219,429	718,134	
Yellow						
Eisenhower Avenue	FY19	54,633	37,777	32,212	124,622	1%
	FY20	49,696	39,359	36,630	125,685	
Huntington	FY19	180,839	144,240	127,377	452,456	-4%
	FY20	157,823	143,724	132,172	433,720	
Total	FY19	235,472	182,017	159,589	577,078	-3%
	FY20	207,519	183,083	168,802	559,404	
Blue/Yellow						
Braddock Road	FY19	117,559	107,237	84,235	309,031	-6%
	FY20	108,245	95,522	88,075	291,842	
Crystal City	FY19	297,898	218,433	198,151	714,482	14%
	FY20	322,712	262,760	229,632	815,103	
King Street	FY19	188,394	144,766	130,660	463,821	-5%
	FY20	168,616	140,663	133,630	442,910	
National Airport	FY19	178,982	145,298	139,504	463,784	10%
	FY20	184,284	165,599	158,369	508,253	
Pentagon	FY19	346,540	284,856	231,724	863,120	3%
	FY20	354,080	271,806	262,355	888,241	
Pentagon City	FY19	346,521	324,698	272,983	944,201	7%
	FY20	372,222	331,162	311,063	1,014,448	
Total	FY19	1,475,894	1,225,289	1,057,257	3,758,439	5%
	FY20	1,510,159	1,267,512	1,183,125	3,960,796	
Total Virginia Stations	FY19	3,928,232	3,291,058	2,872,147	10,091,437	7%

Source: WMATA. Ridership is based on station entries only



B. FY2020 2nd Quarter Parking Utilization Report

Although parking utilization has decreased when compared to the same time last year, parking is continuing to stabilize for FYTD2020. The decrease in parking utilization is most likely due to the summer 2019 Metrorail shutdown of Blue and Yellow Line stations south of National Airport when parking was provided for free, resulting in the loss of parking data during the shutdown. It is important to note that there is additional parking capacity at some stations.

The data table below provides a broader comparison of parking usage for fiscal year-to-date (FYTD) daily averages between FY2019 and FY2020. The map on the following page shows the average daily fiscal year-to-date (FY2020) percent of parking being used at Metro stations in Northern Virginia.

WMATA Virginia Parking Facility Usage (Average Weekday)							
2 nd Quarter FY2020							
Station/Lot	FYTD19 Lot Capacity	2 nd Quarter FYTD19 Lot Usage		FYTD20 Lot Capacity	2 nd Quarter FYTD20 Lot Usage		Utilization Percent Change (2019- 2020)
		Percentage	Average		Percentage	Average	
Huntington*	2,732	75%	2,049	2,732	57%	1,810	-12%
West Falls Church	2,009	58%	1,165	2,009	67%	1,346	16%
Dunn Loring	1,964	46%	903	1,964	50%	982	9%
Vienna**	4,719	76%	3,586	4,719	70%	3,618	1%
Franconia	5,069	55%	2,788	5,069	47%	2,382	-15%
Van Dorn	361	100%	361	361	78%	282	-22%
East Falls Church	422	116%	490	422	119%	502	2%
Wiehle-Reston East	2,300	98%	2,254	2,300	92%	2,116	-6%
Northern Virginia Total¹	19,576	78%	13,596	19,576	73%	13,038	-4%

Source: WMATA

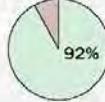
*Huntington South Garage closed August 2018

**Garage rehab at Vienna, 450 spaces

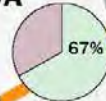
¹During the Blue and Yellow Shutdown, parking was available at no cost at Huntington, Van Dorn, and Franconia-Springfield Stations. Commuters are utilizing these parking facilities, but construction work at these stations has caused WMATA to suspend parking utilization data collection for the duration. Parking utilization statistics at these stations reported as zero, which is included July and August utilization percentages.

**FY 2020 YTD
WMATA Virginia Parking Utilization Rate
(Average Weekday)**

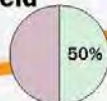
Wiehle-Reston East



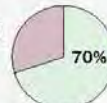
West Falls Church-VT/UVA



Dunn Loring-Merrifield



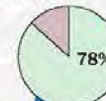
Vienna/Fairfax-GMU



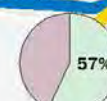
East Falls Church*



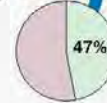
Van Dorn Street



Huntington



Franconia-Springfield



Legend



% FY2020 YTD Utilized Parking by Station

Station	FYTD20 Lot Capacity
Huntington	3,175
West Falls Church-VT/UVA	2,009
Dunn Loring-Merrifield	1,964
Vienna/Fairfax-GMU	4,719
Franconia-Springfield	5,069
Van Dorn Street	361
East Falls Church	422
Wiehle-Reston East	2,300
Northern Virginia Total	19,576

* East Falls Church overutilization caused by parking usage turnover

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TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: February 27, 2020

SUBJECT: Executive Director Report

At the March meeting the executive director will give an update on Commission and staff activities that occurred over the past month, as well as upcoming meetings and events.

A. Executive Director Newsletter

NVTC's [Executive Director Newsletter](#) provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among partners such as the Transportation Planning Board (TPB) and the Northern Virginia Transportation Authority (NVTA).

The newsletter highlights a very active General Assembly Session. The new leadership in Richmond made transportation and transit key priorities and sought to enact many of the goals outline in the [NVTC 2020 Legislative and Policy Agenda](#), from adjustments to the WMATA operating cap to providing a new transit incentive. The legislature also tackled funding for a new Long Bridge and related track improvements critical to expanding rail service throughout the Commonwealth. The newsletter also checks in on Commuter Choice and other work NVTC is doing regionally, from fare collection to planning for this summer's shutdown of Orange Line stations.

B. NVTC Annual Report

NVTC's 2019 Year in Review: Advancing Transit has been published and will be provided to Commissioners at the March meeting. The annual report is a comprehensive look at the work of the Commission and staff. The review provides an overview of NVTC's financial position and disbursements for the year. It goes on to detail the projects managed by NVTC, from WMATA policy and governance to Commuter Choice. It also highlights NVTC's work on Transit Technology and the data generated by the Transit Resource Center. The report concludes with many public engagement efforts undertaken by NVTC staff.

C. NVTC Financial Reports

The [December 2019 Financial Report](#) and [January 2020 Financial Report](#) are provided for your information.

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Executive Director Newsletter March 2020



Our 2020 federal and state legislative and policy agenda laid out an aggressive set of goals for what we wanted to see happen in Richmond and Washington this year. We knew we had a unique opportunity in the Commonwealth as the leadership of the General Assembly switched hands for the first time in a generation. With both the

Senate and House led by transit-friendly elected officials from Northern Virginia NVTC now has friends in high places. Friends who understand the importance of sustaining and expanding transit in our region, as well as the rest of Virginia.

Even before the session began in January, members filed key transportation bills that addressed many of our agenda items. Those who follow the legislative action in Richmond know that the 60-day session can often seem chaotic, but our champions in the legislature, as well as our partner organizations, such as the Virginia Transit Association, made sure the relevant bills got their due in committees and tracked their progress as they made their way to the floors of the Senate and House.

On the federal level, we're monitoring legislation that appropriates dedicated federal funding for WMATA, which is critical to funding necessary safety and capital improvements. President Donald Trump's initial budget calls for continued support of federal funding for WMATA, but it will ultimately be up to Congress to codify the spending. We know it has the backing of Senators Mark Warner and Tim Kaine and all our region's House members. We'll be watching closely as lawmakers refine the next federal budget.

Of course, none of these bills at the state or federal level are complete until they actually pass either the General Assembly or Congress and are then signed by Gov. Ralph Northam or the president, but we have reason to hope and believe that many of our priorities will become realities this year.


Executive Director

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Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 230
Arlington, VA 22201

NoVaTransit.org

NoVaRides.org

[@NoVaTransit](https://www.facebook.com/NoVaTransit)

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Key Dates

- March 5 - Commission Meeting
- March 17 - 18 CTB Meeting
- March 18 - Program Advisory Committee Meeting
- March 20 - VRE Operations Board
- March 26 - WMATA Board Meeting
- April 2 - Commission Meeting
- April 8 - 9 CTB Meeting
- April 17 - VRE Operations Board
- April 23 - WMATA Board Meeting

Transportation and transit bills highlight active legislative session

It's been a very active session for the General Assembly, one which addressed key priorities in NVTC's 2020 Legislative and Policy Agenda including the establishment of a business income tax deduction for employers to provide commuter transit benefits to their employees. Meanwhile, Sen. Adam Ebbin led the passage of legislation to change the due date of NVTC's Annual Report on the Performance and Condition of WMATA.

Major transportation legislation from Speaker Eileen Filler-Corn and Senate Majority Leader Dick Saslaw ([HB1414/SB890](#)) made its way through both chambers. The transportation omnibus bill streamlines how the Commonwealth distributes transportation revenues through a new Commonwealth Transportation Fund. Funds from the Commonwealth Transportation Fund are disbursed to different subaccounts for transit, passenger rail and other modes of transportation based on legislative formulas.

The transportation bill makes changes to the gas tax, restores some NVTA funding, establishes a new transit incentive program, and imposes new traffic safety initiatives. The legislation also supports improvements to passenger and commuter rail with a new Virginia Passenger Rail Authority and acknowledges the essential role of the Long Bridge Corridor in the economic development of Virginia and throughout the country.

The General Assembly introduced several bills related to WMATA. The House passed a bill adding an additional exception to WMATA's 3% operating cap to allow service increases approved by the WMATA Board.

Several bills were introduced regarding changes to the taxation rate of peer-to-peer vehicles, which allow people to rent their personal vehicles to others through an app. Under current law, a portion of the tax is distributed among the WMATA Capital Fund, Rail Enhancement Fund and Transportation Trust Fund.

NVTC staffers take part in VTA Day in Richmond

Several NVTC staff members joined Kate Mattice in Richmond to take part in the Virginia Transit Association's Legislative Advocacy Day 2020. It started early with a news conference hosted by Gov. Ralph Northam. He joined Speaker of the House Eileen Filler-Corn, Senate Majority Leader Dick Saslaw and Secretary of Transportation Shannon Valentine to talk about his vision for transportation, including transit, in the Commonwealth. Next up was a legislative briefing held at the offices of the Virginia Association of Counties. During the day we attended several committee and sub-committee hearings where transit and transportation-related bills were being debated. We also sat in as WMATA General Manager Paul Wiedefeld briefed lawmakers on Phase 2 of the Silver Line and other timely matters. The day wrapped up with a reception inside Richmond's historic Main Street Station. The team saw a new energy in Richmond around transit issues, demonstrated by the number of bills working their way through the General Assembly and the leadership willing to go to bat to enact forward-thinking changes.



WMATA GM Paul Wiedefeld
talks to elected officials
(above)

Richmond Main Street Station
(right)



Jurisdictions vie for Commuter Choice funding



NVTC received 16 proposals totaling nearly \$39 million in response to its recent Round Four call for projects for Commuter Choice on the I-66 corridor. A total of eight jurisdictions and public transit agencies in the I-66 corridor submitted proposals. The proposals showed a shift toward capital projects relative to prior funding rounds, potentially due in part to NVTC's recent changes to the Commuter Choice evaluation process to capture the long-term benefits of projects with long-lived assets. Staff will present a list of eligible applicants to the Commission in March.

The call for projects, which closed on January 31, sought proposals for funding in either fiscal year 2021 or 2022. Our staff, led by Ben Owen, aims to advance a proposed program of projects covering both years of funding to the Commission and the Commonwealth Transportation Board for approval this June. NVTC anticipates a minimum of \$25 million in available funding over the two fiscal years, per pending revisions to the Memorandum of Agreement with the Commonwealth that governs Commuter Choice on the I-66 corridor.

NVTC hosts off-board fare collection working group

As part of the Regional Fare Collection Program, NVTC's Patricia Happ continues to coordinate quarterly meetings between regional partners planning or operating off-board and/or multi-door fare collection systems (e.g., for bus rapid transit (BRT), light rail, streetcar). The objective of the meetings is to exchange information and lessons learned from recent regional partner activity and to coordinate future plans. Planned BRT systems in the region include Montgomery County's US 29 BRT, Arlington's extension of the Crystal City-Potomac Yard Transitway, Alexandria's West End Transitway, and the Richmond Highway BRT in Fairfax County. At the January 28th meeting, led by Patricia Happ, Alexandria/DASH, Arlington



An off-board fare payment system utilized by the New York MTA's Select Bus BRT system. Photo by Flickr user Phil Davis NY. Licensed under Creative Commons

County, Fairfax County, Montgomery County, and WMATA shared updates on their planned BRT lines. Discussion topics shared included BRT station design and communication technologies, ticket vending machines, policy issues and fare enforcement, ticket inspection/validation, mobile ticketing, and grant funding.

WUSA9 highlights Envision Route 7

Kate Mattice spoke with WUSA9 reporter Pete Muntean about our efforts in planning a Bus Rapid Transit (BRT) connecting Tysons and Alexandria. NVTC Transit Resource Center Manager Dan Goldfarb has been instrumental in the planning process. We recently wrapped up Phase III and started working on Phase IV of the project. Kate said, "We need to have more options to move more people and not sit in traffic." The WUSA9 story gave NVTC a chance to highlight the work that we are doing largely under the radar to advance this important project.



NVTC swears in new officers and Commissioners

Outgoing Chair Matt Letourneau swore in NVTC's new officers and Commissioners in January. Katie Cristol of Arlington County now serves as Chair. Canek Aguirre of Alexandria serves as Vice-Chair and Jeff McKay of Fairfax County as Secretary-Treasurer. Mr. Letourneau also swore-in five new Commissioners: Walter Alcorn, Dalia Palchik, James Walkinshaw and Daniel Storck (alternate) of Fairfax County and Mike Turner of Loudoun County. The General Assembly will appoint one member of the Senate and four members of the House of Delegates in the coming months.



(L-R) Matt Letourneau, Katie Cristol, Canek Aguirre, Jeff McKay



(L-R) Matt Letourneau, Walter Alcorn, James Walkinshaw, Mike Turner, Dalia Palchik, Daniel Storck



Commuter Choice funded AT-1 Plus bus gets a new look

Specially-branded buses celebrating the diversity of the City of Alexandria's West End neighborhood launched recently and Kate Mattice and Jae Watkins joined Commissioners Elizabeth Bennett-Parker and Canek Aguirre for a ride and mini-tour of the enhanced service. The branded buses showcase local landmarks and bus destinations as well as signage in multiple languages, including English, Spanish and Amharic. DASH, in partnership with the City of Alexandria, received grant support during the inaugural round of Commuter Choice on the I-395/95 corridor to increase service and provide real-time information displays for the AT-1 Plus route. The improvements, including 10-minute headways during peak period and less waiting time during off-peak hours, are 100% funded through NVTC's Commuter Choice program. The enhanced service boosts connectivity to vital areas in Alexandria, including the Van Dorn Metro Station, Mark Center and Seminary Plaza.

When comparing the ridership on the AT-1 in November 2018 and AT-1 Plus in November 2019, the number of riders has increased by 26%. DASH staff attributed part of the ridership increase to the solar-powered, real-time informational displays that provide a better bus stop experience and encourage passengers to use the service.



Bus Transformation Project team returns to MAC

Representatives from the Bus Transformation Project (BTP) met with members of MAC (Management Advisory Committee) at NVTC's offices to share updates on the program's strategies. Allison Davis from WMATA and Dalia



Leven from AECOM outlined the history of the BTP, along with detailed explanations of public outreach efforts. In the fall, the BTP outlined four key strategies:

- Frequent and convenient bus service
- Bus priority on roadways
- Customer experience
- Task Force to implement the strategy

Since that time, the project team's made changes to the recommendations based on NVTC feedback. The BTP removed a recommendation to transfer some bus service from WMATA to regional agencies without regional input. It added a recommendation for the WMATA Board to revisit the definition of "regional" and "non-regional" service. The BTP also delayed the start of the proposed Task Force to enable further discussion in the region. The WMATA Board gave its endorsement to the first three revised strategies in January, setting aside the recommendation for a Task Force. NVTC staff will continue to press for jurisdictional input in advance of BTP representatives' return to the Commission at our March meeting. BTP representatives are seeking an NVTC endorsement for the overall project and some immediate next steps.

2020 Metrorail shutdown coordination underway

NVTC hosted the first coordination call of the year to prepare for the summer Orange Line shutdown. Program Analyst Matt Cheng leads the group. It includes representatives from WMATA and all Northern Virginia jurisdictions, as well

as agencies ranging from VDOT to the federal Office of Personnel Management. WMATA told participants that it plans to release alternate summer service plans by early March, giving three months notice for commuters. The agency also plans to produce brochures outlining travel alternatives and host open houses in several communities affected by the shutdown. Impacted commuters will be encouraged to telework during the construction period. Regional agencies are also looking into modifying existing bus service to provide additional transit coverage. This coordination also helps make WMATA and jurisdictions aware of other construction projects planned along the shutdown corridor so they can work together on mitigation efforts.

On the road with Envision Route 7

NVTC's Dan Goldfarb recently briefed the City of Falls Church City Council and Mayor David Tarter on The Envision Route 7 Bus Rapid Transit (BRT) project. The Envision Route 7 BRT is planned as a high performing service that connects key locations along Route 7 in Northern Virginia. The project is part of a network of BRT routes being planned, designed, and implemented to better link the region. The Envision Route 7 project study started in 2012 and will soon initiate Phase



IV. The recently completed Phase III developed a conceptual design for the corridor, laying out exclusive median and curb lane options, as well as shared and Business Access and Transit (BAT) lanes for each segment of the corridor. The conceptual design also outlined station areas and presented a set of templates for the stations. The goal of the next phase, Envision Route 7 BRT Phase IV Mobility Analysis Study, is to evaluate and determine the mobility benefits and impacts resulting from the proposed BRT and build understanding and public support for the project.

The Virginia Railway Express (VRE) has joined a U.S. Department of Transportation (USDOT) effort to combat human trafficking. VRE becomes the second commuter railroad in the nation to participate in the Transportation Leaders Against Human Trafficking initiative. During an event at USDOT headquarters, VRE Acting CEO Rich Dalton joined Transportation Secretary Elaine L. Chao and committed VRE to this important initiative. VRE will use materials developed jointly by USDOT and the Department of Homeland Security to train both its staff and Keolis crew members, who work on board VRE trains, to spot common indicators of human trafficking and report suspected activity. The initiative includes an outreach component, which VRE will employ to increase awareness among passengers.

Metro will dramatically expand its digital advertising network under a new 10-year contract that will provide an infusion of revenue to support rail and bus services for Metro riders. The ten-year contract for Metro's advertising concession, awarded to OUTFRONT Media, Inc., is valued at more than \$336 million over the next decade. In the deal, Metro locked in a 25% increase in guaranteed revenue that can be used to fund Metro service.

Fairfax Connector has added a new bus route. Route 396 – Backlick North Park-and-Ride to the Pentagon – provides express service in the I-95/395 corridor giving commuters a shorter trip by eliminating the stop at Gambrill Park and Ride. This service will feature 12 inbound morning and 14 outbound afternoon trips. Route 396 is funded by the NVTC Commuter Choice Program.



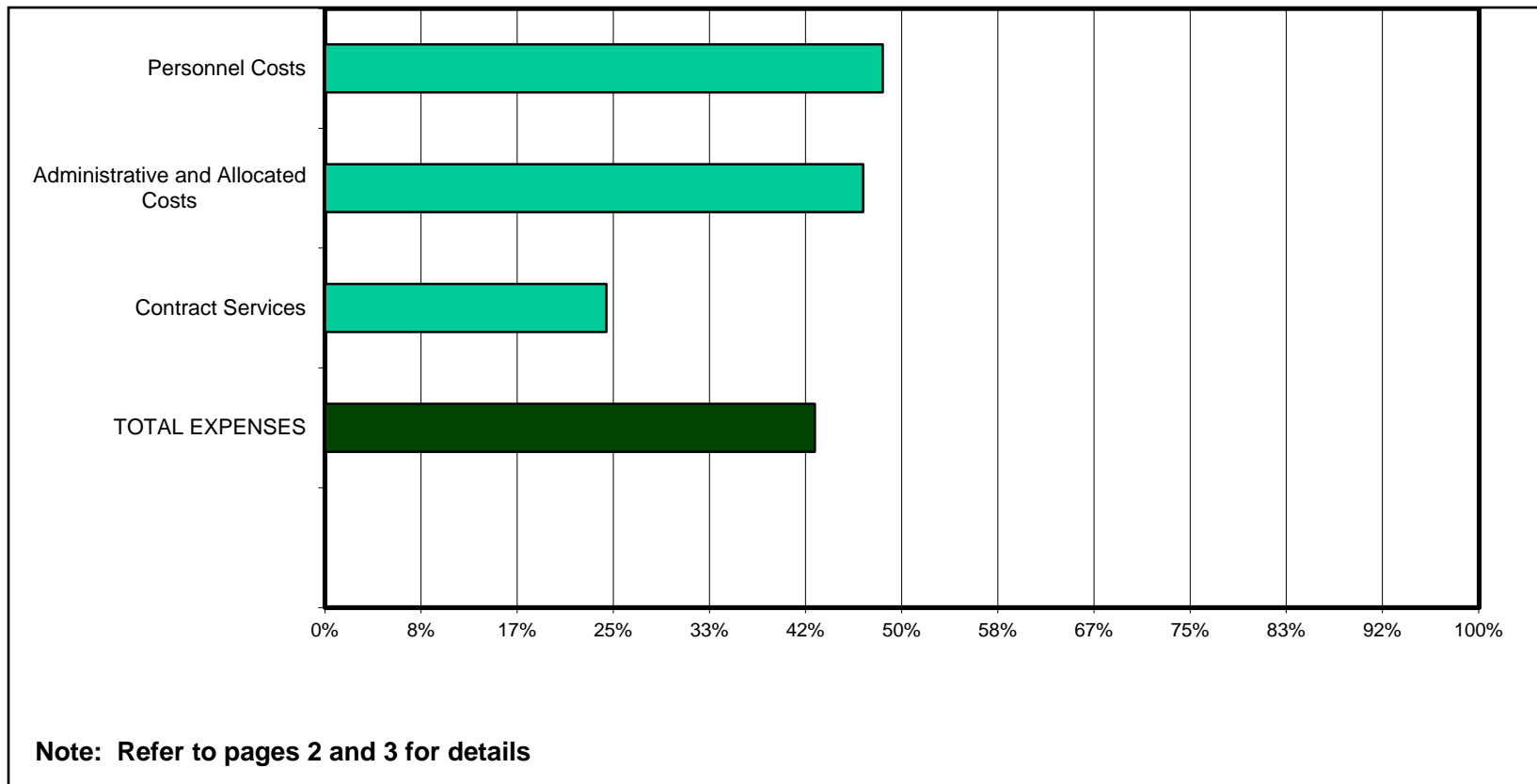
Amtrak offers 15% off trips in Virginia and D.C. with the Virginia Anytime Fare, valid through April 30, 2020. The fare applies to trips starting or finishing at stations in Virginia or at Washington Union Station. Blackout dates apply.



Northern Virginia Transportation Commission

Financial Reports
December, 2019

Percentage of FY 2020 NVTC Administrative Budget Used
December 2019
(Target 50% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2019

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 146,130.31	\$ 926,797.81	\$ 1,881,500.00	\$ 954,702.19	50.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>146,130.31</u>	<u>926,797.81</u>	<u>1,881,500.00</u>	<u>954,702.19</u>	<u>50.7%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	8,708.73	60,728.33	128,000.00	67,271.67	52.6%
Group Health Insurance	11,499.74	67,281.98	169,300.00	102,018.02	60.3%
Retirement	11,051.00	71,876.00	148,100.00	76,224.00	51.5%
Workmans & Unemployment Compensation	158.00	1,183.02	6,000.00	4,816.98	80.3%
Life Insurance	49.34	2,669.86	6,900.00	4,230.14	61.3%
Long Term Disability Insurance	806.62	4,683.97	9,100.00	4,416.03	48.5%
Total Benefit Costs	<u>32,273.43</u>	<u>208,423.16</u>	<u>467,400.00</u>	<u>258,976.84</u>	<u>55.4%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,400.00	5,901.27	17,800.00	11,898.73	66.8%
<i>Rents:</i>	<i>23,173.65</i>	<i>139,234.47</i>	<i>303,700.00</i>	<i>164,465.53</i>	<i>54.2%</i>
Office Rent	21,158.05	127,014.70	283,400.00	156,385.30	55.2%
Parking & Transit Benefits	2,015.60	12,219.77	20,300.00	8,080.23	39.8%
<i>Insurance:</i>	<i>568.00</i>	<i>3,708.00</i>	<i>6,800.00</i>	<i>3,092.00</i>	<i>45.5%</i>
Public Official Bonds	200.00	1,500.00	2,000.00	500.00	25.0%
Liability and Property	368.00	2,208.00	4,800.00	2,592.00	54.0%
<i>Travel:</i>	<i>5,561.72</i>	<i>29,863.76</i>	<i>42,800.00</i>	<i>12,936.24</i>	<i>30.2%</i>
Conference / Professional Development	816.56	19,724.31	26,200.00	6,475.69	24.7%
Non-Local Travel	132.75	1,413.53	4,300.00	2,886.47	67.1%
Local Travel, Meetings and Related Expenses	4,612.41	8,725.92	12,300.00	3,574.08	29.1%
<i>Communication:</i>	<i>1,120.50</i>	<i>7,942.48</i>	<i>13,800.00</i>	<i>5,857.52</i>	<i>42.4%</i>
Postage	158.10	925.32	1,400.00	474.68	33.9%
Telephone and Data	962.40	7,017.16	12,400.00	5,382.84	43.4%
<i>Publications & Supplies</i>	<i>(107.32)</i>	<i>8,319.67</i>	<i>25,600.00</i>	<i>17,280.33</i>	<i>67.5%</i>
Office Supplies	(513.32)	2,129.36	2,700.00	570.64	21.1%
Duplication and Paper	406.00	4,247.31	10,900.00	6,652.69	61.0%
Public Engagement	-	1,943.00	12,000.00	10,057.00	83.8%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2019

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	2,563.81	13,693.70	36,500.00	22,806.30	62.5%
Furniture and Equipment (Capital)	1,490.09	6,404.76	14,600.00	8,195.24	56.1%
Repairs and Maintenance	100.00	350.00	1,000.00	650.00	65.0%
Computer Operations	973.72	6,938.94	20,900.00	13,961.06	66.8%
<i>Other General and Administrative:</i>	831.33	4,161.32	9,300.00	5,138.68	55.3%
Memberships	128.67	892.02	1,400.00	507.98	36.3%
Fees and Miscellaneous	702.66	3,269.30	6,400.00	3,130.70	48.9%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>35,111.69</u>	<u>212,824.67</u>	<u>456,300.00</u>	<u>243,475.33</u>	<u>53.4%</u>
<u>Contracting Services</u>					
Auditing	6,925.00	23,175.00	23,800.00	625.00	2.6%
Contract Services and Support - Commuter Choice	47,123.84	147,136.61	690,500.00	543,363.39	78.7%
Contract Services and Support - Other	4,041.67	24,250.02	120,000.00	95,749.98	79.8%
Legal	2,916.67	17,500.02	35,000.00	17,499.98	50.0%
Total Contract Services	<u>61,007.18</u>	<u>212,061.65</u>	<u>869,300.00</u>	<u>657,238.35</u>	<u>75.6%</u>
 Total Gross G&A Expenses	<u><u>\$ 274,522.61</u></u>	<u><u>\$ 1,560,107.29</u></u>	<u><u>\$ 3,674,500.00</u></u>	<u><u>\$ 2,114,392.71</u></u>	<u><u>57.5%</u></u>

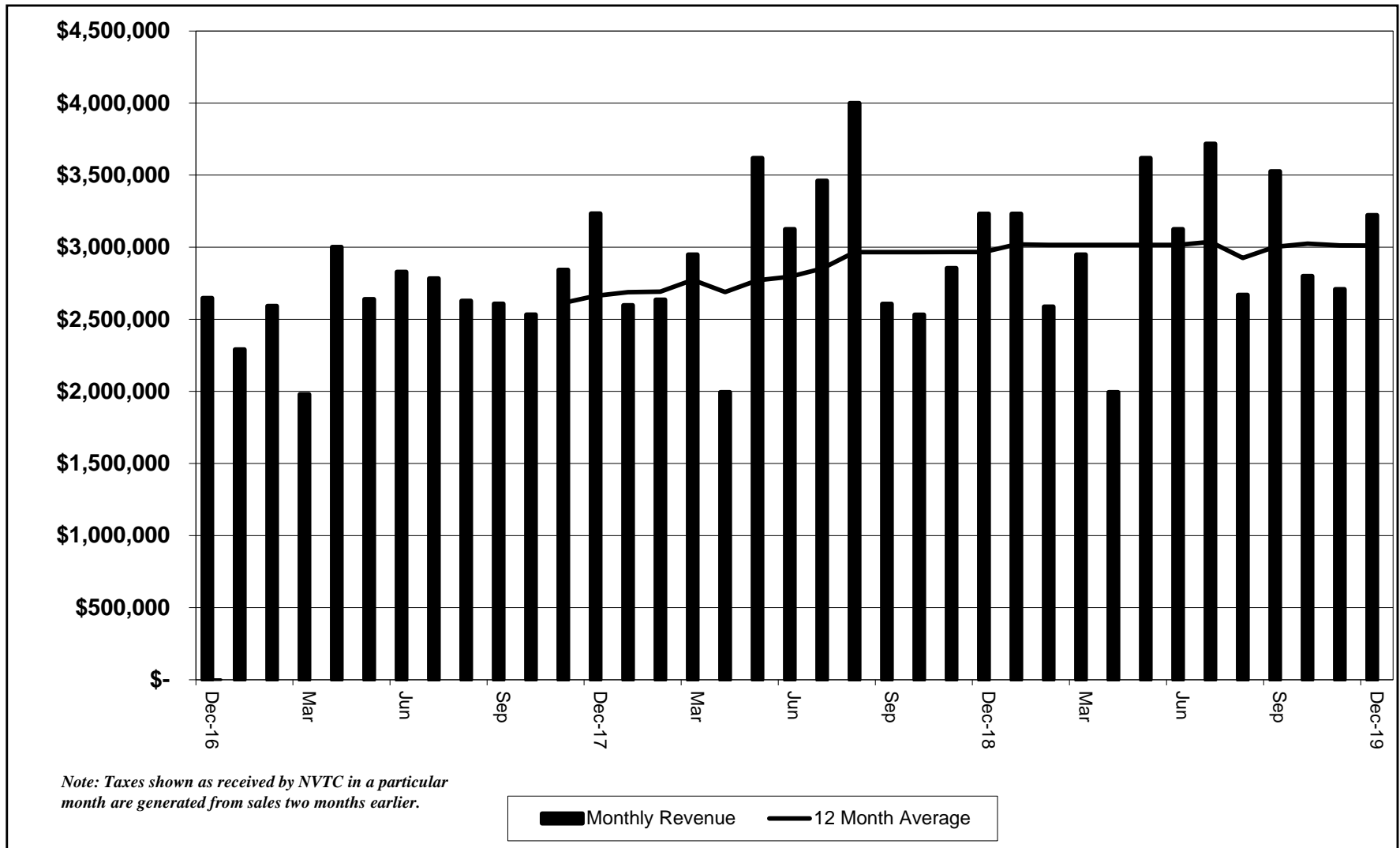
NVTC
RECEIPTS and DISBURSEMENTS
December 2019

December 2019			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
2	DMV	Motor Vehicle Fuels Sales tax					\$ 2,708,606.23
2	DMV	CROC - VRE			1,250,925.56		
5	DRPT	Capital grant receipt - Arlington					22,182.00
6	FTA	Grants receipts - Alexandria			671,091.00		
12	DRPT	Capital grant receipt					20,421.00
12	DRPT	Capital grant receipt - Arlington					9,121.00
13	VRE	Staff support		7,619.53			
20	DRPT	Capital and operating assistance - WMATA					13,251,467.00
23	PRTC	Expense reimbursement		100.00			
23	DRPT	Operating assistance - VRE			2,675,593.00		
23	Arlington	G&A contribution		61,616.00			
23	DRPT	Capital grant receipt - Fairfax					40,635.00
23	DRPT	Grant receipt - Alexandria			817.00		
26	DRPT	Technical assistance - fare collection			6,574.00		
31	Banks	Investment earnings		35.49	942.40	43,215.95	245,553.17
			-	69,371.02	4,605,942.96	43,215.95	16,297,985.40
DISBURSEMENTS							
1-31	Various	G&A expenses	(367,139.55)				
4	PRTC	Commuter Choice project reimbursement				(65,168.00)	
5	Stantec	Consulting - NTD project	(38,219.64)				
5	Kittelson	Consulting - Route 7	(5,276.73)				
5	Kimley-Horn	Consulting - Fare collection	(13,147.95)				
5	Kimley-Horn	Consulting - Commuter Choice I66	(33,883.44)				
5	Kimley-Horn	Consulting - Commuter Choice I395	(2,031.97)				
5	SIR	Consulting - Commuter Choice outreach	(11,112.50)				
6	Kittelson	Consulting - Route 7	(54,962.93)				
6	Alexandria	Costs incurred			(671,091.00)		
6	VRE	Other operating					(180.00)
18	2060 Digital	Post shut-down marketing campaign	(26,774.50)				
18	WAMU	Post shut-down marketing campaign	(50,788.38)				
18	National	Post shut-down marketing campaign	(32,100.00)				
18	WTOP	Post shut-down marketing campaign	(14,820.00)				
18	WTOP	Post shut-down marketing campaign	(32,970.00)				
2	VRE	CROC			(1,250,925.56)		
18	Stantec	Consulting - NTD	(68,666.25)				
23	VRE	Grant revenue			(2,675,593.00)		
26	Alexandria	Costs incurred			(817.00)		
31	Banks	Service charges	(78.12)	(29.47)			
			(751,971.96)	(29.47)	(4,598,426.56)	(65,168.00)	(180.00)
TRANSFERS							
4	Transfer	LGIP to LGIP (NTD project)			38,219.64		(38,219.64)
6	Transfer	LGIP to checking	250,000.00		(250,000.00)		
6	Transfer	LGIP to LGIP (establish account)			(1,000.00)	1,000.00	
18	Transfer	LGIP to LGIP (NTD project)			24,419.87		(24,419.87)
18	Transfer	LGIP to LGIP (NTD project)			44,246.38		(44,246.38)
18	Transfer	LGIP to checking	450,000.00		(450,000.00)		
			700,000.00	-	(594,114.11)	1,000.00	(106,885.89)
NET INCREASE (DECREASE) FOR MONTH			\$ (51,971.96)	\$ 69,341.55	\$ (586,597.71)	\$ (20,952.05)	\$ 16,190,919.51

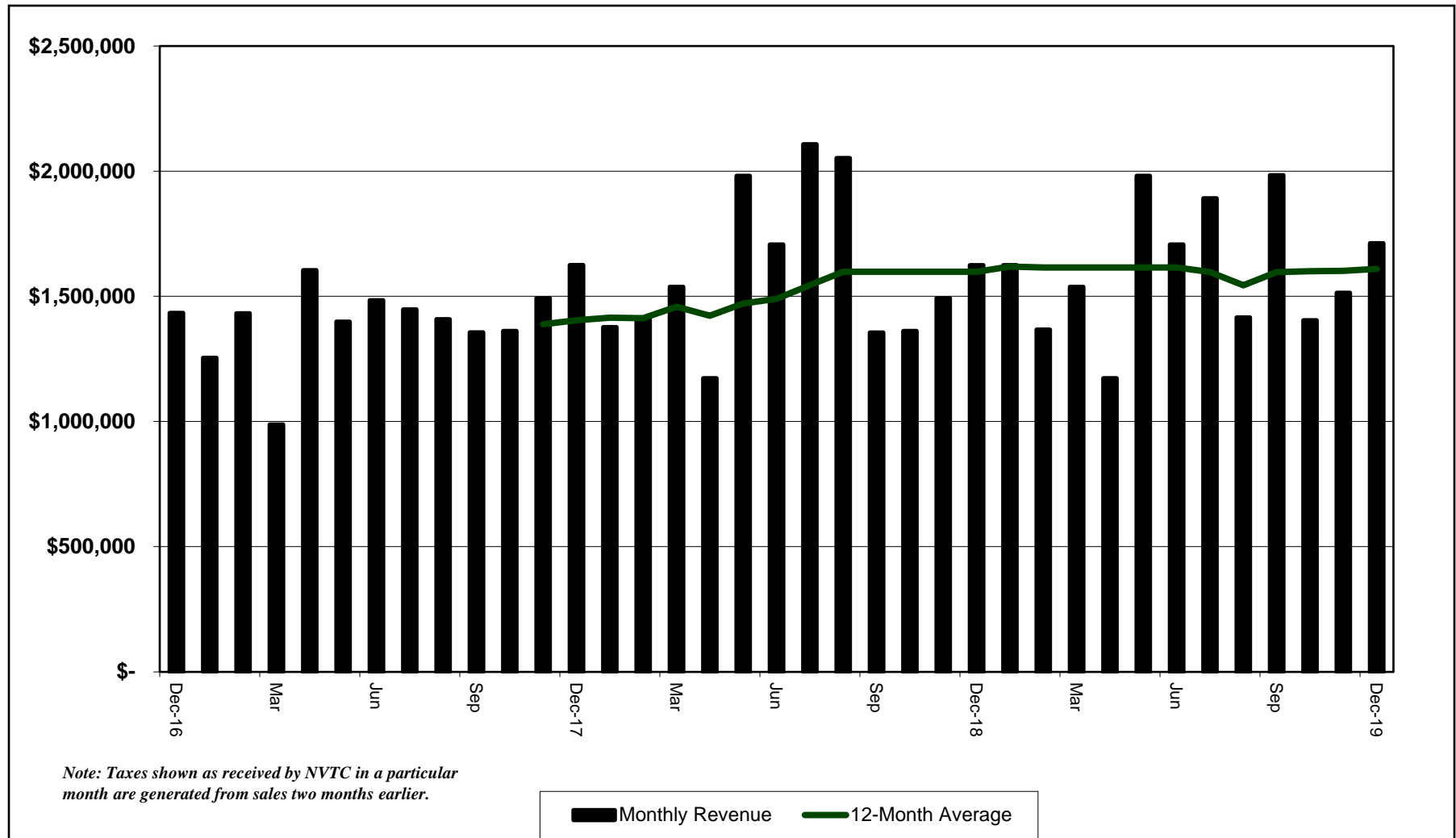
**NVTC
INVESTMENT REPORT
December 2019**

Type	Rate	Balance 11/30/2019	Increase (Decrease)	Balance 12/31/2019	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 173,430.97	\$ (51,971.96)	\$ 121,459.01	\$ 121,459.01	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.170%	223,938.48	69,341.55	293,280.03	293,280.03	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	1.757%	188,476,769.90	15,583,369.75	204,060,139.65	360,588.77	29,232,558.48	139,234,519.30	35,232,473.10	
		<u>\$ 188,874,139.35</u>	<u>\$ 15,600,739.34</u>	<u>\$ 204,474,878.69</u>	<u>\$ 775,327.81</u>	<u>\$ 29,232,558.48</u>	<u>\$ 139,234,519.30</u>	<u>\$ 35,232,473.10</u>	

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2017-2020



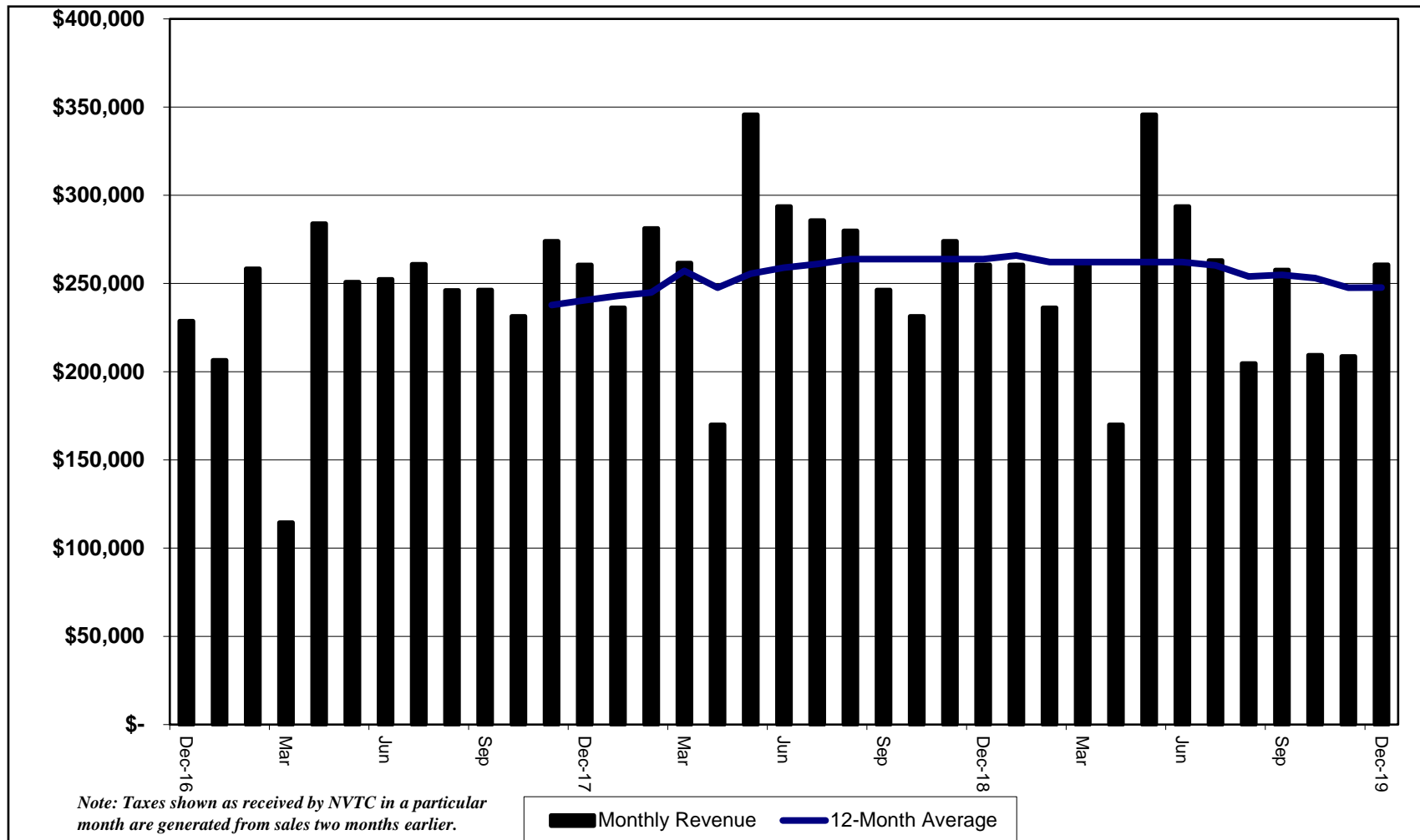
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2017-2020



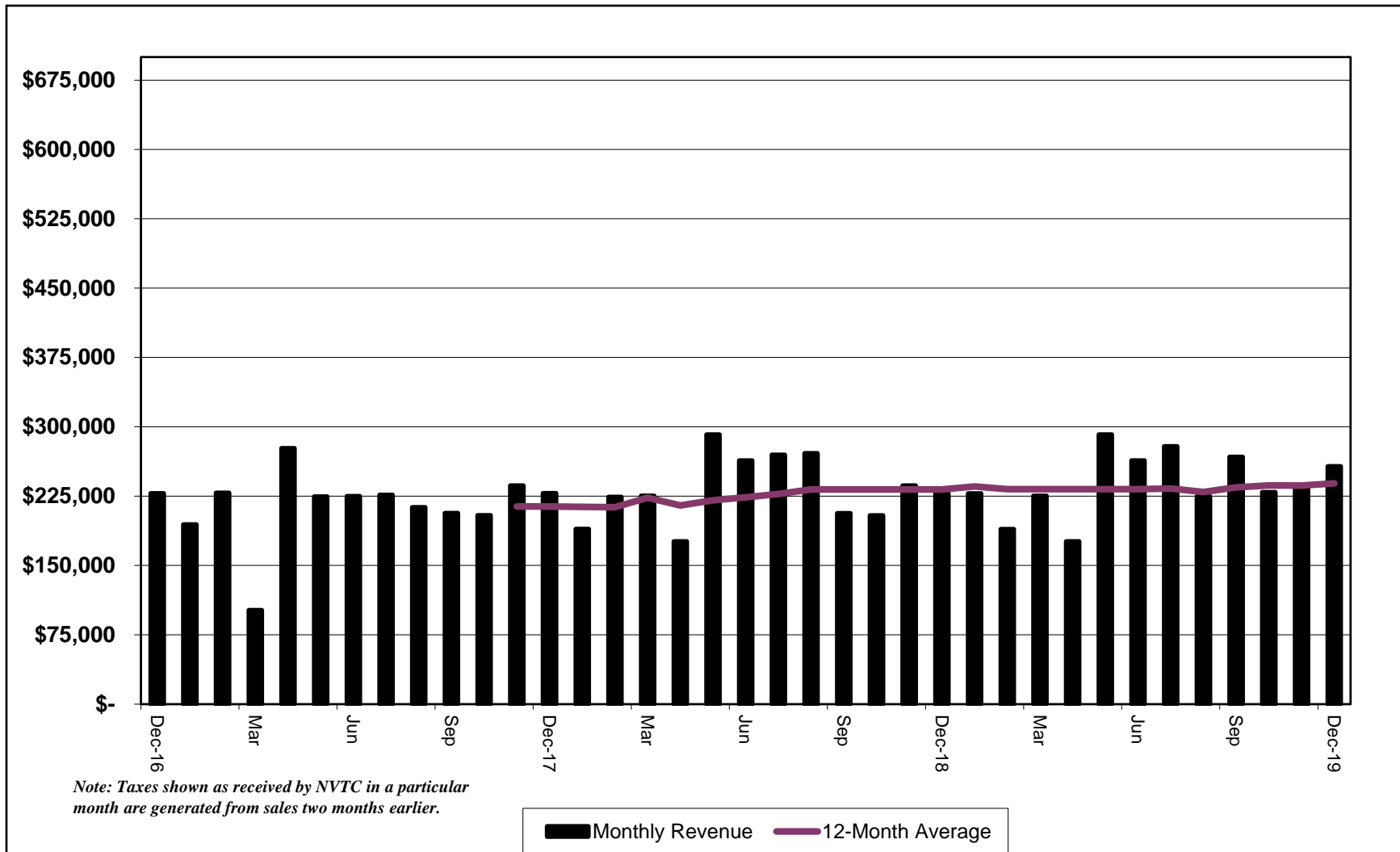
NVTC MONTHLY GAS TAX REVENUE

CITY OF ALEXANDRIA

FISCAL YEARS 2017-2020



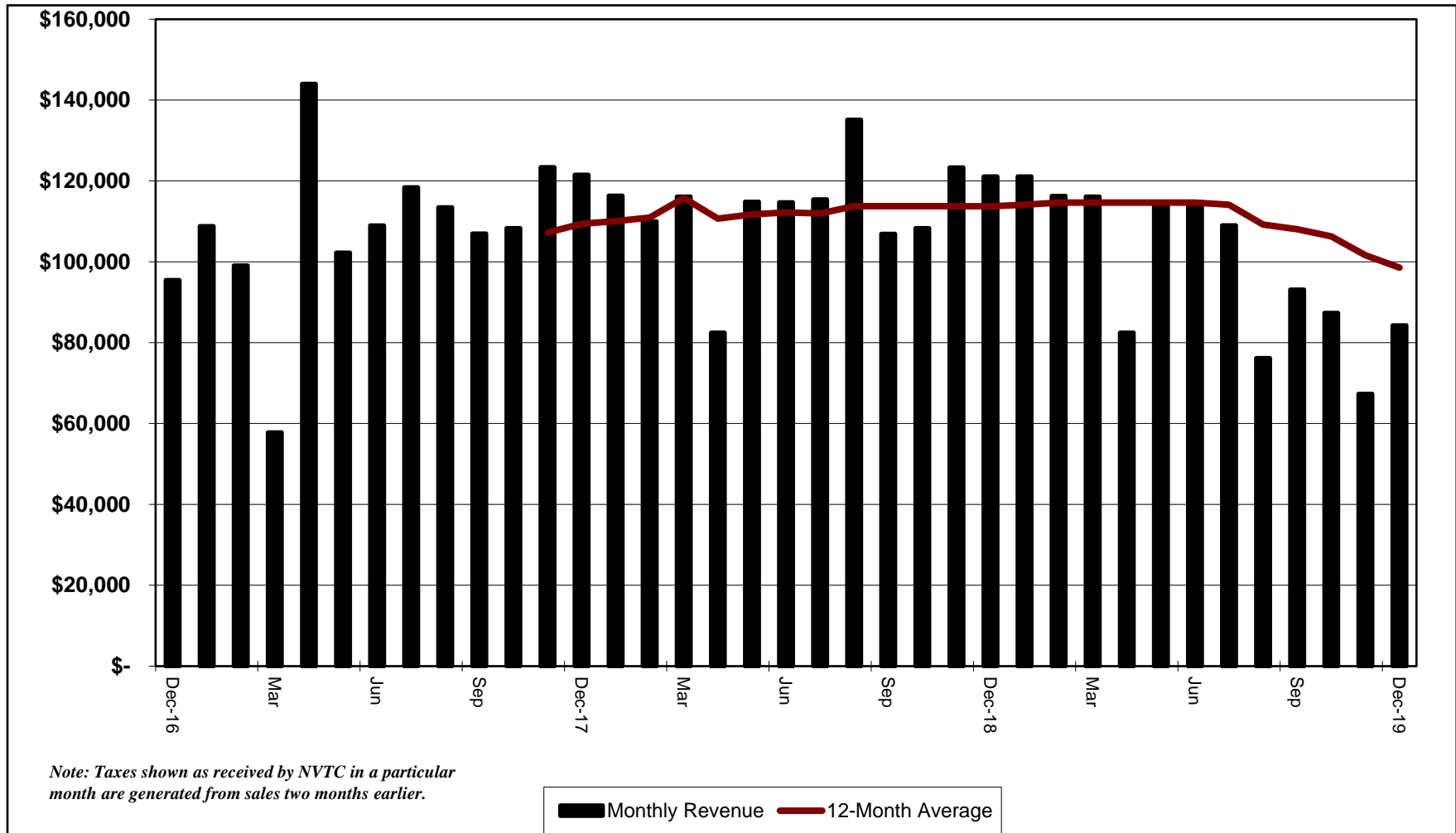
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2017-2020



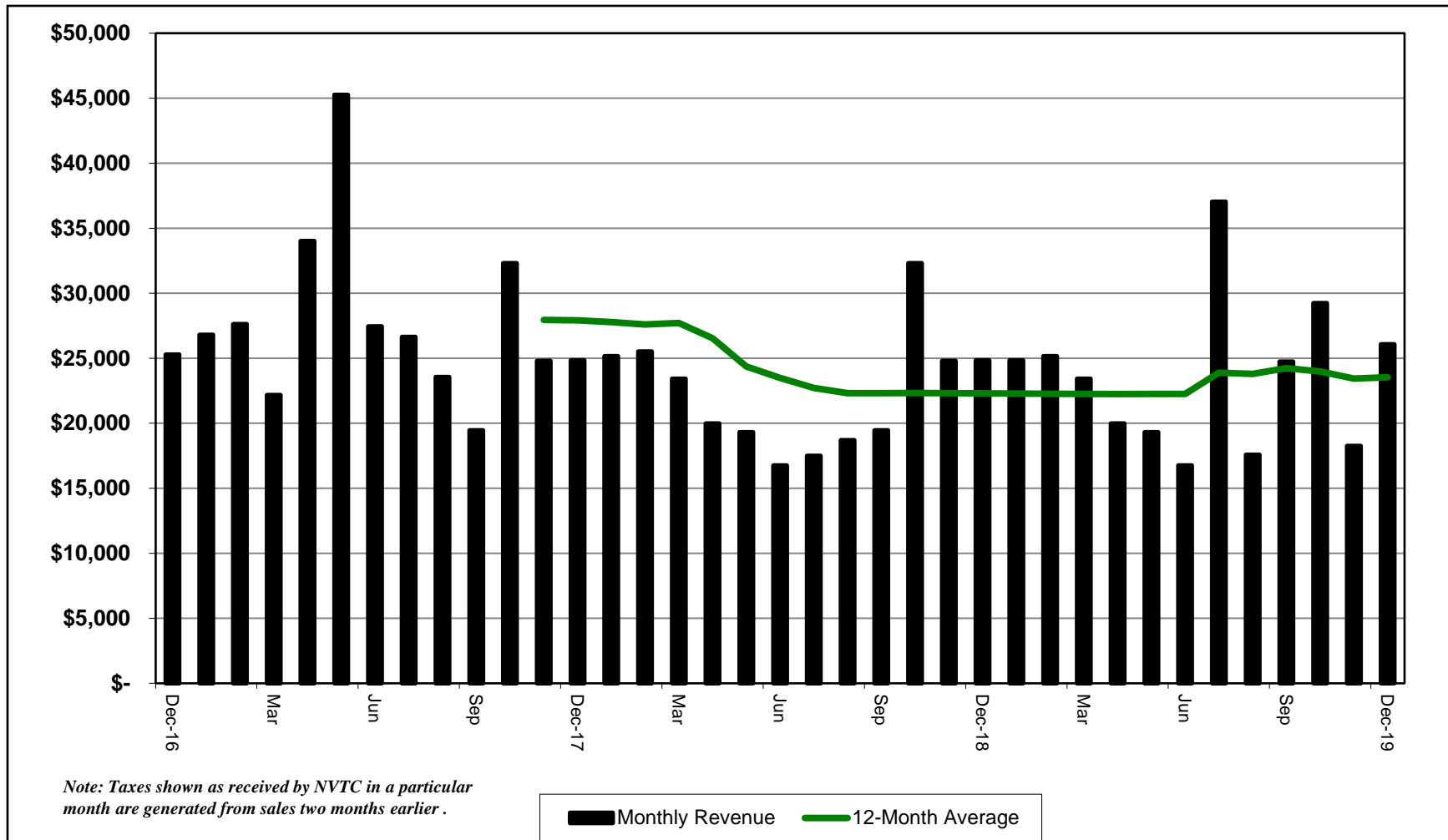
NVTC MONTHLY GAS TAX REVENUE

CITY OF FAIRFAX

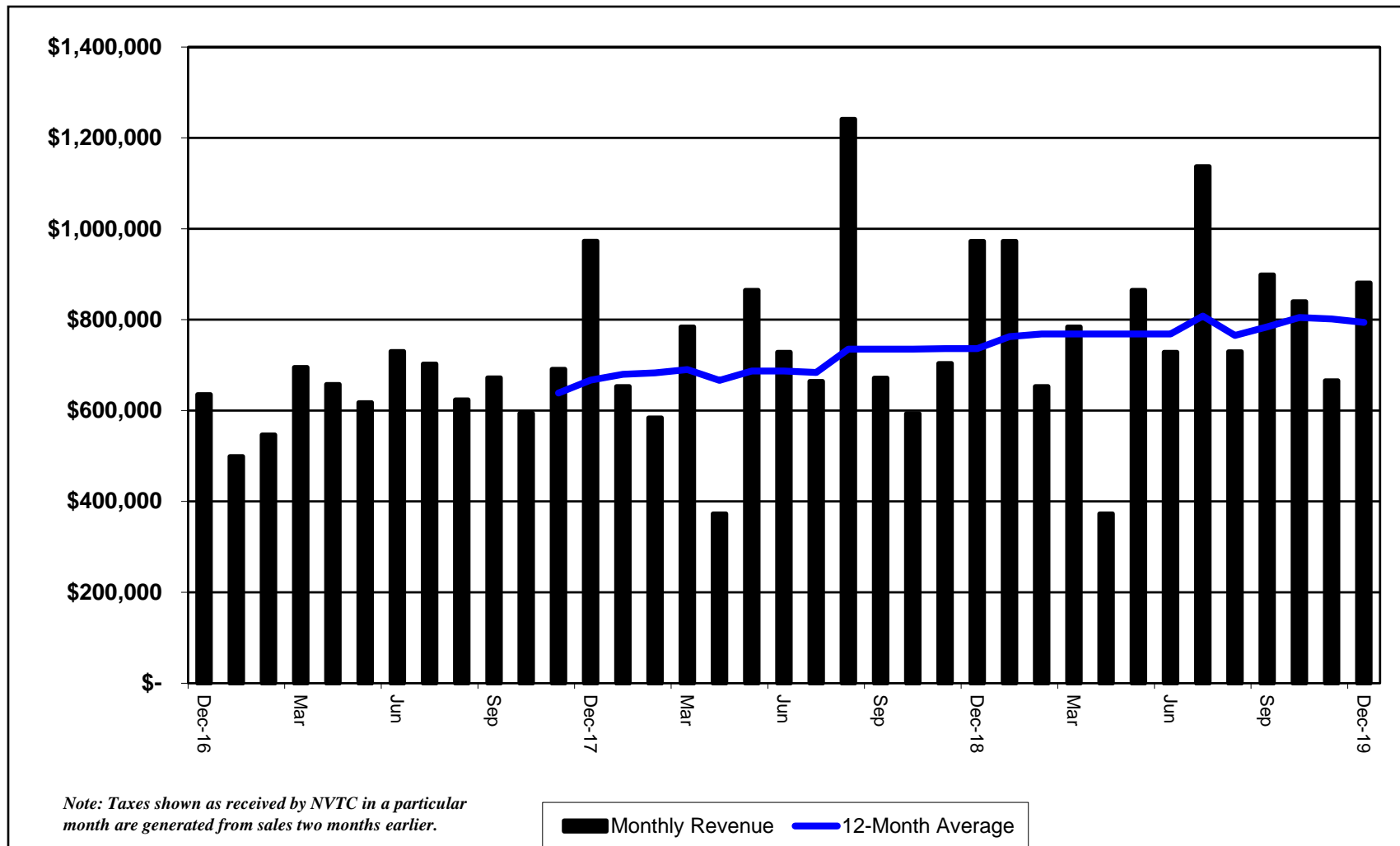
FISCAL YEARS 2017-2020



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2017-2020



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2017-2020

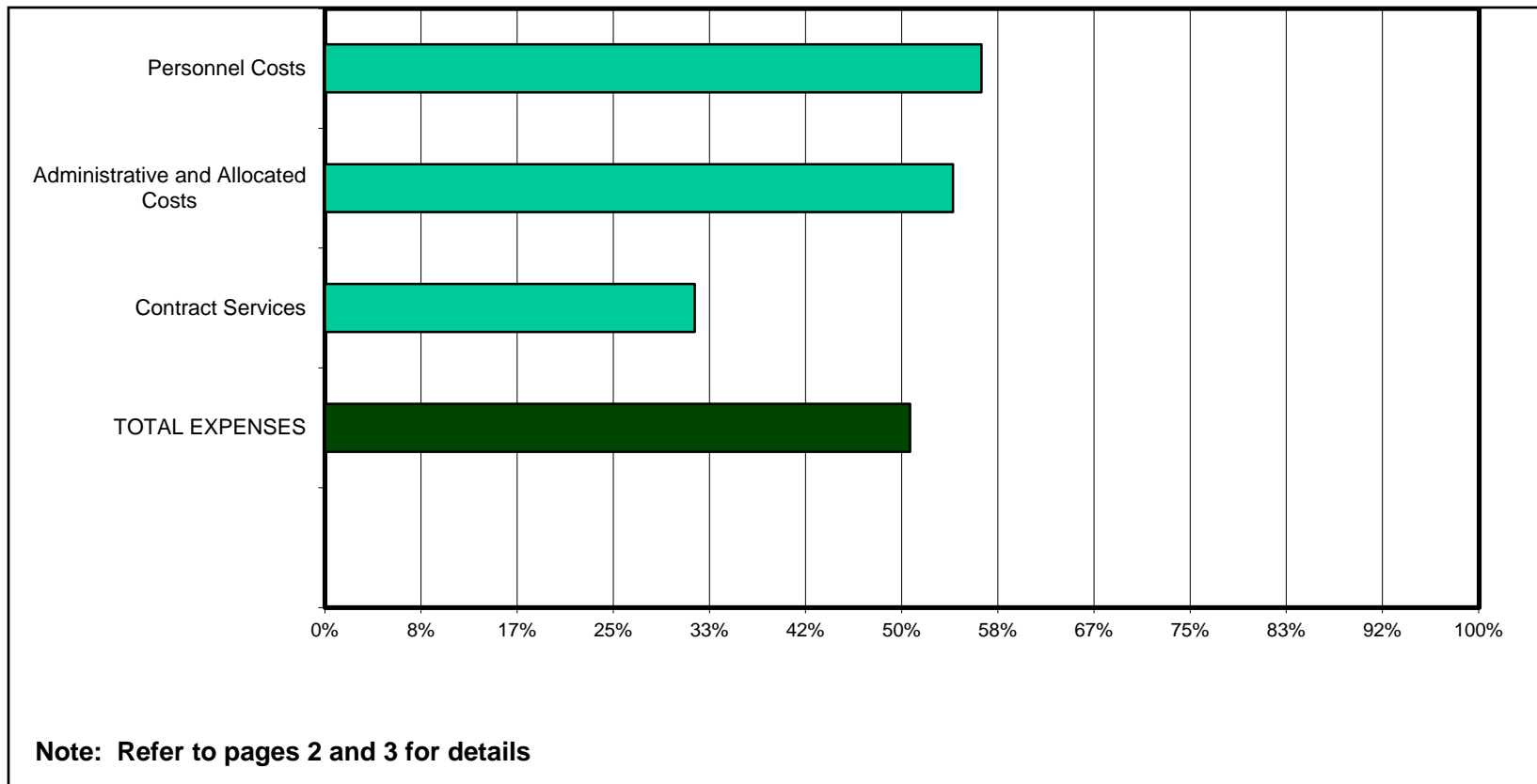


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Northern Virginia Transportation Commission

Financial Reports
January, 2020

Percentage of FY 2020 NVTC Administrative Budget Used
January 2020
(Target 58.3% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January 2020

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 162,718.44	\$ 1,089,516.25	\$ 1,881,500.00	\$ 791,983.75	42.1%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>162,718.44</u>	<u>1,089,516.25</u>	<u>1,881,500.00</u>	<u>791,983.75</u>	<u>42.1%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,697.78	71,426.11	128,000.00	56,573.89	44.2%
Group Health Insurance	11,499.74	78,781.72	169,300.00	90,518.28	53.5%
Retirement	13,761.00	85,637.00	148,100.00	62,463.00	42.2%
Workmans & Unemployment Compensation	287.20	1,470.22	6,000.00	4,529.78	75.5%
Life Insurance	1,158.82	3,828.68	6,900.00	3,071.32	44.5%
Long Term Disability Insurance	834.62	5,518.59	9,100.00	3,581.41	39.4%
Total Benefit Costs	<u>38,239.16</u>	<u>246,662.32</u>	<u>467,400.00</u>	<u>220,737.68</u>	<u>47.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	900.00	6,801.27	17,800.00	10,998.73	61.8%
<i>Rents:</i>	<i>23,146.83</i>	<i>162,381.30</i>	<i>303,700.00</i>	<i>141,318.70</i>	<i>46.5%</i>
Office Rent	21,152.73	148,167.43	283,400.00	135,232.57	47.7%
Parking & Transit Benefits	1,994.10	14,213.87	20,300.00	6,086.13	30.0%
<i>Insurance:</i>	<i>502.70</i>	<i>4,210.70</i>	<i>6,800.00</i>	<i>2,589.30</i>	<i>38.1%</i>
Public Official Bonds	-	1,500.00	2,000.00	500.00	25.0%
Liability and Property	502.70	2,710.70	4,800.00	2,089.30	43.5%
<i>Travel:</i>	<i>1,731.59</i>	<i>31,595.35</i>	<i>42,800.00</i>	<i>11,204.65</i>	<i>26.2%</i>
Conference / Professional Development	453.32	20,177.63	26,200.00	6,022.37	23.0%
Non-Local Travel	691.67	2,105.20	4,300.00	2,194.80	51.0%
Local Travel, Meetings and Related Expenses	586.60	9,312.52	12,300.00	2,987.48	24.3%
<i>Communication:</i>	<i>1,496.07</i>	<i>9,438.55</i>	<i>13,800.00</i>	<i>4,361.45</i>	<i>31.6%</i>
Postage	400.00	1,325.32	1,400.00	74.68	5.3%
Telephone and Data	1,096.07	8,113.23	12,400.00	4,286.77	34.6%
<i>Publications & Supplies</i>	<i>4,990.49</i>	<i>13,310.16</i>	<i>25,600.00</i>	<i>12,289.84</i>	<i>48.0%</i>
Office Supplies	538.99	2,668.35	2,700.00	31.65	1.2%
Duplication and Paper	1,427.50	5,674.81	10,900.00	5,225.19	47.9%
Public Engagement	3,024.00	4,967.00	12,000.00	7,033.00	58.6%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January 2020

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,639.40	15,333.10	36,500.00	21,166.90	58.0%
Furniture and Equipment (Capital)	176.36	6,581.12	14,600.00	8,018.88	54.9%
Repairs and Maintenance	82.50	432.50	1,000.00	567.50	56.8%
Computer Operations	1,380.54	8,319.48	20,900.00	12,580.52	60.2%
<i>Other General and Administrative:</i>	1,099.59	5,260.91	9,300.00	4,039.09	43.4%
Memberships	128.67	1,020.69	1,400.00	379.31	27.1%
Fees and Miscellaneous	970.92	4,240.22	6,400.00	2,159.78	33.7%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>35,506.67</u>	<u>248,331.34</u>	<u>456,300.00</u>	<u>207,968.66</u>	<u>45.6%</u>
<u>Contracting Services</u>					
Auditing	-	23,175.00	23,800.00	625.00	2.6%
Contract Services and Support - Commuter Choice	54,451.57	201,588.18	690,500.00	488,911.82	70.8%
Contract Services and Support - Other	9,166.67	33,416.69	120,000.00	86,583.31	72.2%
Legal	2,916.67	20,416.69	35,000.00	14,583.31	41.7%
Total Contract Services	<u>66,534.91</u>	<u>278,596.56</u>	<u>869,300.00</u>	<u>590,703.44</u>	<u>68.0%</u>
 Total Gross G&A Expenses	<u>\$ 302,999.18</u>	<u>\$ 1,863,106.47</u>	<u>\$ 3,674,500.00</u>	<u>\$ 1,811,393.53</u>	<u>49.3%</u>

NVTC
RECEIPTS and DISBURSEMENTS
January 2020

January 2020			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
2	DMV	Motor Vehicle Fuels Sales tax					\$ 3,221,289.76
2	Alexandria	G&A contribution		9,754.00			
2	DMV	CROC			1,250,000.00		
8	DRPT	Capital grant receipt					24,103.00
8	DRPT	Capital grant receipt - Arlington					12,925.00
8	DRPT	Technical assistance - Route 7			27,482.00		
9	DRPT	Capital grants receipts - VRE			849,309.00		
9	DRPT	Capital grant receipt					1,821.00
13	DRPT	Capital grants receipts - VRE			1,421,339.00		
15	DRPT	Capital grant receipt					48,161.00
23	VDOT	I-66 toll revenues				4,417,827.00	
23	DRPT	Capital and operating assistance - WMATA					13,251,467.00
24	DRPT	Capital grants receipts - Fairfax					1,345,635.00
27	DRPT	Capital grants receipts					11,753.00
27	DRPT	Capital grants receipts - Arlington					13,584.00
29	DRPT	Capital grant receipt					14,684.00
31	DMV	Motor Vehicle Fuels Sales tax					2,824,310.24
31	DMV	CROC			1,250,000.00		
31	Banks	Investment earnings		43.59	397.29	45,916.82	199,007.82
			-	9,797.59	4,798,527.29	4,463,743.82	20,968,740.82
DISBURSEMENTS							
1-31	Various	G&A expenses	(230,887.92)				
2	WMATA	Metrobus operating					(17,207,757.00)
2	WMATA	Metroaccess operating					(4,191,245.00)
2	WMATA	Metrorail operating					(22,946,112.00)
2	WMATA	CIP					(2,909,127.00)
2	WMATA	Project planning					(134,472.00)
2	VRE	CROC			(1,250,000.00)		
9	VRE	Grant revenue			(849,309.00)		
9	City of Fairfax	Other operating					(13,088.00)
10	Kittelson	Consulting - Route 7 project	(7,279.05)				
10	Kimley-Horn	Consulting - Fare collection project	(10,429.54)				
10	Kimley-Horn	Consulting - Commuter Choice Technical	(27,049.02)				
10	SIR	Consulting - Commuter Choice Outreach	(3,412.50)				
10	2060 Digital	Post shut-down marketing campaign	(18,253.50)				
10	WAMU	Post shut-down marketing campaign	(19,876.65)				
13	VRE	Grant revenue			(1,421,339.00)		
16	Sageti	Post shut-down marketing campaign	(3,500.00)				
16	Stantec	Consulting - NTD project	(37,228.77)				
16	Sageti	Consulting - Commuter Choice Outreach	(7,520.75)				
16	SIR	Consulting - Commuter Choice Outreach	(3,832.20)				
30	Arlington	Commuter Choice project reimbursement				(25,389.00)	
30	Falls Church	Commuter Choice project reimbursement				(105,750.00)	
30	Fairfax	Commuter Choice projects reimbursements				(2,760,758.00)	
30	SIR	Consulting - Commuter Choice Outreach	(14,141.25)				
31	VRE	CROC			(1,250,000.00)		
31	Banks	Service charges	(51.09)	(31.72)			
			(383,462.24)	(31.72)	(4,770,648.00)	(2,891,897.00)	(47,401,801.00)
TRANSFERS							
10	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
16	Transfer	From LGIP to LGIP (NTD project)			37,228.77		(37,228.77)
30	Transfer	From LGIP to checking	220,000.00		(220,000.00)		
			420,000.00	-	(382,771.23)	-	(37,228.77)
NET INCREASE (DECREASE) FOR MONTH			\$ 36,537.76	\$ 9,765.87	\$ (354,891.94)	\$ 1,571,846.82	\$ (26,470,288.95)

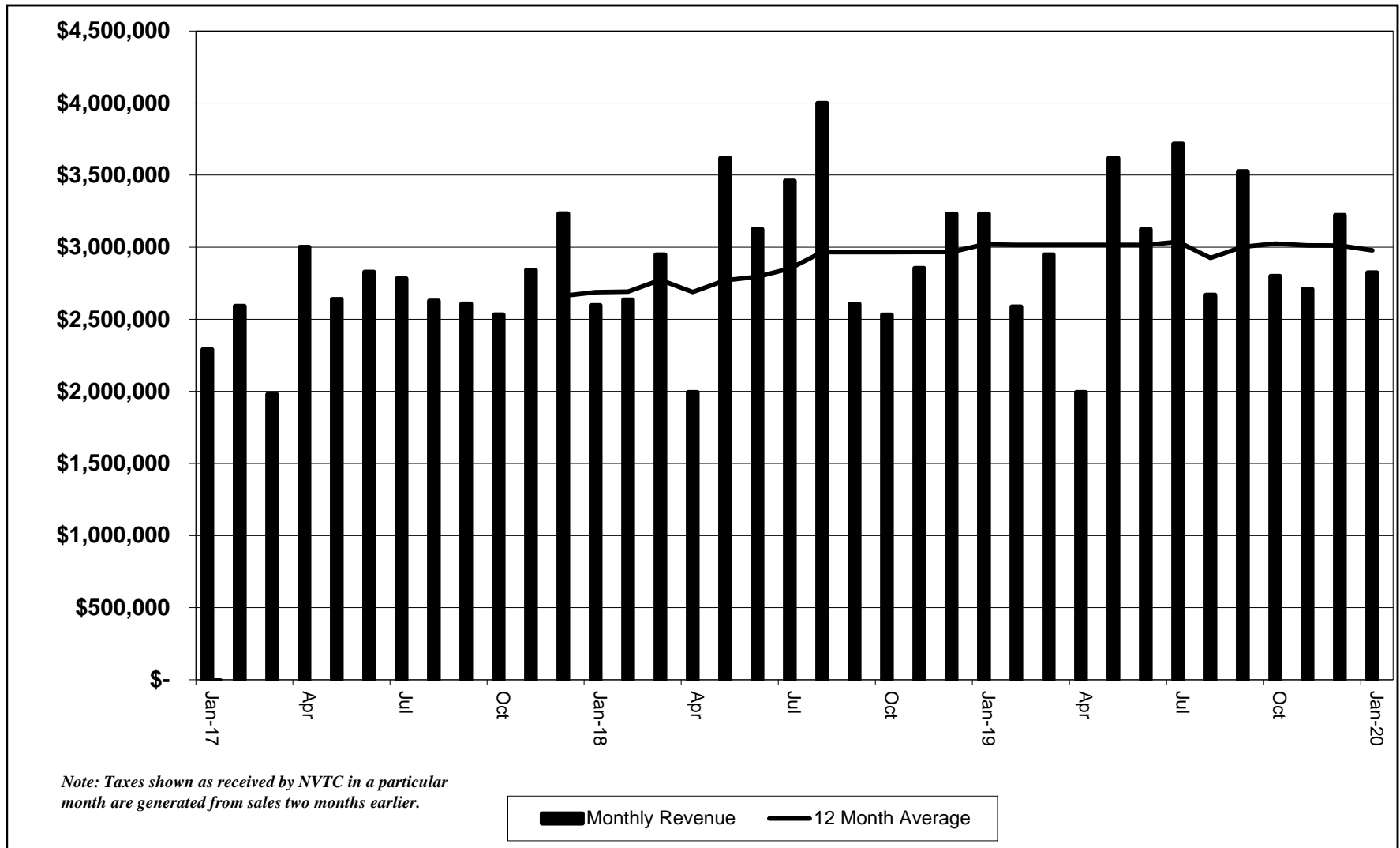
**NVTC
INVESTMENT REPORT
January 2020**

Type	Rate	Balance 12/31/2019	Increase (Decrease)	Balance 12/31/2019	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 121,459.01	\$ 36,537.76	\$ 157,996.77	\$ 157,996.77	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.170%	293,280.03	9,765.87	303,045.90	303,045.90	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	1.736%	204,060,139.65	(25,253,334.07)	178,806,805.58	6,697.94	30,803,404.19	111,055,253.28	36,941,450.17	
		<u>\$ 204,474,878.69</u>	<u>\$ (25,207,030.44)</u>	<u>\$ 179,267,848.25</u>	<u>\$ 467,740.61</u>	<u>\$ 30,803,404.19</u>	<u>\$ 111,055,253.28</u>	<u>\$ 36,941,450.17</u>	

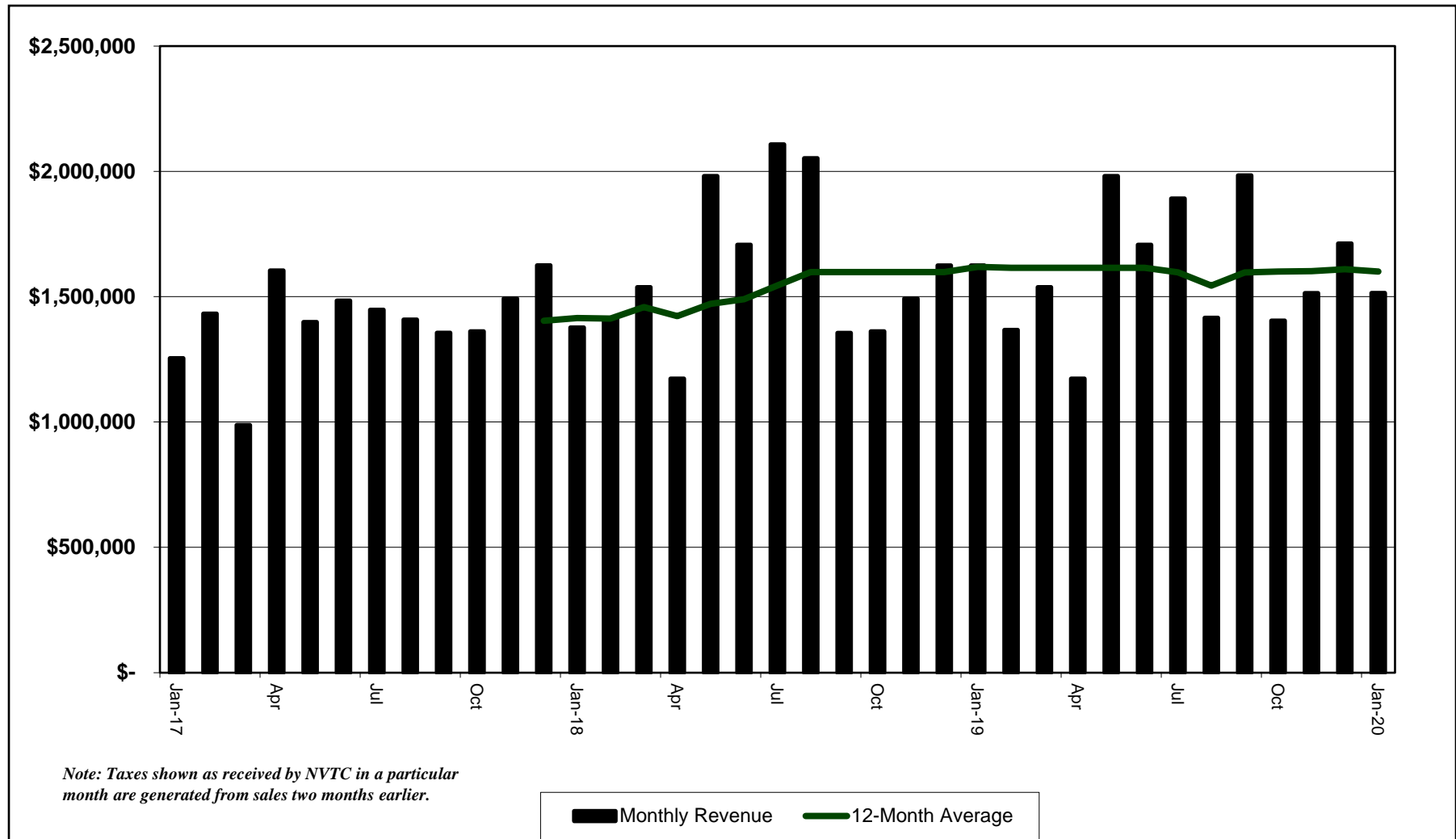
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

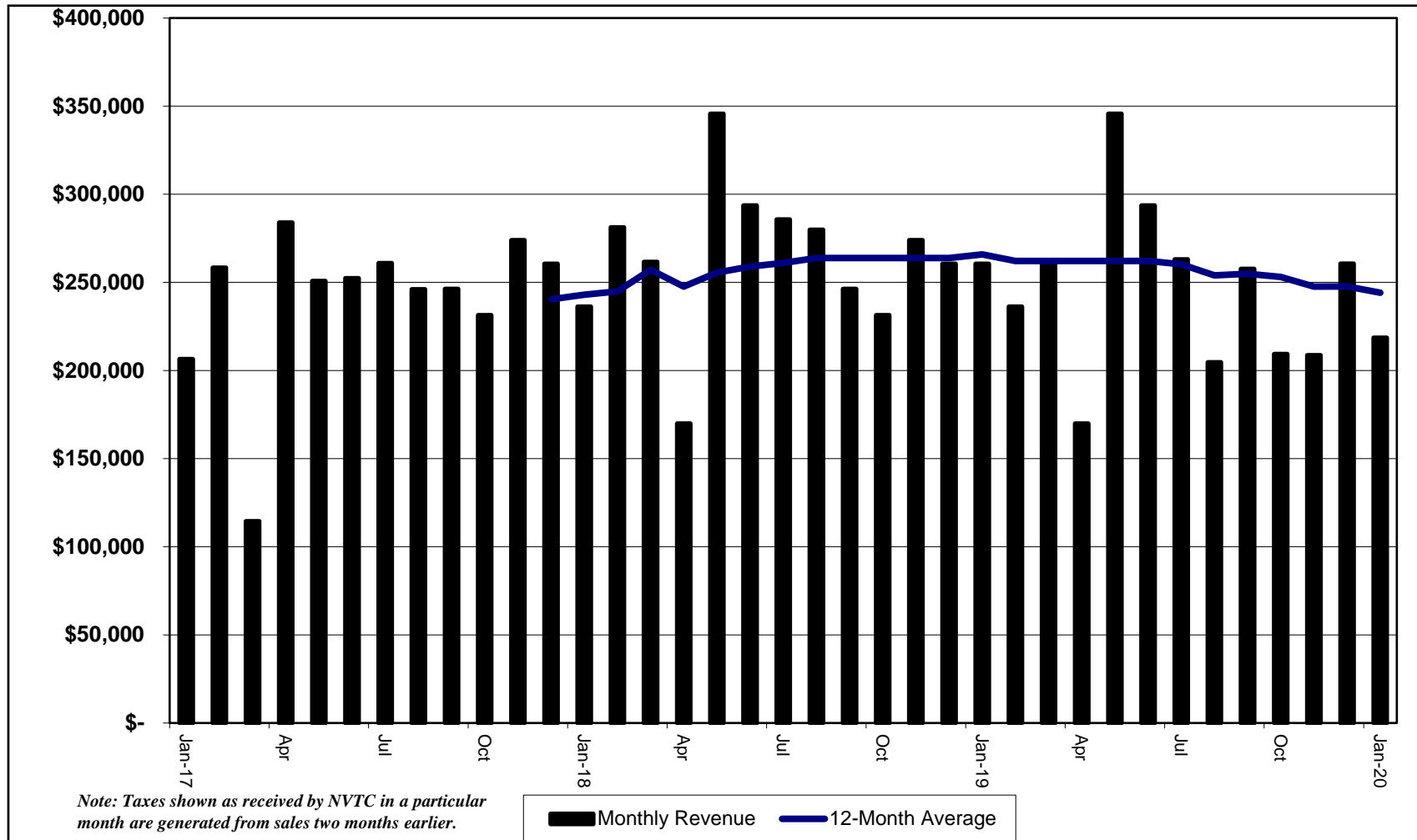
FISCAL YEARS 2017-2020



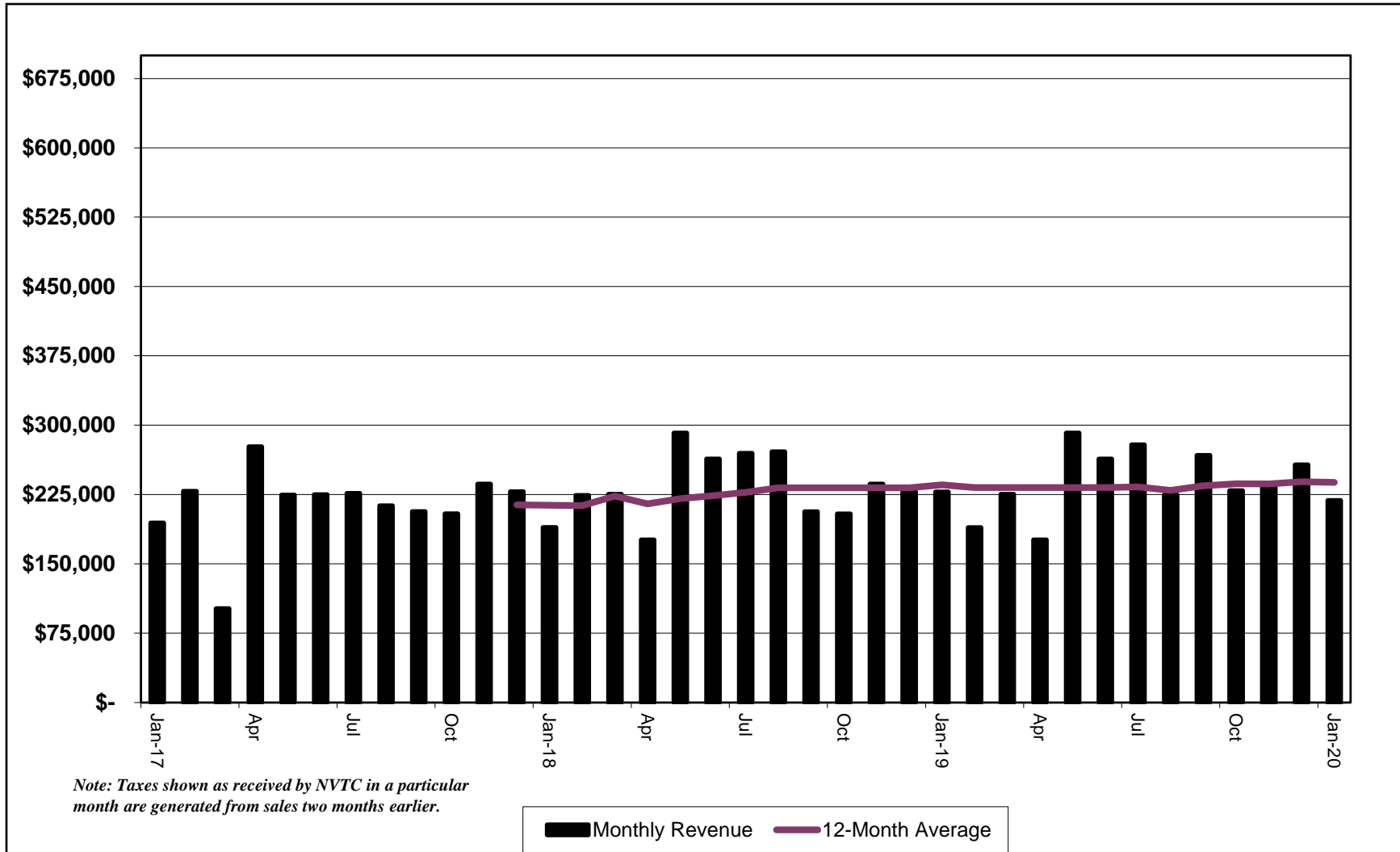
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2017-2020



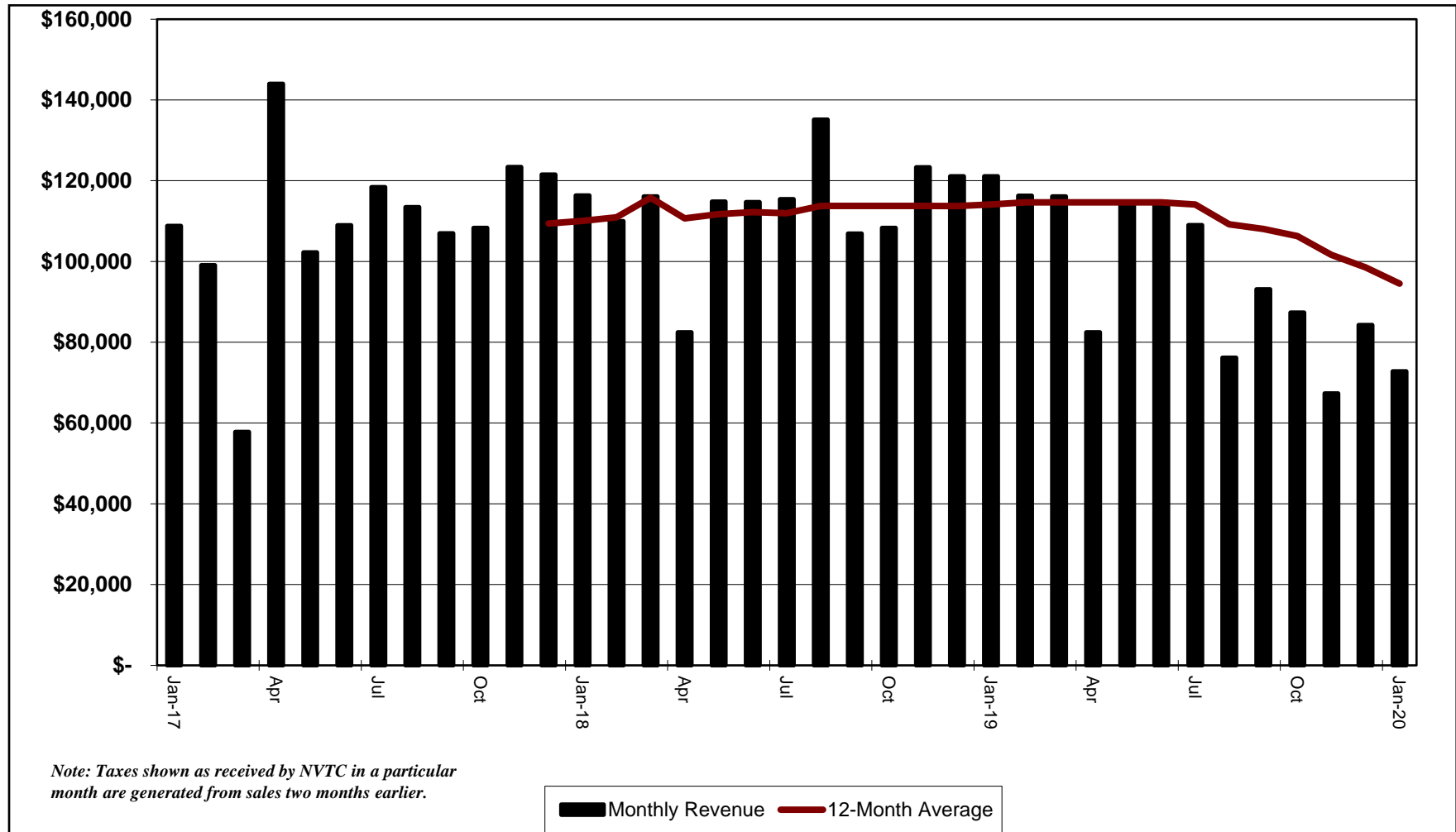
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2017-2020



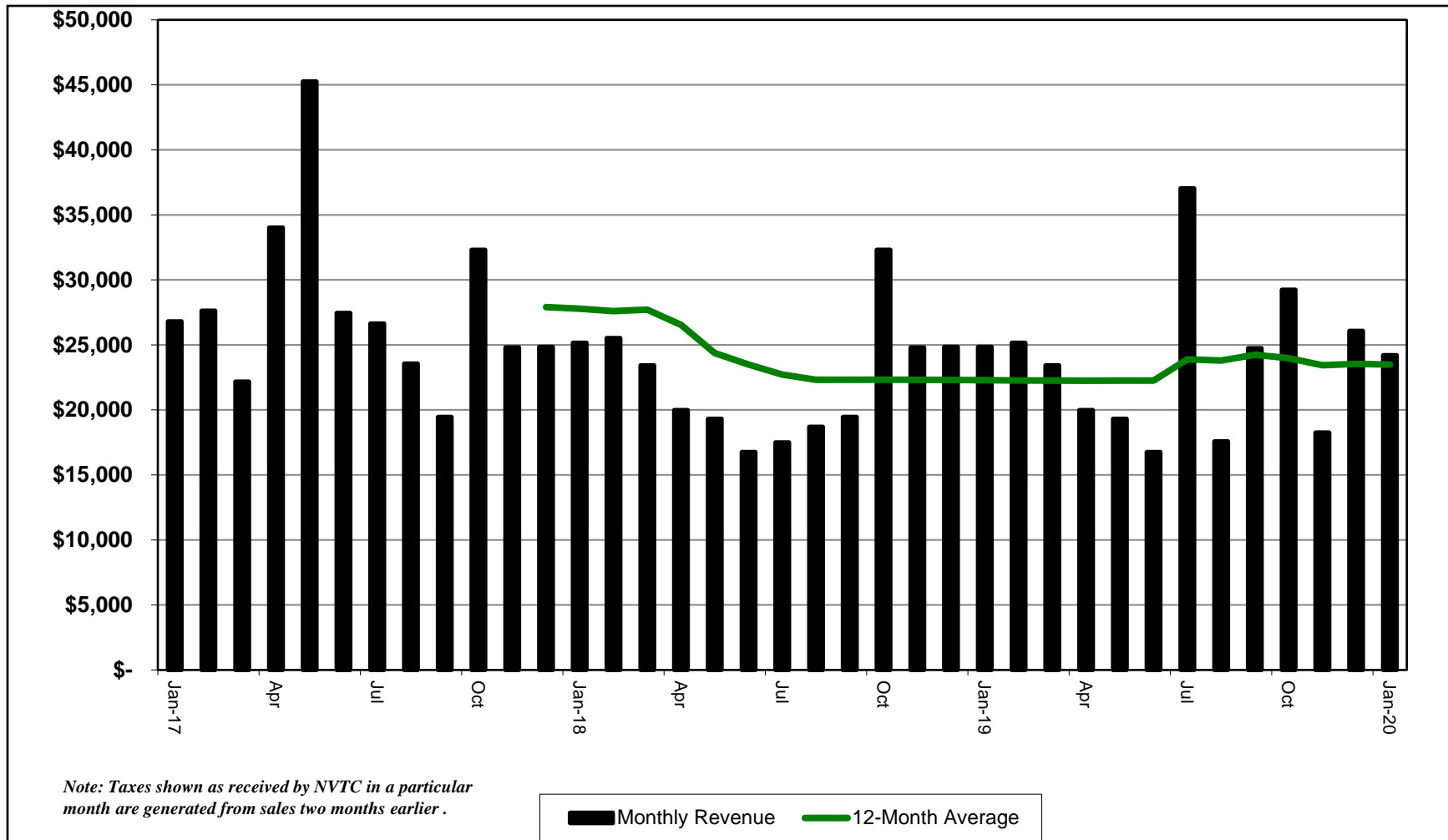
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2017-2020



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2017-2020



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2017-2020



NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2017-2020

