



## MONTHLY COMMISSION MATERIALS

April 2019

## MEETING OVERVIEW – April 4, 2019

### Action Items Include:

- Joint Solicitation with VRE for State Government Relations Services
- Application to DRPT for Summer 2019 Shutdown Funds and MOA with Local Jurisdictions for the Local Match
- I-66 Commuter Choice Public Comment Period to Solicit Comments on the FY2020 Proposed List of Eligible Scored Projects
- I-395/95 Commuter Choice Project Selection Process and Technical Evaluation Criteria
- I-395/95 Commuter Choice Call for Projects
- VRE Agreement of Sale with Crossroads Associations, LLC (Closed Session, if needed)

### Other Meeting Highlights:

- Report from the Virginia WMATA Board Members
- Summer 2019 Platform Improvement Project (Blue/Yellow Metrorail Summer Shutdown)
- Legislative and Policy Update
- Report from the VRE CEO

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**NVTC COMMISSION MEETING  
THURSDAY, APRIL 4, 2019  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd.  
Arlington, VA 22201**

**7:00 P.M.**

**5:30 P.M. Program Advisory Committee Meeting – First Floor Small Conference Room  
6:00 P.M. Dinner Available for Commissioners and Staff  
6:15 P.M. Executive Committee Meeting – First Floor Small Conference Room**

**AGENDA**

1. Pledge of Allegiance and Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the March 7, 2019 NVTC Meeting**
3. **CONSENT AGENDA (Subject to approval of the Chairman)**
  - A. **Authorize NVTC to Participate in a Joint Solicitation with the Virginia Railway Express for State Government Relations Services**
  - B. **Approve Resolution #2378: Authorize the Executive Director to Apply to the Department of Rail and Public Transportation for Summer 2019 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match**
4. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Chair of the NVTC WMATA Committee
  - B. Report from the Virginia WMATA Board Members
  - C. Virginia Ridership and Parking Facility Utilization
  - D. Summer 2019 Platform Improvement Project (Blue/Yellow Metrorail Summer Shutdown)
5. Commuter Choice Program
  - A. **ACTION: Authorize a Public Comment Period to Solicit Comments on the I-66 Commuter Choice FY2020 Proposed List of Eligible Scored Projects**
  - B. **ACTION: Approve Resolution #2379: Approve the I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria**
  - C. **ACTION: Approve Resolution #2380: Authorize the Executive Director to Initiate the I-395/95 Commuter Choice FY2020 Inaugural Program Call for Projects**

6. Legislative and Policy Update
7. Department of Rail and Public Transportation (DRPT)
8. Executive Director Report
  - A. Executive Director Newsletter
  - B. NVTC Financial Report
9. Virginia Railway Express (VRE)
  - A. VRE CEO Report and Minutes
  - B. VRE's Metro Shutdown Plan Update
  - C. VRE Operations Board Meeting Schedule Change
  - D. **ACTION: Approve Resolution #2381: Authorize the VRE CEO to Execute an Agreement of Sale with Crossroads Associates, LLC (Closed Session, if needed)**



**MINUTES**  
**NVTC COMMISSION MEETING – MARCH 7, 2019**  
**FIRST FLOOR CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:07 P.M.

**Members Present**

Canek Aguirre  
Elizabeth Bennett-Parker  
Sharon Bulova  
John Cook  
Katie Cristol  
Christian Dorsey  
Adam Ebbin  
John Foust  
Libby Garvey  
Catherine Hudgins  
David LaRock  
James M. LeMunyon  
Matt Letourneau  
Jeff McKay  
David Meyer  
Ron A. Meyer  
M. David Skiles  
Paul Smedberg  
David Snyder

**Members Absent**

Raul “Danny” Vargas

**Staff Present**

Kate Mattice, Executive Director  
Matt Cheng  
Karen Finucan Clarkson  
Andrew D’huyvetter  
Allan Fye  
Rhonda Gilchrest  
Dan Goldfarb  
Scott Kalkwarf  
Jae Watkins  
Steve MacIsaac (counsel)  
Doug Allen (VRE)

### Pledge of Allegiance and Opening Remarks

Following the Pledge of Allegiance, Chairman Letourneau welcomed everyone to the March 7<sup>th</sup> meeting and he gave an overview of the highlights and action items for the meeting. He noted that NVTC is back in the Navy League Building's conference room space, although there are still some outstanding issues to resolve. He stated that there is no wi-fi capability yet, so Commissioners were provided with copies of the meeting materials. Also, live-streaming capabilities are still not functional, so NVTC staff is streaming this meeting on Facebook Live. The conference room space should be completely renovated for the April meeting. He thanked NVTC staff for their efforts to get the Commission in this space for the March meeting.

### Minutes of the January 3, 2019 NVTC Commission Meeting

Mr. Dorsey moved, with a second by Ms. Bennett-Parker, to approve the minutes of the January 3<sup>rd</sup> meeting. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Cristol, Dorsey, Foust, Garvey, Hudgins, LeMunyon, Letourneau, David Meyer, Ron Meyer, Skiles, Smedberg and Snyder. Commissioners Ebbin and McKay abstained.

### Meeting Summary of the January 28, 2019 Meet and Greet with Secretary of Transportation

It was noted that this meeting was held in Richmond. Ms. Garvey moved, with a second by Mr. Smedberg, to approve the Meeting Summary of January 29, 2019. The vote in favor was cast by Commissioners Aguirre, Garvey, David Meyer, Smedberg and Snyder. Commissioners Bennett-Parker, Bulova, Cook, Cristol, Dorsey, Foust, Hudgins, LeMunyon, Letourneau, McKay, Ron Meyer and Skiles abstained.

### Consent Agenda

Chairman Letourneau presented the Consent Agenda Items for approval:

- A. Approve Resolution #2375: Approve the FY2020 State Transit Assistance Applications to DRPT
- B. Authorize the Chairman to Send a Letter of Support to DRPT for DASH's Demonstration Project Grant Application for a Mobile Ticketing Pilot
- C. Approve Resolution #2376: Appoint Elizabeth Bennett-Parker to Serve as an Alternate to the Virginia Transit Association (VTA) Board of Directors
- D. Approve Resolution #2377: Delegate Authority to NVTC's Executive Director to Execute VRE Concessionaire Grant Agreements with DRPT

Ms. Cristol moved, with a second by Senator Ebbin, to approve the Consent Agenda.

Mr. LeMunyon observed that for Item #A the lion's share of the money is going to Alexandria and Arlington for Metrorail Station entrances. Mr. Kalkwarf explained that DRPT requested NVTC

apply for these capital funds under DRPT's MERIT program as they would be strong candidates for the competitive program.

The Commission then voted on the Consent Agenda and it passed unanimously. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, McKay, David Meyer, Ron Meyer, Skiles, Smedberg and Snyder.

Delegate LaRock arrived at 7:12 P.M.

#### Washington Metropolitan Area Transit Authority

Chairman Letourneau noted that a representative from the Metropolitan Washington Airports Authority (MWAA) will be invited to a future meeting to give a briefing and answer questions on Silver Line construction. He then welcomed Paul Wiedefeld, WMATA General Manager/CEO, who has served in that role since late 2015 and has come to NVTC annually to address the Commission. Chairman Letourneau noted that during Mr. Wiedefeld's time as General Manager, WMATA has made great strides in improving safety, service reliability, and financial responsibility.

Mr. Wiedefeld thanked NVTC for its support for the new dedicated revenue and maintaining the current service hours. He then reviewed the status of WMATA's safety, service reliability and fiscal management. Insulator fire incidents dropped to the lowest levels in years due to new preventative maintenance and tunnel waterproofing. Major crimes on Metro last year dropped to the lowest level since 1999. Metrorail on-time performance in 2018 reached its highest level in several years. Eighty-nine percent of all Metrorail rush-hour trips have arrived on-time since the start of the Rush Hour Promise program. Preventative maintenance has reduced delays. Metrobus performance is at its best since 2010. WMATA just concluded its fourth year with a clean audit.

Mr. Wiedefeld then reviewed the proposed FY2020 budget, which is expected to be voted on by the WMATA Board on March 28<sup>th</sup>. The budget focuses on safety, system preservation and bringing the Metro system to a State of Good Repair. In order to keep within the three percent increase in operating subsidy cap, it is important to get the revenue side up. A key to the budget is the assumption that the federal Passenger Rail Investment and Improvement Act (PRIIA) funding will continue.

Mr. Wiedefeld stated that all of the Virginia legislative requirements will be met. WMATA will continue to work with NVTC on these issues. He observed that Maryland also has similar requirements. He did propose additional service improvements within the budget for WMATA Board consideration; however, they would need to be revenue neutral to stay within the three percent cap. These improvements include extended rush hours, eliminate the turn backs on the Yellow and Red Lines, and convert to all eight-car trains. The WMATA Board is working through these items as they deliberate on the budget.

Mr. Wiedefeld then discussed targeted marketing for the upcoming Blue and Yellow Lines shutdown for platform improvements. He thanked NVTC staff for their coordination efforts. Senator Ebbin asked if there will be adequate bus service to move people during the shutdown and if WMATA will be able to take advantage of the shutdown to advance Potomac Yard construction. Mr. Wiedefeld responded that WMATA is contracting for more buses, but it will need to be a coordinated group effort with other local transit providers to provide more bus service. He also noted that there are already plans to do track work at Potomac Yards during the shutdown.

Mr. Aguirre commented that DASH is reaching out to other transit systems across the country for additional buses to add capacity during the shutdown. He asked once the improvements are done, how will WMATA promote this work to the public on what was accomplished. Mr. Wiedefeld noted that this is core infrastructure replacement, so there are challenges for marketing. This is not a ribbon cutting type of project.

Ms. Bennett-Parker stated that the City of Alexandria continues to be concerned about shuttle capacity and headways during the shutdown. Mr. Wiedefeld stated that in reality Metrobus and other local transit providers cannot capture all the riders who currently use Metrorail. Even the roadways cannot carry all that capacity. Ms. Bennett-Parker noted that unfortunately not everyone has the capacity to travel by car. Mr. Wiedefeld stated that this is why it will be important to get the work done as quickly as possible. Ms. Mitchell announced that DRPT is requesting Commonwealth Transportation Board (CTB) approval of a \$3 million funding proposal for mitigation efforts for local transit systems at an 80 percent state match. DASH has already submitted several funding requests.

Mr. Ron Meyer stated that he receives the most questions from constituents about monthly Metro passes and lowering fares. He observed that if WMATA lowered its fares, more people would use it. He asked what analytical data WMATA is using for fare pricing. Mr. Wiedefeld stated that WMATA has a sophisticated model that can run different scenarios. The issue is how much revenue is gained through ridership. WMATA staff believe fares are priced at a “sweet spot” and are where they need to be right now. He did note that WMATA is looking at different future opportunities with fares.

Mr. LeMunyon asked about any WMATA plans in the future to reduce parking fees at stations. Mr. Wiedefeld stated that WMATA is looking regionwide for opportunities including lowering or raising rates for parking based on usage. WMATA is also looking at different ways of managing parking since no one style fits all approaches. Mr. LeMunyon asked if there are specific plans for the public to see. Mr. Wiedefeld stated that there is no specific plan but the WMATA Board gave him the authority to try different approaches. He can provide some additional information.

Mr. Foust asked about what WMATA is doing to increase ridership and funding sources. Mr. Wiedefeld responded that WMATA has several initiatives, including the Rush Hour Promise. For future ridership WMATA is looking at development patterns. Mr. Foust observed that he doesn’t get a sense WMATA is doing a good job in marketing the Metro system. Mr. Wiedefeld stated that WMATA can certainly do better, but there have been budget restrictions. Back 2 Good was in effect a marketing campaign. He stated that it is important to get through the upcoming platform improvements/shutdown and make sure service is reliable before doing a big marketing

campaign to win riders back. Chairman Letourneau agreed that timing will be important for marketing.

Mr. Snyder noted that as a regular Metro rider, he has observed a noticeable improvement in service reliability under Mr. Wiedefeld's leadership. From Falls Church's perspective, the most important issues are keeping the budget within the three percent cap and close coordination with Falls Church, Fairfax County and the universities on development at the West Falls Church Metrorail station. From a regional standpoint, Mr. Snyder asked about bus service and how to make it truly regional and integrate all the bus systems to feed more effectively into the Metrorail system. Mr. Wiedefeld stated that the Bus Transformation Study was started about eight months ago to rethink the whole Metrobus operations, to identify how bus service meets mobility needs of the region and what is Metrobus's role. This work is being done now in anticipation of next year's budget cycle.

Ms. Garvey asked if WMATA is considering a flat fare. Mr. Wiedefeld stated that WMATA is working on a mobile app and mobile access to the system, so flat fares are not being considered at this time.

Mr. McKay observed that there have been news articles about the concrete issues for the Silver Line Phase 2 construction. He asked Mr. Wiedefeld for his perspective and what can be done so that the jurisdictions are not "holding the bag" down the road. Mr. Wiedefeld stated that this is a Metropolitan Washington Airports Authority (MWAA) project but WMATA is concerned with these issues. WMATA's biggest concern is the rail ties, which could impact future service. WMATA has taken a strong position on these issues and won't accept the project unless all of the requirements are met. WMATA has an independent consultant looking at the rail tie issue. Mr. McKay asked if there will be penalties if there is a delay in opening because of these issues. Mr. Wiedefeld stated that there are penalties for the contractor. He assured the Commission that MWAA is being very aggressive on these issues and WMATA is also closely monitoring them as well.

Ms. Cristol asked about the assumptions built into the budget to increase ridership. Mr. Wiedefeld stated that other parts of the system will be operational during the shutdown, so he doesn't anticipate significant ridership swings. WMATA intends to do three major improvement projects a year. He also noted that WMATA is seeing ridership stabilizing.

Chairman Letourneau observed that there are also issues with the rail yard for the Silver Line Phase 2 project. Mr. Wiedefeld agreed that there are some building issues. His concern is with the scale of this project and making sure the region gets what it paid for. The rail yard needs to be completed before start of service. Based on his discussions with MWAA, both MWAA and WMATA are on the same page concerning these issues, including on the rail yard issue.

Mr. Cook commended WMATA for keeping the focus on safety and preventative maintenance and staying within the three percent increase in operating subsidy cap, which is critical for political liability. He stated that it is NVTC's job to back-up the hard work WMATA is doing and support the Board of Directors who have to make hard decisions.

Delegate LaRock asked about pension and other postemployment benefits (OPEB) and what decisions WMATA is making concerning the unfunded \$3 billion portion and what can NVTC and the General Assembly do to help. Mr. Wiedefeld stated that the pension issue is restricted by binding arbitration, so WMATA will have to try again during the next labor negotiations. For other OPEB benefits there were changes implemented, which savings will be reflected in the future but won't be reduced for a period of time. WMATA is proposing to build a Trust to reduce the unfunded amount sooner. The pension system is funded at 81.8 percent and is fairly standard within the industry. Mr. Skiles stated that he was intrigued by the 81.8 percent number, which is up from 77 percent in the past. The Virginia Retirement System is only funded at 73-74 percent.

Mr. LeMunyon stated that looking beyond the 7000 series railcars, he has heard that Kawasaki is not interested in building more Metrorail cars. Mr. Wiedefeld stated that Kawasaki, the current manufacturer of the 7000 series railcars, just won a large contract in New York and their capabilities are stretched. Unfortunately, there are no more domestic manufacturers.

Mr. McKay asked about the non-rider fee for parking, which his understanding is that this issue is almost resolved for VRE riders. He noted that there is still an outstanding issue of jurisdictional bus riders who park at a station and get on a bus. This is particularly important for those jurisdictions that have direct bus routes from stations, which helps alleviate crowding on the rail system. He observed that this will become more important with the summer shutdown. Mr. Wiedefeld responded that WMATA is trying to work out the technical issues and is committed to resolving but trying to find another mechanism to do it. Mr. McKay stated it is important to not lose these transit riders. He asked if this cannot be worked out before the shutdown, if WMATA can offer free parking or at a minimum eliminate the non-rider fee at least along the Blue and Yellow Lines. These stations are hubs for other transit.

Ms. Bulova thanked Mr. Wiedefeld for the progress that has been made at WMATA. She stated that it is important to manage expectations of the riders. We don't want to encourage people to ride but then they are disillusioned. Riders will put up with a lot as long as they have the knowledge of what is happening and how it is being handled. Ms. Hudgins stated that these investments are critical, because WMATA won't get riders back unless the system is safe and reliable.

Mr. Wiedefeld thanked NVTC again. He also acknowledged and thanked the members of WMATA's labor unions who were in the audience.

Report from the WMATA Committee. Ms. Hudgins, chair of the WMATA Committee, gave an update on the January 16<sup>th</sup> WMATA Committee meeting where they reviewed committee scope, proposed meeting schedule and other administrative and policy procedures. The next meeting is scheduled for April 17<sup>th</sup>. The committee discussed proposed changes to late-night service and the associated implications for the preventative maintenance program and the legislatively mandated three percent cap. The committee directed staff to send a letter to WMATA General Manager Wiedefeld expressing their concern that a reduction in the overnight maintenance window would have significant safety and financial implications.

Report from the Virginia WMATA Board Members. Mr. Smedberg reported that the WMATA Board voted (7-1) to maintain current service hours. This was an important vote, which

could have put federal funding at risk, as well as funding from Virginia. In response to a question from Chairman Letourneau, Mr. Smedberg stated that funding for the Inspector General's (IG) office is being held under the three percent cap, although IG funding was increased in the budget. Chairman Letourneau stated that the Commission may want to monitor this and consider seeking a legislative solution to unlink the IG office under the three percent cap.

Mr. Dorsey reported that there is general consensus among WMATA Board members regarding the FY2020 budget and he expects the Board will be close to a decision at the next Board meeting. He told Mr. Snyder that the City of Falls Church's proposed subsidy allocation is below the three percent cap at 2.7 percent. Mr. Dorsey explained that the three percent cap is applied to the three jurisdictions' (District, Maryland and Virginia) totals although different localities may have different percentages (higher or lower than three percent). Mr. Dorsey observed that this is an important budget since it is the first budget to incorporate all the legislative mandates. The budget will include some of the General Manager's proposals (extend Yellow Line service to Greenbelt and Red Line service toward Silver Spring). These lines terminate in Maryland but are extremely important to Virginia.

Mr. Dorsey stated he spent extensive time with WMATA crews during two incidents (one planned and one emergency). He saw the deterioration of some of the platforms, which reiterates the need for rehabilitation and preventative maintenance. He saw the water issues in the Red Line tunnels. It is important to fix these issues for the safety and reliability of the system. He was very impressed with the WMATA crews.

Mr. LeMunyon observed that WMATA Chairman Jack Evans has been in the news and asked if there is anything NVTC needs to know. Mr. Smedberg stated that the WMATA Executive Committee has started a review.

Chairman Letourneau noted that as a new WMATA alternate member, he has been impressed with the Virginia WMATA Board principal members, who have represented Virginia well and shown great leadership, especially regarding the late-night hours issue.

### Commuter Choice Program

I-66 Commuter Choice Program. Chairman Letourneau stated that the Program Advisory Committee met earlier this evening and he asked Mr. Snyder, as chair of that committee, if he would like to make any introductory remarks.

Mr. Snyder stated that the Program Advisory Committee had a good discussion about the I-66 Commuter Choice FY2020 project scores and saw the outcomes of applying the new criteria. He observed that there is a dramatic difference in the way bus proposals are scored as opposed to other projects. The committee will look at this closer and how to measure person throughput for projects such as bus service, intersection improvements and trails. Staff will continue fine tuning the project scores under the existing criteria before coming back to the Commission for approval. The committee will also look at fine tuning criteria for the future.

Mr. Fye stated that the technical team will look at these issues within the current structure and will report back to the Program Advisory Committee. The Commission will be asked at the April meeting to take action on the proposed list of I-66 Commuter Choice projects for public comment. The FY2020 I-66 Commuter Choice Call for Projects produced 20 applications for a total of \$32 million in requests for projects designed to expand transportation capacity in the I-66 corridor Inside the Beltway.

Mr. Skiles asked about the public hearing location and if a western Fairfax location is being considered. Ms. Mattice stated that a public hearing will occur prior to NVTC's May meeting at the Navy League location. NVTC staff is also working with the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Authority (NVTA) and the Virginia Railway Express (VRE) to schedule the legislatively mandated joint public meeting, which may be held at the VDOT Northern Virginia District office in Fairfax in May. The public can comment on the I-66 proposed projects at that meeting. An Open House and public meeting will also be held on April 23<sup>rd</sup> at 6:00 P.M. at Mary Ellen Henderson Middle School in Falls Church. NVTC is also enhancing its traditional outreach efforts by launching a geo-targeted social media campaign as well as providing different ways for the public to make comments via public hearings, on-line and phone.

I-395/95 Commuter Choice Program. Ms. Mattice stated that the goal of the I-395/95 Commuter Choice FY2020 Inaugural Program is to have projects implemented by Toll Day 1, scheduled for October 2019. Initial work on this program has been done by a NVTC/PRTC joint staff working group and a Joint Commission Working Group comprised of NVTC and PRTC Commissioners and chaired by Jeff McKay. At their April meetings, the Commissions will be asked to jointly approve the proposed project selection process, technical evaluation criteria, and authorize the announcement of a call for projects.

Mr. McKay observed that the take-away from the first Joint Commission Working Group meeting was that the criteria and review for the I-66 Commuter Choice program is a mirror image being proposed for the I-395 Commuter Choice program. The challenge going forward is approving the exact same thing at NVTC and PRTC. Independent third-party scoring will be important. He reported that the next Joint Commission Working Group meeting is scheduled for June.

Mr. LeMunyon wondered if it would be beneficial to have a discussion with NVTA and the CTB to see if they have funding for the other proposed projects. Ms. Mattice stated that there is already coordination as members of DRPT, NVTA and VDOT sit on the technical team and likewise, NVTC staff sit on the NVTA technical team. NVTA does not have a call for projects scheduled until next fiscal year.

Chairman Letourneau also observed that these projects are being submitted by the jurisdictions and there is significant engagement with those elected bodies and staff before the projects are submitted. Jurisdictions determine the best time to apply and where to apply for different funding sources. Ms. Cristol stated that it is important to not disadvantage jurisdictions as they compete for funding. She stated that it is good for NVTC and NVTA programs to be aligned but the criteria and eligibility for NVTA funding is quite different.

Mr. LeMunyon expressed his surprise in not seeing a parking mitigation project on the list of projects since toll revenues are eligible to fund this type of project. Chairman Letourneau



responded that no jurisdiction applied for this type of project. Mr. LeMunyon asked if members of the public can apply for funding or submit project ideas. Ms. Mattice stated that the Memorandum of Agreement allows only jurisdictions and transit agencies within District 8 to apply for funding. Mr. Ron Meyer observed that projects must be administered by an agency or jurisdiction, but speaking for Loudoun County, the county would certainly welcome ideas from the public. Mr. LeMunyon expressed his opinion that NVTC talks about putting more people on transit and could do something about it but is not doing it.

Request for Proposals for Commuter Choice Technical Support. Ms. Mattice stated that initially VDOT supplied NVTC with a consultant to provide technical support. Knowing that the I-395/95 Commuter Choice program would be coming on board, NVTC authorized an extension of that contract for one year, which expires this summer. NVTC is now able to issue an RFP for technical support for both the I-66 and I-395 Commuter Choice programs, which should provide greater efficiencies in the use of consulting services for these similar programs.

Mr. Dorsey moved, with a second by Ms. Cristol, to authorize the executive director to issue a Request for Proposals for Commuter Choice Technical Support. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, McKay, David Meyer, Ron Meyer, Skiles, Smedberg and Snyder.

Delegate LaRock observed that the Program Advisory Committee meeting summary referenced a proposed I-66 reverse tolling budget amendment. Based on his calculations, reverse tolling would provide about an additional \$6 million which could be used for transit projects. He asked if NVTC would consider taking action to support reverse tolling for the next legislative session. Chairman Letourneau stated that reverse tolling was discussed at the Executive Committee meeting in the context of future discussions with the Commonwealth about big ticket projects, such as Long Bridge and the Rosslyn Tunnel. In his view reverse tolling could help fund these types of projects. He noted that the Commission could discuss reverse tolling in the context of NVTC's 2020 Legislative Agenda.

Delegate LaRock suggested staff contact the Federal Highway Administration (FHWA) to get an opinion if VDOT can legally toll I-66 in the reserve peak direction. Chairman Letourneau reminded the Commission that the policy of tolling was not NVTC's decision, just that NVTC was the chosen agency to administer the toll revenue for transit. NVTC has stayed out of policy discussions of whether there should be tolling and has not taken a position.

Mr. Foust stated that he would be opposed to any reverse tolling due to the impact on parallel roads. Reverse tolling may produce \$6 million but it would cost many more millions to provide capacity on other roadways to handle bail-out traffic due to reverse tolling.

Mr. Snyder stated that the Program Advisory Committee discussed if the best most efficient bus service is one that runs parallel to existing Metrorail service or one that feeds into the rail system. Ms. Cristol suggested staff do some analysis on national and regional data. There is a phenomenon where the most popular or highest ridership bus routes are those that run parallel to other transit. Data might show that the way to get people to use transit is to provide multiple options. More transit options can help change travel behaviors and get people off the roads. Mr.

McKay stated that Mr. Snyder has a good point, but he doesn't think the Metro system is ready for more bus service that feeds into the rail system yet, but NVTC should monitor this as Metro improves rail service. Chairman Letourneau noted that Loudoun County has had similar discussions in regard to the opening of Silver Line Phase 2 and Loudoun's existing bus service.

Mr. Ron Meyer left the meeting at 8:34 P.M. and did not return.

### Legislative Update

Ms. Mattice stated that Ms. Perron Seibert was unable to attend to give an update on the General Assembly Session, which adjourned on February 23<sup>rd</sup>. Ms. Mattice reported that there was a budget amendment that directs VDOT to conduct a study on the future of the Transportation Trust Fund as the Commonwealth has noted that gas tax revenues remain flat while transportation usage has increased. There were also changes in legislation regarding the internet sales tax and staff is still trying to unpack the impact of funding available to the Transportation Trust Fund.

Ms. Mattice noted that the membership of the General Assembly will be changing as she just heard today's announcement that Senator Charles Carrico and Senator Frank Wagner are not running for re-election. Other legislators who are not running for re-election include Senator Richard Black, Delegate Richard "Dickie" Bell, Delegate Gordon Helsel, Delegate David Toscano, and Delegate Steven Landes.

Ms. Mattice gave a brief update on the Transit Services Delivery Advisory Committee (TSDAC) and federal legislation, including an infrastructure package and PRIIA reauthorization.

Mr. Skiles noted that the importance of the formula not changing in regard to the legislation on the internet sales tax. The legislation also removes the enactment clause from HB2313 so that if the U.S. Congress takes action on an internet sales tax, it won't impact transportation funding for Virginia.

### Virginia Railway Express

Mr. Allen gave his VRE CEO report. He stated that VRE staff met with other railroads to work on an industry-wide security plan. Regarding Positive Train Control (PTC), VRE already is running 6-8 trains under PTC and continuing to add more trains. Average daily ridership for the month of January was low due to the federal government shutdown. However, revenues only were down five percent, most likely because many riders purchase monthly tickets. VRE staff also met with congressional delegation members to discuss funding options for the Long Bridge project.

Mr. Allen reported that the Metropolitan Washington Council of Governments (MWCOC) has released a request for proposals for a market assessment and technical feasibility study of VRE-MARC run-through service. Mr. Goldfarb of NVTC staff will be monitoring this study.

Chairman Letourneau stated that there are no VRE action items this month.

### Department of Rail and Public Transportation (DRPT)

DRPT Director Mitchell directed Commissioners' attention to the blue-sheeted DRPT Report. She reported that at it is expected that at the March 20-21 Commonwealth Transportation Board (CTB) meeting, the CTB will take action on the "Policy for the Implementation of Performance Based State Transit Operating Allocation." Legislation provides DRPT with up to \$3 million for transition assistance for those systems adversely affected by the new formula. As reported earlier in the agenda, DRPT is also asking for mitigation funding for the upcoming Metro shutdown. DRPT staff is working with NVTC and jurisdictional staff to develop a plan.

In response to a question from Senator Ebbin, Ms. Mitchell explained that if PRIIA is not reauthorized it will put a \$300 million hole in the WMATA budget. Virginia has been using capital bonds for its \$50 million PRIIA match, but the bonds won't be reauthorized, which will mean the General Assembly will need to identify a new source of funding for the match.

Ms. Cristol asked if the funds that were being withheld by the Federal Transit Administration (FTA) have been restored now that the Metro Safety Commission (MSC) is meeting regularly. Ms. Mitchell responded that FTA is still withholding the funds until the Metro Safety Commission (MSC) is certified. She is optimistic that the MSC certification will occur very soon. If the April 15<sup>th</sup> deadline is not met, FTA will withhold 100 percent of all Virginia's federal funding.

Delegate LaRock read a portion of the WMATA Reforms Enactment Clause (HB2136/SB 1251 2017) which states:

*That the Secretary of Transportation, in coordination with the Northern Virginia Transportation Commission, shall engage his counterparts in Maryland and Washington, D.C., and the appropriate officials in the federal government for the purpose of revising the Washington Metropolitan Area Transit Authority Compact of 1966 and implementing other reforms necessary to ensure the near-term and long-term viability of the Washington Area Metropolitan Transit Authority (WMATA). In doing so, the Secretary shall develop, propose, and seek agreement on reforms related to the following:*

- i. The legal and organizational structure of WMATA;*
- ii. The composition and qualifications of the WMATA Board of Directors and the length of terms of its members;*
- iii. Labor costs and labor relations;*
- iv. Measures necessary to resolve WMATA's unfunded pension liability and other postemployment benefits;*
- v. Measures necessary to better ensure the safety of ridership and employees, including safety in the event of a homeland security emergency in the national capital area; and*
- vi. Financial and operational improvements necessary to ensure that WMATA's performance is at least as efficient as its closest comparable transit systems in the United States.*

Delegate LaRock noted that WMATA's unfunded pension liability and other postemployment benefits are an impact on the budget and a potential liability. He disagrees that the LaHood Report dealt with this issue. He looks forward to the first report of the Secretary of Transportation to the House and Senate Transportation Committees specifically dealing with this enactment clause. For the record, he wants to make sure everyone is aware that this is an obligation that exists and in his opinion is being ignored.

Ms. Mitchell noted that quarterly reports have been submitted on this topic. She stated that Secretary Valentine has spoken with her counterparts in the District and Maryland on this very issue and the response that at this point in time there is no appetite from those jurisdictions to revisiting the WMATA Compact. Their focus has been on the governance changes that have been made at WMATA, the new \$500 million in dedicated funding, and the Metro Safety Commission. There may be some interest in the future, but not now.

Delegate LaRock asked if there were any recorded communications of those discussions that could be included in the Secretary's report. Ms. Mitchell stated that there are no meeting minutes. Delegate LaRock stated that this is unacceptable given that staff has been specifically instructed by the General Assembly to engage with Maryland and the District. Mr. Dorsey asked Delegate LaRock if there is a roadmap that staff should follow to make sure it is reflecting the General Assembly's intent. Delegate LaRock stated that the Enactment Clause outlines it specifically. Chairman Letourneau asked how the General Assembly expects NVTC and the Commonwealth to fulfill that obligation if the other jurisdictions won't engage. Delegate LaRock replied that one can anticipate failure or be creative and innovative and propose a way to remedy the situation. He and his legislative aide have spoken to both jurisdictions and found that there is some appetite. He expressed his opinion that to say "the door has been slammed shut" is not accurate. He suggested reaching out to Maryland and the District every four months or so to revisit the issue. It is a serious issue that needs to be resolved.

Ms. Bulova asked if there is some evidence in writing or otherwise to show that the other jurisdictions are interesting in engaging in this issue. Delegate LaRock stated that he could certainly dig up some emails, but the instructions in the enactment clause were not directed at him. The communication should happen with the Secretary's office and should be reflected in the quarterly report. Chairman Letourneau stated that in his role on the Metropolitan Washington Council of Government's Board of Directors, in the past the District did express interest in changing the Compact, but those changes would have directly disadvantaged Virginia. That is the only appetite for Compact change he has witnessed. Mr. Dorsey further stated that once the District discovered that a subsidy formula change could be done without Compact changes, they had no more appetite to change the Compact. Chairman Letourneau expressed caution that Virginia needs to be careful with what it wishes for in regard to changes to the WMATA Compact.

Chairman Letourneau stated that if there is an obligation then it should be fulfilled, even if it's just reporting that outreach occurred and the response. Delegate LaRock stated that the Secretary's quarterly report is a starting point – to provide information on where each party stands, which, in his mind, is the beginning of a negotiating process.

Senator Ebbin encourage Delegate LaRock to contact Secretary Valentine and DRPT Director Mitchell to share the information he gleaned from his communications with the other jurisdictions.

Mr. Dorsey asked Delegate LaRock to provide clear articulation of what he wants, to satisfy all parties even if it doesn't provide all the desired outcomes. Ms. Mitchell reported that the Secretary's office has been submitting the quarterly reports as required.

### Transit Resource Center

Ms. Mattice reported that NVTC's Transit Resource Center is a rebranding and restructuring of ongoing projects and technical assistance that NVTC staff provide to jurisdictions within the approved Work Plan. The reorganization of this work under a single title seeks to ease the communication of NVTC's technical work as well as help to better organize staff efforts to respond to Commission and jurisdictional needs. The Transit Resource Center encapsulates NVTC analytical efforts into five focus areas: regional bus analysis, technical assistance, the transit data warehouse, studies and research, and regional analytical engagement.

Ms. Mattice also urged Commissioners to look at the data in the FY2019 2<sup>nd</sup> Quarter Ridership Report.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her newsletter. She reported that NVTC's offices will be moving to the second floor on March 18<sup>th</sup>. She recognized Scott Kalkwarf and Melissa Walker for their hard work in coordinating the move as they deal with IT, telecommunications, furniture, movers and contractor meetings.

Ms. Mattice also reported on several staffing changes. Three new employees will be starting on March 25<sup>th</sup>. She then announced Karen Finucan Clarkson is leaving NVTC to take a position at VRE. Since 2015 when she joined NVTC, Ms. Finucan Clarkson has been instrumental in elevating the image and visibility of NVTC with its stakeholders, regional partners, the media, and business groups. She is also an award-winning journalist, most recently recognized by the Parenting Media Association with a Gold Award for her work in Washington Parent Magazine. Ms. Mattice personally thanked Ms. Finucan Clarkson for all of her work at NVTC over the past four years.

Ms. Mattice also reviewed several upcoming events including DASH's 35<sup>th</sup> Anniversary Celebration (March 11), Transit Service Delivery Advisory Committee (TSDAC) meeting (March 14), APTA Legislative Conference (March 17-19), and the Commonwealth Transportation Board meeting (March 20-21).

The Financial Reports for December 2018 and January 2019 were provided to Commissioners and there were no questions.

Adjournment

Without objection, Chairman Letourneau adjourned the meeting at 9:07 P.M.

Approved this 4<sup>th</sup> day of April 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer



## **RESOLUTION #2375**

**SUBJECT:** Approve the FY2020 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 FY2020 commencing July 1, 2019 in the amount of \$123.6 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 FY2020 for capital expenses totaling \$174.5 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 FY2020 VRE applications to DRPT in the amount of \$56.6 million in eligible operating costs, \$7.7 million in non-federal costs for capital (\$25.8 million total costs), and a Rail Enhancement Fund request of \$31.2 million;
- 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 in the amount of \$50,000, with state funds anticipated at 80 percent;
- 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 7<sup>th</sup> day of March 2019.

  
Matthew F. Letourneau  
Chairman

  
Sharon Bulova  
Secretary-Treasurer





## RESOLUTION #2376

**SUBJECT:** Appoint Elizabeth Bennett-Parker to Serve as an Alternate to the Virginia Transit Association Board of Directors

**WHEREAS:** NVTC is empowered to make appointments to the Board of Directors of the Virginia Transit Association (VTA);

**WHEREAS:** On January 3, 2019 NVTC appointed David Snyder and Kate Mattice to serve as principal members to the Virginia Transit Association Board of Directors and Katie Cristol as an alternate, leaving one alternate position vacant; and

**WHEREAS:** Elizabeth Bennett-Parker has agreed to be nominated to serve as an alternate to the VTA Board of Directors.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby appoints Elizabeth Bennett-Parker to serve as an alternate to the Virginia Transit Association (VTA) Board of Directors.

Approved this 7<sup>th</sup> day of March 2019.

Sharon Bulova  
Secretary-Treasurer

Matthew F. Letourneau  
Chairman



## RESOLUTION #2377

**SUBJECT:** Delegate Authority to NVTC's Executive Director to Execute VRE Concessionaire Grant Agreements with DRPT

**WHEREAS:** NVTC Resolution #2341, which was approved on July 6, 2017, authorized the VRE CEO to submit a VRE project to the Northern Virginia Transportation Authority (NVTA) for funding consideration by the Commonwealth Transportation Board (CTB) from the Transform 66 Outside the Beltway Concessionaire Payment, and to execute all project funding agreements that may result from consideration of the project;


**WHEREAS:** The NVTA recommended, and the CTB approved, \$128,496,000 in funding for the VRE Manassas Line Capacity Expansion and Real-Time Traveler Information Project;


**WHEREAS:** The Department of Rail and Public Transportation is administering the Outside the Beltway Concessionaire Payment funding for this project and will contract with NVTC on behalf of VRE for these funds; and

**WHEREAS:** The authority to execute these agreements needs to be changed from the VRE CEO to the NVTC Executive Director, or her designee.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby delegates authority to the NVTC Executive Director, or her designee, to execute the project funding agreements for the VRE Concessionaire Grant.

Approved this 7<sup>th</sup> day of March 2019.

  
Sharon Bulova  
Secretary-Treasurer

  
Matthew F. Letourneau  
Chairman

## Agenda Item #3: Consent Agenda



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** March 28, 2019

**SUBJECT:** Consent Agenda (subject to approval by the Chairman)

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### **ACTION ITEM: Approve the CONSENT AGENDA**

#### **A. Authorize NVTC to Participate in a Joint Solicitation with the Virginia Railway Express for State Government Relations Services**

At the April meeting the Commission will be asked to authorize NVTC to participate in a joint solicitation with the Virginia Railway Express (VRE) for state government relations services. NVTC's current government relations contract expires in 2019.

The VRE Operations Board acted on March 15<sup>th</sup> to authorize the VRE CEO to issue a Request for Proposals (RFP) for state government relations services for a base period of three years with an option to extend for up to two additional years. Following Commission approval, this procurement would be conducted as a joint solicitation with NVTC and VRE; however, VRE and NVTC would execute separate contracts and could award to different proposers. The Potomac and Rappahannock Transportation Commission has also been invited to be part of the procurement and PRTC is currently assessing whether to participate. Upon completion of the evaluation of proposals by NVTC and VRE staff, negotiations would be conducted with the two highest ranked firms deemed to be fully qualified and best suited among those submitting proposals, based on the factors specified in the evaluation criteria. The contract award will be brought back to the Commission for approval at a future meeting.

#### **B. Resolution #2378: Authorize the Executive Director to Apply to the Department of Rail and Public Transportation for Summer 2019 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match**

At the April meeting the Commission will be asked to approve Resolution #2378, authorizing the Executive Director, or her designee, to: 1) apply to the Virginia Department of Rail and Public Transportation (DRPT) for a post-Summer 2019 Metrorail shutdown marketing campaign to bring riders back to Metrorail and other local public transportation; 2) execute the associated funding agreement from DRPT; and 3) execute a Memorandum of Agreement (MOA) with local jurisdictions and transit agencies to provide the required 20 percent local match to the DRPT grant.

At its March 21, 2019 action meeting, the Commonwealth Transportation Board approved DRPT funding for NVTC to conduct a marketing campaign to encourage the use of public transit following the summer 2019 platform shutdown. DRPT will provide 80 percent of the proposed \$395,725 project cost, requiring a local match of \$79,145. NVTC will seek matching funds from the City of Alexandria, Arlington County, Fairfax County, the Virginia Railway Express, and PRTC/OmniRide. This effort will be done in concert with WMATA post-shutdown marketing efforts, with a specific emphasis on targeting Northern Virginia communities.

Under this project, NVTC will implement a multi-pronged marketing effort to persuade former and potential riders to return to Metrorail and other local public transportation options. To meet commuters where they are most vulnerable to our message – stuck in traffic – the campaign relies heavily on radio. Geo-targeted social media ads, website banner ads, and on-screen cinema advertising will reinforce the drive-time messages throughout the day. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. Messaging will be developed in concert with jurisdictional staff. Public information/affairs officers from the City of Alexandria, Arlington County, Fairfax County, and WMATA (and its public relations consultants) will work with NVTC staff and creative services consultants to develop content.

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

**RESOLUTION #2378**

- SUBJECT:** Authorize the Executive Director to Apply to the Department of Rail and Public Transportation (DRPT) for Summer 2019 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 six Metrorail stations in the City of Alexandria and Fairfax County between Memorial Day and Labor Day in 2019;
- WHEREAS:** DRPT requested proposals for mitigation plans from local jurisdictions, transit providers, and NVTC in February 2019;
- WHEREAS:** The Commonwealth Transportation Board (CTB), on March 21, 2019, approved mitigation funding in the updated FY2019 Six-Year Improvement Program (SYIP);
- WHEREAS:** The CTB's funding approval included NVTC's request for \$395,725 to develop and implement a marketing effort to encourage riders to return to Metrorail and public transit following the summer 2019 shutdown;
- WHEREAS:** The funding requires a local match of 20 percent (\$79,145); 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 percent local match required for the grant.

Approved this 4<sup>th</sup> day of April 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

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## Agenda Item #4: Washington Metropolitan Area Transit Authority (WMATA)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice, Andrew D’huyvetter and Matt Cheng

**DATE:** March 28, 2019

**SUBJECT:** Washington Metropolitan Area Transit Authority (WMATA)

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At the April meeting the Commission will receive reports from the Virginia WMATA Board members as well as receive a presentation from staff on the Summer 2019 Platform Improvement Project and post-shutdown marketing efforts.

### **A. Report from the Chair of the NVTC WMATA Committee**

The next meeting of the NVTC WMATA Committee is on April 17<sup>th</sup>. Committee staff met on March 19<sup>th</sup> to provide NVTC staff with feedback on the approach to the 2019 update to the [Annual Report on the Performance and Condition of WMATA](#), including recommended strategies for consideration by the committee that would reduce the growth in costs and improve efficiencies at WMATA. At the April WMATA Committee meeting, staff will provide an overview of their approach and seek feedback from the committee. The committee chairman will brief the Commission on these proposed strategies at the May and July Commission meetings.

### **B. Report from the Virginia WMATA Board Members**

#### **1. WMATA Board Actions**

##### **▪ Amend the FY2019 Budget for Local 922 CBA and Capital Investments**

The WMATA Board is anticipated to take action to [amend the FY2019 Operating and Capital Budget](#) to fund a labor agreement with Local 922 and authorize additional capital expenses. The revised FY2019 operating subsidy requires an additional \$1.146 million from the jurisdictions to fund the additional personnel expenses from the labor agreement.

The amendment would also increase the FY2019 capital budget by \$154 million. This increase is to respond to changes in capital project schedules, plans, and scopes that require accelerated funding. This increase in expenses in FY2019 will be covered by a combination of increased federal grant funding, debt funding from WMATA’s lines of credit, and other sources. No additional capital contribution from the jurisdictions will be required. The overall six-year FY2020-FY2025 planned capital investment remains at \$9.2 billion but with a shift in some planned expenditures from FY2023-2025 to FY2020-FY2022 to reflect the acceleration of the capital program.

- Approval of the Public Hearing Staff Report and Adoption of the FY2020 Operating Budget and FY2020-2025 Capital Improvement Plan

The WMATA Board is anticipated to take action to [approve the FY2020 Operating Budget and FY2020 - FY2025 Capital Improvement Plan](#). The budget includes an operating budget increase for Virginia that is held at three percent. When [legislatively excluded items](#) are added to the capped subsidy increase, the total increase to Virginia will be slightly higher. The WMATA Board's anticipated budget adoption also includes additional actions to comply with Virginia legislation requiring the adoption or update of a [Strategic Plan](#). The budget includes no service cuts and no fare increases, and it includes a number of initiatives to stabilize and increase ridership.

Several pass adjustments were included in the budget:

- Reducing the price of the 7-Day Regional Bus Pass (from \$17.50 to \$15)
- Reducing the Price of the 1-Day Visitor Pass (from \$14.75 to \$13)
- Reducing the 7-Day Visitor Pass Price (from \$38.50 to \$28 on short-trips and \$60 to \$58 on a full system pass)
- Adding a 3-Day Weekday Pass (\$28)
- Adding unlimited Metrobus in all Visitor and SelectPass products

Several new service initiatives to drive ridership growth were included in the budget:

- *Extending Yellow Line Service to Greenbelt:*  
This extends Yellow Line trains, which currently end at Mt. Vernon Square during rush hour and Fort Totten all other times, to Greenbelt. This will create a one seat ride for current Green Line customers to Yellow Line stations in Virginia, including Ronald Reagan Washington National Airport.
- *Extending Red Line Trains to Glenmont:*  
This extends all Red Line trains to Glenmont, as some currently turn back at Silver Spring. This simplifies Metrorail's service pattern for customers and increases service at three Red Line stations.

Due to uncertainty over the project schedule and timing of revenue service for the Silver Line Phase 2, ramp-up costs are not included in the current FY2020 operating budget. Once the date of revenue service for Phase 2 is known, WMATA staff will prepare an amendment to the FY2020 operating budget.

There are still several budget risks present in the FY2020 budget. Dedicated federal funding for WMATA from the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, which totals over \$300 million per year (\$150 million from the federal government and \$50 million each from Virginia, Maryland, and the District of Columbia) when matching funds are included, needs to be reauthorized by Congress. Federal FY2019 is the last year of authorization for the funds and federal legislation is needed for FY2021 and beyond. The FY2020-FY2026 CIP assumes that dedicated federal funding will be reauthorized. Without it, there will be a funding gap in the CIP that must be resolved. Additionally, this budget does not include any additional funding for a Rainy-Day Fund, so WMATA has no operating contingency reserve fund to help it deal with unpredictable financial shocks. The budget also does not include any additional contributions to the Other Post-Employment Benefits (OPEB) trust fund.



## 2. WMATA Committee Items

- Cybersecurity Requirements in WMATA's Procurements

On March 14<sup>th</sup> the Executive Committee [accepted a report on the review of WMATA's cybersecurity requirements in procurements](#). At the time of the review, the investigation found that WMATA did not have cybersecurity requirements in the Request for Proposals (RFP) on the 8000 series or in the procurement for the 7000 series railcars. WMATA management responded to the recommendations by amending the RFP for the 8000 series to include cybersecurity requirements.

## 3. Other WMATA News

- DDOT Introduces Transit Signal Priority for WMATA Buses at Six DC Intersections

DDOT has introduced [a new signal system that will reduce wait times for WMATA buses at six District of Columbia intersections](#). In partnership with WMATA, new "bus only" traffic signals allow buses to proceed through the intersections before the standard traffic signals turn green, allowing the bus to proceed ahead of other vehicles. The technology, known as "queue jump," is part of a package of improvements designed to speed bus trips and keep service on time. WMATA does not control the streets where its buses operate and requires partnerships with host jurisdictions and transportation agencies to make these kinds of improvements.

- Q2 FY2019 Metro Performance Report

WMATA released its [Q2 FY2019 Performance Report](#) that details system-wide measures of Metrobus and Metrorail quality of service, safety and reliability. WMATA includes performance targets and comparisons to previous fiscal years to provide context for the performance data.

In Q2 FY2019 (July-Dec 2018) Metrorail achieved 87 percent on-time performance (OTP) falling slightly below the 88 percent overall target. Weekday performance was constant at 88 percent while weekend on-time performance faltered at 75 percent due to frequent trackwork disruptions. During this quarter there were also many planned trackwork outages which negatively affected OTP: the 45-day shutdown of the Red Line in July through August; the 16-day continuous Orange, Blue and Silver Lines single-tracking in August and the 14-day shutdown of the Yellow Line bridge in November all lowered OTP at least four percent. These planned trackwork outages have a direct impact on Metrorail ridership.

Metrobus on-time performance is not available since Metrobus began piloting a new calculation for bus OTP. WMATA observed Metrobus data collection errors that invalidate OTP results for this quarter and are working with their ITS partners to make corrective actions by May 2019. Bus fleet reliability declined 16 percent compared to Q2 FY2019 in part to the negative hybrid bus fleet reliability.

Ridership for all modes fiscal-year-to-date is 149.9 million, 1.3 percent below budget forecast of 152.1 million (Figure 1). Metrorail weekday average ridership of 595,000 is down 1.5 percent compared to the same period in FY2018. Weekday average ridership for Metrobus (366,000) is down even more significantly at -3.2 percent compared to FY2018. Average weekend ridership is

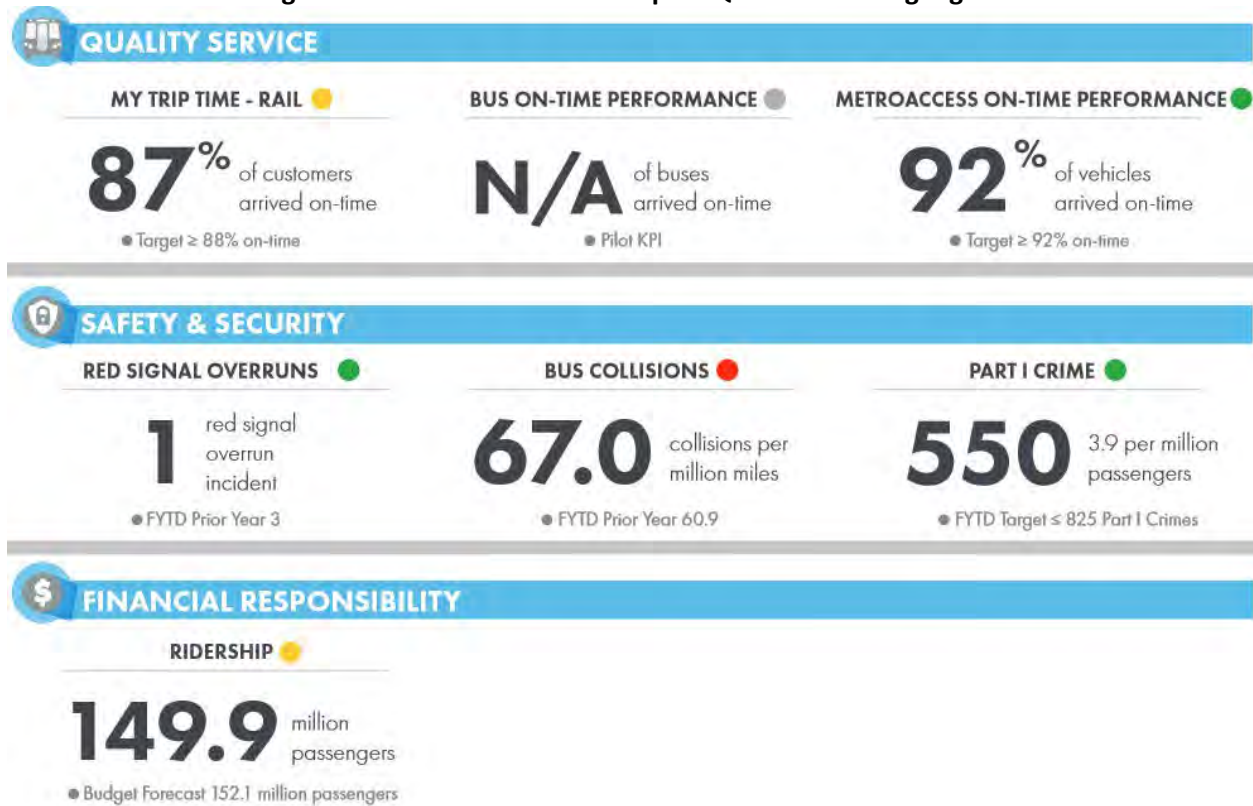
down for both Metrorail and Metrobus with averages of 196,000 and 158,000 respectively—a decline of 3.5 percent for Metrorail and 4.2 percent compared to FY2018.

**Figure 1: Fiscal Year to Date (FYTD) 2019 Ridership**

	FYTD19 Actual	Variance from Forecast	FYTD19 Weekday Average	Change from Prior Year	FYTD19 Weekend Average	Change from Prior Year
Metrorail	85.9	-1.1%	595,000	-1.5%	196,000	-3.5%
Metrobus	62.8	-2.0%	366,000	-3.2%	158,000	-4.2%
MetroAccess	1.2	-2.5%	8,000	1.0%		
	<b>149.9</b>	<b>-1.5%</b>				

Source: [WMATA Q2/FY2019 Metro Performance Report](#)

**Figure 2: Metro Performance Report Q2FYTD 2019 Highlights**



Source: [WMATA Q2/FY2019 Metro Performance Report](#)

- WMATA Announces Four-Week Break from Weekend Track Work During Cherry Blossom Season

WMATA is planning to welcome area residents and visitors traveling during the busy Cherry Blossom season with a [four-week suspension of almost all weekend track work](#) beginning Saturday, March 23<sup>rd</sup>. Many of Metro's highest ridership days occur during the Cherry Blossom season when weekend ridership can nearly double.

During the four-week period, through Sunday, April 14<sup>th</sup>, trains on all Metrorail lines will run at regularly scheduled intervals, departing end-of-line stations every 12 minutes on Saturdays and

every 15 minutes on Sundays. At stations served by multiple lines (e.g. Downtown DC), trains will arrive every 4-7 minutes. On the Red Line, trains will run as frequently as every six minutes between Shady Grove and Silver Spring during daytime hours.

During the Cherry Blossom season, weekend off-peak fares will be in effect and parking will be free at all Metro parking facilities.

▪ FTA Certifies Metro Safety Commission

On March 18, 2019 the [Federal Transit Administration certified the Metro Safety Commission](#) (MSC) as part of its State Safety Oversight (SSO) program aimed at returning safety oversight of rail transit systems to the state officials. This certification formalizes the oversight responsibilities of the MSC over WMATA and also releases the statutorily held \$48 million in federal grant funding to DC, Maryland and Virginia. NVTC will invite representatives from the MSC to brief the Commission at a future meeting.

**C. Virginia Ridership and Parking Facility Utilization**

The following tables show WMATA ridership by mode in Virginia and parking utilization for February 2019. When evaluating ridership statistics, it is important to note any major service disruptions due to planned capital projects or weather. In order to rebuild track infrastructure, WMATA offer slightly reduced service on Presidents Day weekend in 2019. There were also several snow events in February 2019 which reduced service or closed or delayed opening of the federal government.

<b>WMATA Virginia Ridership February 2019</b>			
	<b>February 2018</b>	<b>February 2019</b>	<b>Percent Change (2018-2019)</b>
<b>Metrorail</b>			
<b>Total<sup>1</sup></b>	6,424,489	6,737,568	5%
<b>Weekday Average<sup>2</sup></b>	265,072	277,874	5%
<b>Saturday Average<sup>2</sup></b>	81,676	82,963	2%
<b>Sunday Average<sup>2</sup></b>	57,906	60,210	4%
<b>Metrobus</b>			
<b>Total<sup>1</sup></b>	1,285,522	1,192,034	-7%
<b>Weekday Average<sup>1</sup></b>	58,224	55,356	-5%
<b>MetroAccess<sup>1</sup></b>			
<b>Total</b>	26,932	25,879	-4%

1: Unlinked Passenger Trips

2: Based on station entries and exits

Source: WMATA

WMATA Virginia Parking Facility Usage (Weekday) February 2018 and 2019				
Station/Lot	Feb 2018	Y-T-D FY2018	Feb 2019	Y-T-D FY2019
Huntington*	68%	68%	82%	72%
West Falls Church	55%	45%	62%	54%
Dunn Loring**	67%	71%	46%	44%
Vienna	73%	71%	80%	72%
Franconia	51%	55%	57%	55%
Van Dorn	102%	103%	103%	100%
East Falls Church	112%	113%	115%	115%
Wiehle-Reston East	93%	89%	103%	93%
<b>Northern Virginia Total</b>	<b>69%</b>	<b>68%</b>	<b>73%</b>	<b>67%</b>

Source: WMATA

\* Huntington garage capacity was recently updated to reflect the closure of the south parking garage. The capacity changed from 3,175 spaces to 2,732 spaces. Transactions at Huntington have remained largely stable year over year, but the downward change in capacity caused an increase in the utilization rate.

\*\*Dunn Loring garage capacity was updated in July 2018 after WMATA conducted a capacity verification: the capacity statistics changed from 1,326 in July 2017 to 1,964 in July 2018. Transactions at Dunn Loring have largely remained stable year over year, but the upward change in capacity caused a drop in the utilization rate.

#### **D. Summer 2019 Platform Improvement Project (Blue/Yellow Metrorail Summer Shutdown)**

At the April meeting NVTC staff will provide an overview of its role supporting the Summer 2019 Platform Improvement Project. The effort includes additional transit services provided by WMATA, DASH, Fairfax Connector, OmniRide and VRE. In addition, NVTC will conduct a post-shutdown marketing effort aimed at getting riders back on transit.

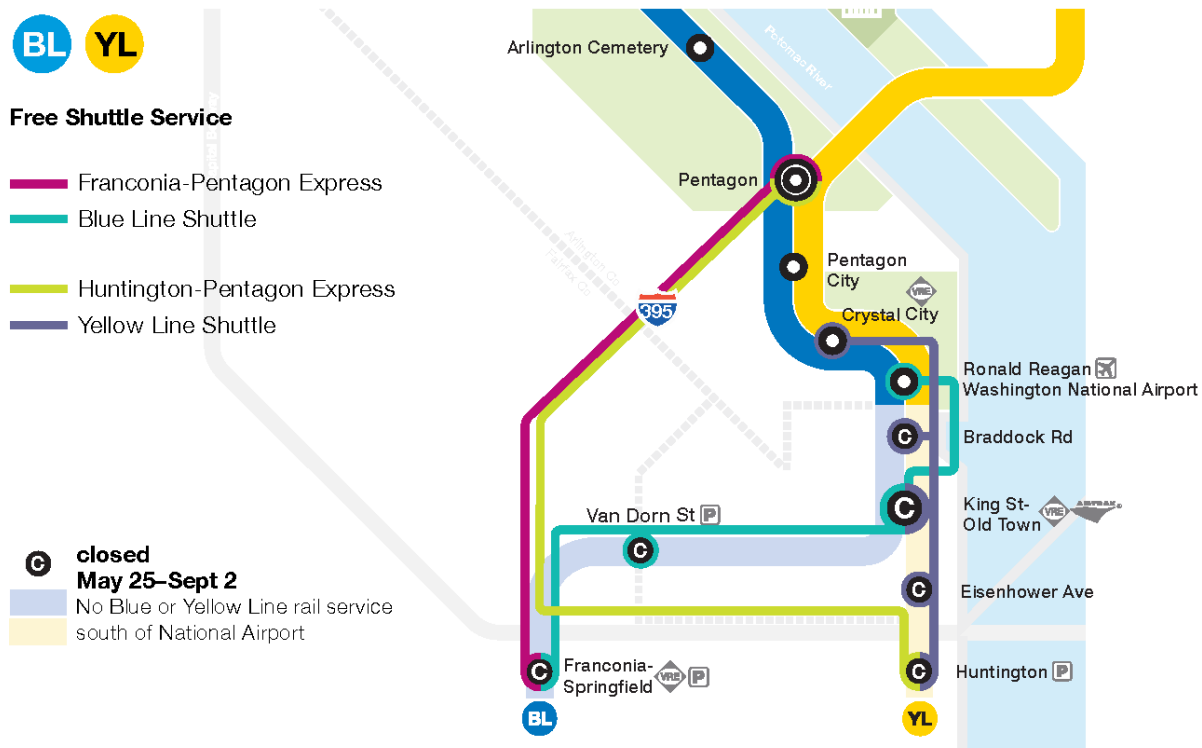
##### ▪ NVTC Coordination

Beginning in May 2018, NVTC and WMATA organized a Northern Virginia stakeholder group, bringing together transit operators, communications specialists and other government agencies to plan, conduct meetings and coordinate mitigation for the Summer 2019 Platform Improvement Project. This effort yielded a comprehensive plan for supplemental transit services provided by both WMATA and local Northern Virginia transit providers.

##### ▪ Supplemental WMATA Transit Services

WMATA recently announced its [travel alternatives for customers for the Summer 2019 Platform Improvement Project](#). To help customers begin to plan their commute during the summer closure of Metrorail stations south of National Airport, WMATA has developed a detailed project website with information about free shuttles and alternative transportation options (Figure 3). The [website \(wmata.com/platforms\)](#) also includes maps of shuttle routes and local bus routes as well as a trip planner that customers can use to find the best travel options from their affected stations.

**Figure 3: Map of Shuttles and Supplemental Metrobus Services**



Source: [WMATA Platform Improvement Project Alternative Travel Options](#)

Free express and local shuttle bus service will be provided while the stations are closed. Customers should plan on adding an extra 30 minutes of travel time to their commutes.

- **Franconia - Pentagon Express**
  - Express shuttle between Franconia-Springfield and Pentagon stations
- **Blue Line Shuttle**
  - Shuttle between Franconia-Springfield, Van Dorn St, King St-Old Town, and Ronald Reagan Washington National Airport stations (No stop at Braddock Rd Station)
- **Huntington - Pentagon Express**
  - Express shuttle between Huntington and Pentagon stations
- **Yellow Line Shuttle**
  - Shuttle between Huntington, Eisenhower Ave, King St-Old Town, Braddock Rd, and Crystal City stations (No stop at National Airport Station)

Other nearby Metrobus options for customers include routes 8Z, 10A, 10E, 11Y, 21A, and Metroway. WMATA plans to add additional buses to several of these routes to provide additional capacity throughout the duration of this summer's Platform Improvement Project work.

WMATA is working closely with jurisdictions to add more travel options and transportation demand management for customers. As more options become available, WMATA will update their website with additional information.

▪ Other Supplemental Northern Virginia Transit Services

Multiple Northern Virginia jurisdictions and transit agencies including the City of Alexandria/DASH, Fairfax Connector, OmniRide and the Virginia Railway Express (VRE) will provide supplemental and enhanced services during the Summer 2019 Platform Improvement Project. DRPT funding for these additional services were approved by the Commonwealth Transportation Board at its March 21, 2019 meeting.

Additional transit services for the corridor will include:

- Alexandria/DASH
  - Enhanced AT3, AT4 to Pentagon Service
  - More frequent King Street Trolley Service
  - Additional Water Taxi Trips
  - Possible additional King Street to Pentagon direct shuttle
  - Fare buy-down for DASH mobile ticketing pilot users
- Fairfax Connector
  - Enhanced route 393, 394 express service from Saratoga/Backlick park and ride lots to Pentagon
  - Promotion of underutilized park and ride facilities, express bus routes, slugging and carpooling options
- OmniRide
  - Free shuttles from Dale City commuter lot to Rippon VRE station
  - Free shuttles from Lake Ridge commuter lot to Woodbridge VRE station
  - Promotion of underutilized Commuter Bus and Metro Direct services
- VRE
  - Reduced VRE-Amtrak step-up ticket offering additional capacity
  - Strategic outreach for trains with additional capacity at Alexandria, Franconia-Springfield VRE stations

Local jurisdictions, with the support of the Commonwealth and VDOT, will also complete roadway operational improvements which will benefit supplemental transit services during the summer shutdown period. Improvements include signal timing adjustments, bus and HOV lane expansion, and additional roadway management around Metrorail stations.

▪ During and Post-Shutdown Marketing Efforts

The affected jurisdictions will be conducting significant outreach to community groups and tourism and visitor associations to minimize the impacts felt by the shutdown. Both WMATA and local jurisdictions plan to have customer notification and in-person assistance available at the stations in the weeks leading up to and throughout the Platform Improvement Project period.

Following the shutdown, NVTC will implement a marketing effort to bring back riders after the Blue and Yellow Line shutdown. In addition to the supplemental transit funds, the Commonwealth Transportation Board approved DRPT funding for NVTC to conduct a marketing campaign to encourage the use of public transit following the summer 2019 platform shutdown. Under this project, NVTC will implement a multi-pronged marketing effort to persuade former

and potential riders to return to Metrorail and other local public transportation options. The campaign relies heavily on radio with geo-targeted social media ads, website banner ads, and on-screen cinema advertising to reinforce the drive-time messages throughout the day. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. This effort will be done in concert with WMATA post-shutdown marketing efforts, with a specific emphasis on targeting Northern Virginia communities.

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# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**Date**

### MOTION

**Made By: Seconded By: Action:**

**Title: Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2019-2024 for the WMATA Platform Improvement Program - Summer 2019 Virginia Supplemental Mitigation Plan**

**WHEREAS**, the Washington Metropolitan Area Transit Authority operates the Metrorail transit system in the National Capital Region, including Northern Virginia; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority has determined that the concrete platforms at 20 of its 45 outdoor Metrorail stations are in need of reconstruction after several decades of constant use and exposure to the elements; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority plans to reconstruct the concrete platforms at the 20 outdoor Metrorail stations in need of repair in a three year capital program beginning in May 2019 with the six Metrorail stations south of Reagan National Airport on the Blue and Yellow Lines in Alexandria and Fairfax County in Northern Virginia; and,

**WHEREAS**, the reconstruction of the six Metrorail station platforms south of Reagan National Airport beginning in 2019 will be the first major capital program of projects that will utilize the new dedicated capital funding approved by Virginia, Maryland and the District of Columbia in 2018; and,

**WHEREAS**, the reconstruction of three of the six Metrorail station platforms south of Reagan National Airport will necessitate the full closure of all six stations and the suspension of all Metrorail service south of the airport from May 25 to September 2, 2019, ("Summer 2019 Metrorail Platform Improvement Project") ; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority estimates that on a typical weekday during the morning peak period about 17,000 commuters originate trips from the six Metrorail stations to be closed during the Summer 2019 Metrorail Platform Improvement Project, which represents approximately eight percent of morning peak period entries system wide; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority also estimates that, based on past experience, approximately 60 percent of daily Metrorail riders will take advantage of the free substitute bus shuttles that it will operate during the Summer 2019 Metrorail Platform Improvement Project to connect back to Metrorail; and,

**WHEREAS**, the Department of Rail and Public Transportation solicited proposals for additional transportation mitigation strategies that local jurisdictions and transit systems in Northern Virginia could implement with state financial assistance during the Summer 2019 Metrorail Platform Improvement Project; and,

**WHEREAS**, the Department of Rail and Public Transportation evaluated funding requests for 55 transportation mitigation strategies totaling approximately \$5 million from the City of Alexandria, Fairfax County, the Potomac and Rappahannock Transportation Commission, the Northern Virginia Transportation Commission, the Virginia Department of Transportation and Virginia Railway Express/Amtrak; and,

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$3,650,000 to the FY19-24 Six Year Improvement Program to support the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**NOW THEREFORE BE IT RESOLVED**, the Board authorizes the use of deallocated project funding of \$3,650,000 for the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**BE IT FURTHER RESOLVED**, the Department of Rail and Public Transportation will disburse the funding on a reimbursement basis through its established mid-cycle grant process.

####

## **CTB Decision Brief**

### **Funding for Summer 2019 Metrorail Platform Improvement Program Mitigation Plan**

#### **Issue:**

The Washington Metropolitan Area Transit Authority (WMATA) plans to suspend all Metrorail service south of Reagan National Airport between May 25 and September 2, 2019 to conduct major station repairs and other construction improvements. Six Metrorail stations in Alexandria and Fairfax County will be closed during this period. WMATA is planning to operate shuttle buses to replicate and mitigate the effects of the suspended Metrorail service. Local jurisdictions and transit providers in Northern Virginia could implement various additional mitigation strategies with the assistance of state funding.

#### **Facts:**

There are 45 outdoor stations with concrete platforms in the Metrorail system. 20 station platforms, including 12 in Virginia, need major repairs after being exposed to constant use and the elements for 35-40 years. WMATA is planning a three year capital program to reconstruct the platforms at these 20 stations. WMATA plans to expedite this work during three summer rail shutdown periods in 2019, 2020 & 2021, which will allow platforms at multiple stations to be worked on at the same time. This is the first major capital program of projects that will use the new dedicated capital funding approved by Virginia, Maryland and DC in 2018.

During summer 2019 WMATA will close six Metrorail stations and suspend all service on the Blue and Yellow Lines south of Reagan National Airport. This service shutdown will coincide with construction of the 395 Express Lanes, further exacerbating potential traffic impacts.

Station platforms in Alexandria at Braddock Road, King Street and Eisenhower Avenue will be reconstructed and reconstruction work will begin at the Van Dorn Street station. While stations at Huntington and Franconia-Springfield in Fairfax County will also be closed, platform reconstruction work at those end line stations will occur in fall 2019 with minimal disruption to Metrorail service. Platform reconstruction at Van Dorn Street will also be completed in fall 2019.

WMATA estimates that about 17,000 commuters enter the six affected stations to begin trips on a typical weekday morning. WMATA also estimates that approximately 60% of daily Metrorail riders will take advantage of free substitute bus shuttles to connect back to Metrorail. During the summer 2019 shutdown period WMATA is planning to implement a comprehensive shuttle bus network to replicate the suspended Metrorail service and mitigate its impacts. WMATA will also increase service on current Metrobus routes in the shutdown area. WMATA will fund the shuttle bus network through a capital cost of contracting agreement. More information can be found at [www.wmata.com/platforms](http://www.wmata.com/platforms).

During WMATA's previous SAFE TRACK program in 2016 & 2017, when various Metrorail segments were fully or partially shut down for several days to a few weeks at a time to allow for track repairs, DRPT provided state funding assistance for 50% of the cost of supplemental transit

services operated by Northern Virginia transit systems as mitigation for those Metrorail service disruptions.

In February 2019, DRPT solicited funding requests for transportation strategies that local jurisdictions and/or transit providers in Northern Virginia could implement to supplement the planned WMATA shuttle bus network as additional mitigation if state funding to pay for such strategies were to be made available. DRPT received and evaluated proposals from the City of Alexandria, Fairfax County, PRTC/Omniride and the Northern Virginia Transportation Commission (NVTC). Additional mitigation strategies that can be implemented by VDOT and Virginia Railway Express/Amtrak were also considered. Funding requests for 55 mitigation strategies totaling approximately \$5 million were submitted for consideration.

In evaluating the proposed strategies, the following goals were considered:

- To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
- To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
- To manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework.

Strategies were reviewed to ensure that they are realistic, not duplicative and that they complement the mitigation plan developed by WMATA. WMATA and NVTC assisted DRPT with the evaluation of proposed mitigation strategies.

Strategies recommended for funding include:

- Supplemental DASH and Fairfax Connector transit service – including additional peak hour trips, express service, and extended hours of the King Street Trolley
- Alternative modes of transportation including peak hour water taxi service from Old Town Alexandria to the DC Waterfront Metrorail station, enhanced Capitol Bikeshare
- Community outreach and engagement on transportation alternatives, vanpool formation
- Expanded park and ride options, free shuttles from underutilized park and ride locations to VRE stations
- Highway operational enhancements – signal modification, restriping, bus on shoulder, additional police support
- Reduced VRE step-up ticket cost to expand Amtrak usage
- Post-Platform Shutdown Marketing Campaign to bring users back to the system

Upon evaluation of all of the proposed mitigation strategies, DRPT recommends a total Regional Mitigation Strategy Program of \$4.6 million. DRPT has identified \$3,650,000 in deallocated project funding (largely from Northern Virginia projects) to support delivery of the mitigation strategies. DRPT will award funding through its established mid-cycle grant process and funds will be provided on a reimbursement basis. Implementation of the strategies will be monitored continually to allow for real-time adjustments based on utilization.

Additional platform projects are planned for the Orange Line as part of the three year program and will require similar considerations. DRPT will evaluate the effectiveness of the Blue/Yellow Line mitigation strategies in order to apply lessons learned as future projects proceed.

**Recommendation:** DRPT recommends that the CTB approve the addition of the WMATA Regional Mitigation Strategy Program to the FY19-24 Six Year Improvement Program and the allocation of \$3,680,000 in deallocated project funds for transportation mitigation strategies to be implemented in response to WMATA's summer 2019 Platform Improvement Project.

**Action Required by CTB:** Approve the amendment of the FY19-24 Six Year Improvement Program and allocation of deallocated project funds of \$3,650,000.

**Options:** Approve, Deny, or Defer.

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**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice, Allan Fye and Patricia Happ

**DATE:** March 28, 2019

**SUBJECT:** Commuter Choice Program

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At the April meeting, three items relating to the Commuter Choice program will be presented for Commission approval, including: A) opening a public comment period on I-66 FY2020 list of eligible scored projects, B) I-395/95 FY2020 Inaugural Program project selection process and technical evaluation criteria, and C) I-395/95 FY2020 Inaugural Program call for projects.

The Commuter Choice program consists of two distinct funding mechanisms: I-66 Commuter Choice and I-395/95 Commuter Choice. While the programs have similar goals, project selection criteria, and reporting requirements, each program is designed to fund multimodal projects to benefit toll payers in the respective corridor.

**A. ACTION: Authorize a Public Comment Period to Solicit Comments on the I-66 Commuter Choice FY2020 Proposed List of Eligible Scored Projects**

The Commission will be asked to authorize a public comment period to solicit feedback on the FY2020 list of eligible scored projects. The public comment period will run from April 5, 2019 to May 15, 2019 at 5:00 P.M. Members of the public will be able to submit comments via email to [comment@commuterchoice.org](mailto:comment@commuterchoice.org), through a web form at [www.novatransit.org](http://www.novatransit.org), or by phone at (703) 239-4719.

In addition, NVTC plans to enhance traditional outreach efforts by launching a social media campaign that is geo-targeted to each project (i.e. specific communities and neighborhoods of potential transit riders and potential sluggers, etc.) and by partnering with jurisdictional staff to attend local events to increase visibility and awareness of the public comment period.

NVTC will host several outreach events and participate in a separate regional outreach event during the I-66 Commuter Choice public comment period:

1. An Open House will be held on Tuesday, April 23, 2019 beginning at 6:00 P.M. at Mary Ellen Henderson Middle School, 7130 Leesburg Pike, Falls Church, Virginia and will be followed by a welcome and remarks at 6:30 P.M.
2. Prior to the May 2<sup>nd</sup> NVTC Commission meeting, an Open House will begin at 6:00 P.M. in the lobby of the Navy League Building, 2300 Wilson Blvd., Arlington, Virginia, followed by a public hearing at 7:00 P.M. in the First Floor Large Conference Room.

3. NVTC will also solicit public comment at the Northern Virginia Spring Transportation Meeting scheduled for 6:00 P.M. on May 13, 2019 at the VDOT District Office, 4975 Alliance Drive, Fairfax, Virginia. Other participants include the Virginia Railway Express (VRE), the Northern Virginia Transportation Authority (NVTA), and the Commonwealth Transportation Board (CTB).

### **Background**

The I-66 Commuter Choice program funds projects to improve the reliability and efficiency of travel along I-66 Inside the Beltway. The program is designed to move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Funding is available to jurisdictions and public transit agencies in Planning District 8, and funded projects must benefit toll payers of I-66 Inside the Beltway.

As presented at the March meeting, NVTC received applications (Table 1) from the counties of Arlington, Fairfax, Loudoun and Prince William, the cities of Fairfax and Falls Church, PRTC (OmniRide), and the Town of Vienna. The technical team assessed all applications received and determined that each met the eligibility criteria established in the MOA. To review the scoring, the technical team worked with the Program Advisory Committee as well as the staff working group, which includes representatives of PRTC, VRE, WMATA, Arlington, Fairfax, Loudoun and Prince William counties, and the cities of Alexandria, Fairfax, and Falls Church.

NVTC staff recently completed the technical evaluation of the FY2020 applications using evaluation criteria approved by the Commission in November 2018. The detailed [technical scores for the 20 applications](#) are attached and total \$32 million. Based on revenue estimates from VDOT, staff anticipates a FY2020 program of up to \$20 million.

### **Next Steps**

NVTC staff will continue to work with the Program Advisory Committee to propose a I-66 Commuter Choice FY2020 Program of Projects for the Commission's approval. Upon approval by NVTC, the Program will be submitted by NVTC to the Commonwealth Transportation Board (CTB) for review and workshop in May and for adoption into the Commonwealth's FY2020 Six-Year Improvement Program in June.



**Table 1: List of I-66 Commuter Choice FY2020 Applications**

Applicant	FY2020 I-66 Commuter Choice Application Title	Application Score (100 Points)	Funding Request
NVTC	Program Administration, Evaluation, and Oversight	-	\$ 400,000
NVTC	I-66 Commuter Choice Marketing and Outreach	-	\$ 400,000
Arlington County	Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square	95	\$ 1,040,000
Fairfax County	Enhanced Bus Service from Government Center to D.C.*	95	\$ 1,939,500
Loudoun County	Enhanced Bus Service from Stone Ridge to D.C.*	94	\$ 532,031
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to D.C.	85	\$ 1,519,100
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to Pentagon*	84	\$ 4,671,700
PRTC (OmniRide)	New Bus Service from Haymarket to Rosslyn	78	\$ 776,700
Prince William County	New TDM Outreach to the I-66 Corridor	76	\$ 200,000
Fairfax County	New Bus Service from Stringfellow to Constitution Center	73	\$ 4,326,000
PRTC (OmniRide)	I-66 Slug Line Campaign	73	\$ 287,800
Loudoun County	New Bus Service from Stone Ridge to Pentagon	72	\$ 1,257,226
Loudoun County	New Bus Service from Purcellville to D.C.	69	\$ 949,482
Arlington County	Expanded TDM Outreach to the I-66 Corridor	64	\$ 1,350,000
Arlington County	Lee Highway HOV & Bus-Only Lane in Rosslyn	58	\$ 1,500,000
Town of Vienna	Bike Share Implementation	56	\$ 550,000
Arlington County	Vehicle Presence Detection Enhancements on Lee Highway	51	\$ 300,000
City of Fairfax	Bike Share Implementation	51	\$ 1,085,000
Arlington County	Lee Hwy and Washington Blvd Intersection Improvements	48	\$ 400,000
Fairfax County	Trail Access to Vienna Metrorail Station	47	\$ 3,000,000
City of Falls Church	N Washington St & Gresham Pl Intersection Improvements	42	\$ 1,500,000
Prince William County	Residency Road Trail Access to VRE Broad Run Station	41	\$ 4,882,800
<b>TOTAL FUNDING REQUEST</b>			<b>\$32,867,339</b>



**B. ACTION: Resolution #2379: Approve the I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria**

The Commission will be asked to adopt Resolution #2379, approving the I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria. The FY2020 Inaugural Program will have a focus on implementation by Toll Day 1, scheduled for late October 2019.

The project selection process and technical evaluation criteria, detailed below, has been endorsed by the Joint Commission Working Group (comprised of members from both NVTC and PRTC), NVTC's Program Advisory Committee, and the staff working group.

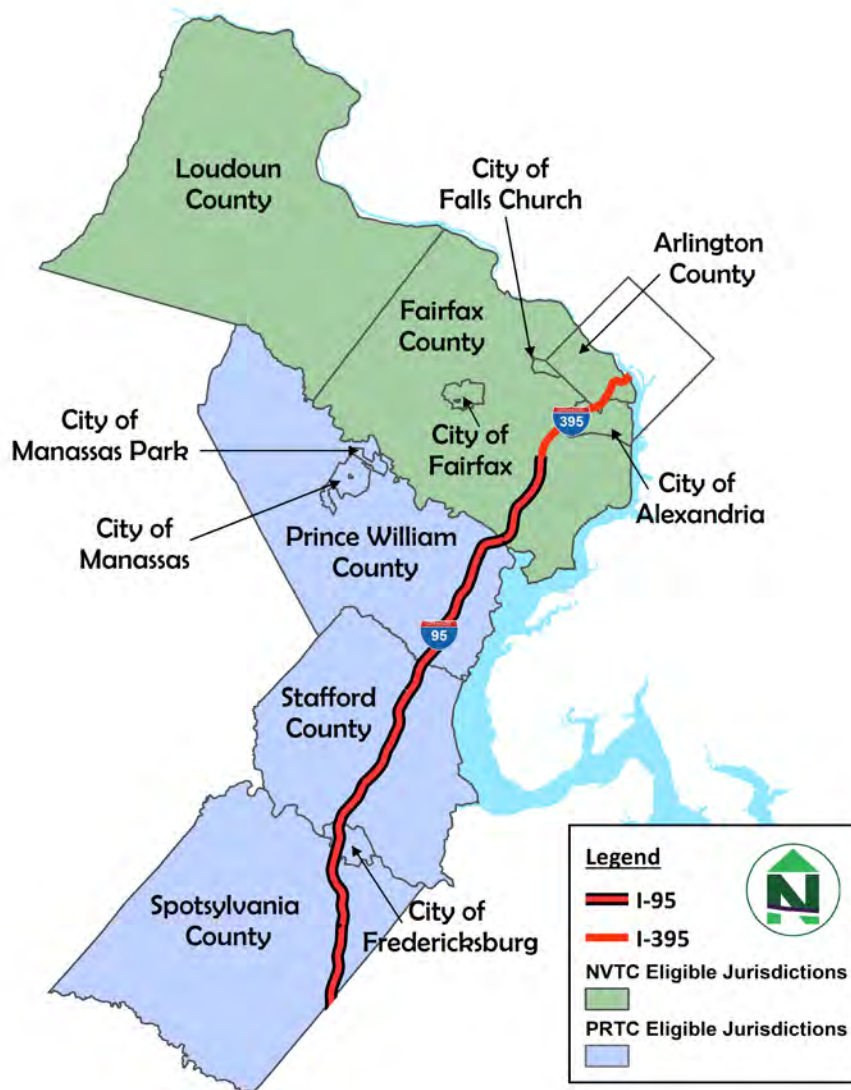
The I-395/95 Commuter Choice program and I-66 Commuter Choice program, while different in geography, are nearly identical in program goals, criteria, and reporting. Both programs must fund projects that benefit toll payers of the respective corridor and must be used to fund multimodal projects that demonstrate their ability to meet the improvement goals. As such, the approach and criteria for the I-395/95 Commuter Choice program is modeled after the I-66 Commuter Choice program.

**Background**

As a part of the agreement between VDOT and 95 Express Lanes, LLC, the Commonwealth secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, beginning on the commencement of tolling through the life of the 70-year agreement. Approved by NVTC and PRTC at their November 2017 meetings and by the Commonwealth Transportation Board (CTB) at its December 2017 meeting, the I-395/95 Memorandum of Agreement with NVTC and PRTC allocates \$15 million/year plus escalation to NVTC and PRTC to fund multimodal projects along the I-395/95 Express Lanes Corridor. The resulting program is the I-395/95 Commuter Choice program. Figure 1 shows a map of eligible jurisdictions.

As resolved in the Memorandum of Agreement between NVTC and PRTC for distribution and Allocation of I-395 Annual Transit Investment Funds, approved by NVTC and PRTC in January 2019, NVTC staff will be administering the I-395/95 Commuter Choice program. The proposed Program of Projects will be jointly approved by the two Commissions prior to submission to the Commonwealth Transportation Board. A I-395/95 Commuter Choice Joint Commission Working Group, made up of Commissioners from NVTC and PRTC and chaired by Jeff McKay, was established to help facilitate the development of the various decision documents prior to submission to the Commissions for approval.

**Figure 1: Map of Eligible Jurisdictions**

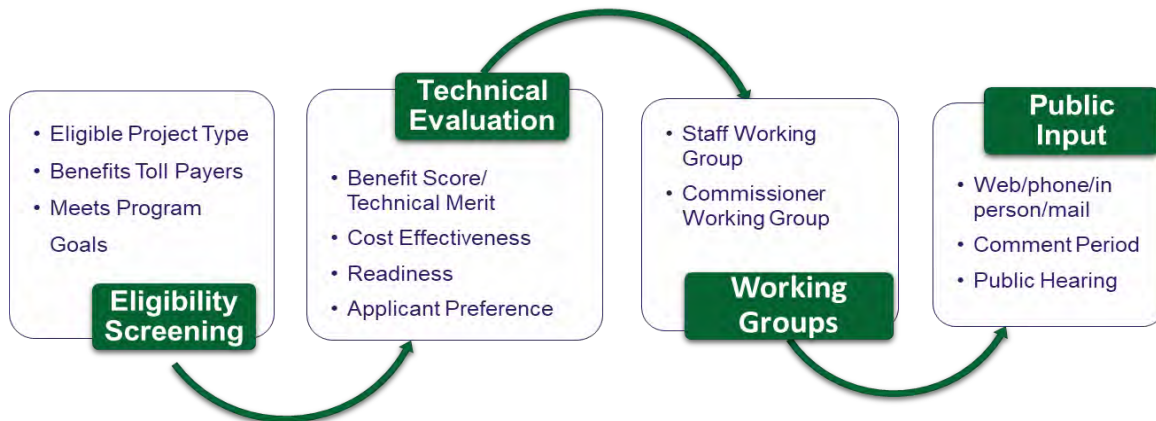


### **Project Selection Process and Technical Evaluation Criteria**

To meet the accelerated schedule noted above and to align the two Commuter Choice programs, staff recommends using existing technical materials and procedures developed and vetted through the I-66 Commuter Choice program to expedite the delivery of the I-395/95 Commuter Choice FY2020 Inaugural Program.

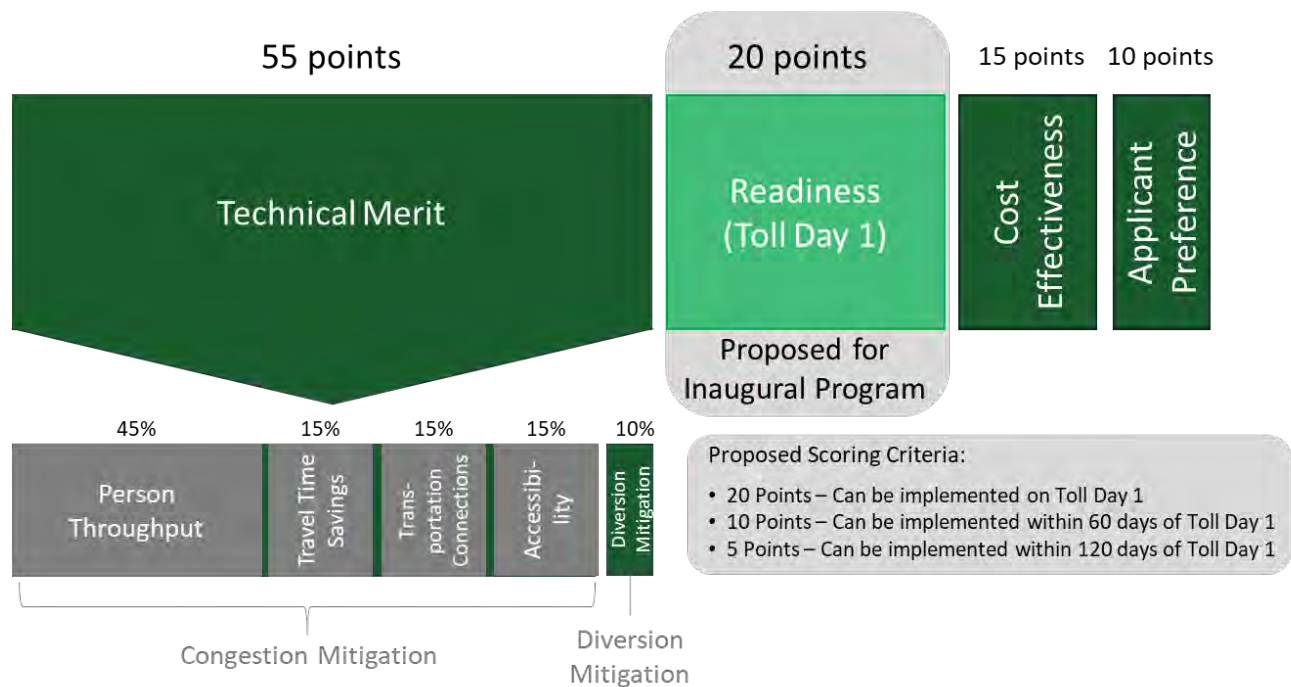
Based upon the requirements of the MOA and lessons learned from the I-66 Commuter Choice program, NVTC staff propose the following project selection process (Figure 2) for the I-395/95 Commuter Choice FY2020 Inaugural Program:

**Figure 2: I-395/95 Commuter Choice Project Selection Process**



As the I-395/95 Commuter Choice program and I-66 Commuter Choice program are nearly identical in program goals, criteria, and reporting, NVTC staff proposes that the I-395/95 technical evaluation criteria (Figure 3) be based on the I-66 Commuter Choice program. Priorities for scoring will focus on technical merit (congestion and diversion mitigation) and cost effectiveness, as well as the priority for a given project by the applicant. In addition, staff proposes that a project be scored higher if it can be ready on or near Toll Day 1 (readiness).

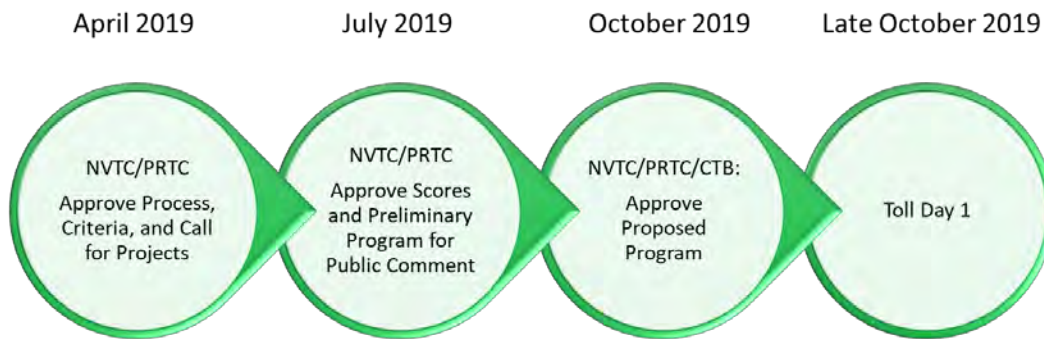
**Figure 3: Inaugural I-395/95 Commuter Choice Program Technical Evaluation Criteria**



### **Program Schedule and Next Steps**

In anticipation of Toll Day 1 in October 2019, NVTC staff prepared the timeline (Figure 4) with key milestones that will permit the development and implementation of an Inaugural I-395/95 Commuter Choice program with projects that will provide transportation options to commuters on Toll Day 1 scheduled for late October 2019.

**Figure 4: Schedule for I-395/95 Commuter Choice Inaugural Program**



Following receipt and evaluation of the projects, the two Commissions will be asked to approve the publication of projects scores for public comment and then will be asked to approve the submission of the FY2020 Inaugural I-395/95 Commuter Choice Program of Projects to the Commonwealth Transportation Board.

**C. ACTION: Resolution #2380: Authorize the Executive Director to Initiate the I-395/95 Commuter Choice FY2020 Inaugural Program Call for Projects**

The Commission will be asked to approve Resolution #2380 to authorize the I-395/95 Commuter Choice FY2020 Inaugural Program Call for Projects for inclusion into the Commonwealth's FY2020 Six-Year Improvement Program. The call for projects details the purpose, funding source, application and project selection process, and technical evaluation criteria of the I-395/95 Commuter Choice program, as established by the MOA.

The I-395/95 Commuter Choice program goals are to maximize person throughput and implement multimodal improvements that improve mobility, support new and diverse travel choices, and enhance transportation safety and travel reliability. This call for projects is issued to solicit projects from eligible jurisdictions and transit service providers that can achieve the improvement goals and will benefit toll users, with a focus on projects ready on Toll Day 1.

Following approval by the Commissions, applications will be accepted for submission beginning April 5, 2019. All applications for funding must be submitted no later than 5:00 P.M. on May 15, 2019. Applications received after that time will not be considered and partially completed applications may be deemed ineligible.

NVTC staff have provided two applicant briefings with staff members from eligible NVTC and PRTC jurisdictions and eligible transit agencies to explain the program in detail, to answer questions, and to discuss plans for applications. Additionally, NVTC will be holding two applicant workshops in April to provide a thorough tutorial on the application process, requirements, and materials to ensure the program will fund projects providing strong benefits to the toll payers.

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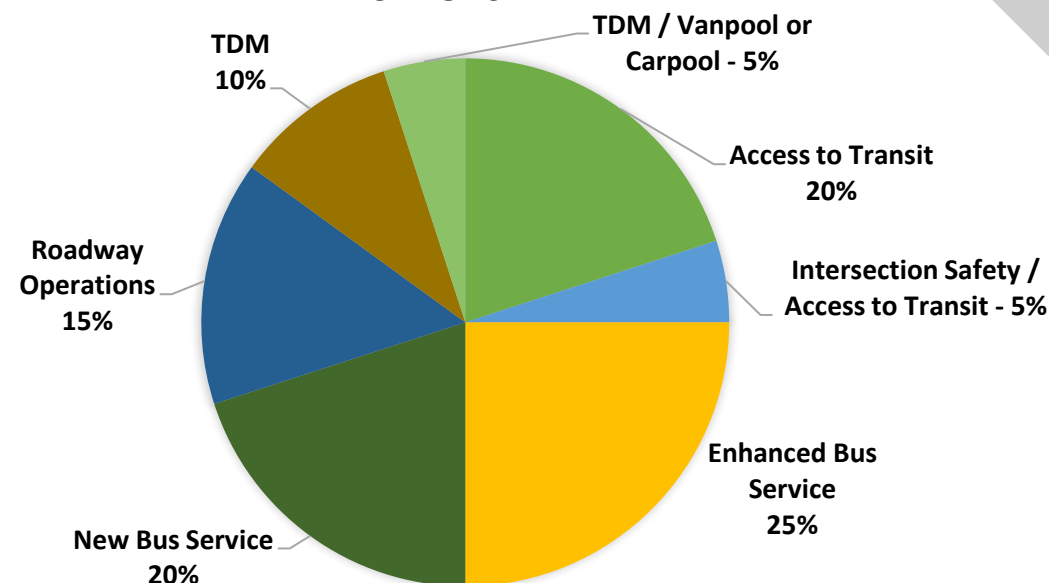


## FY2020 I-66 Commuter Choice Program Application Evaluations

Applicant	FY2020 I-66 Commuter Choice Application Title	Application Type	Technical Merit (55 Points)	Cost Effectiveness (15 Points)	Regional Priorities (20 Points)	Applicant Preference (10 Points)	Application Score (100 Points)	Funding Request
NVTC	Program Administration, Evaluation, and Oversight	Program Administration	-	-	-	-	-	\$ 400,000
NVTC	I-66 Commuter Choice Marketing and Outreach	Program Administration	-	-	-	-	-	\$ 400,000
Arlington County	Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square	Enhanced Bus Service	55	10	20	10	<b>95</b>	\$ 1,040,000
Fairfax County	Enhanced Bus Service from Government Center to D.C.*	Enhanced Bus Service	55	10	20	10	<b>95</b>	\$ 1,939,500
Loudoun County	Enhanced Bus Service from Stone Ridge to D.C.*	Enhanced Bus Service	49	15	20	10	<b>94</b>	\$ 532,031
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to D.C.	Enhanced Bus Service	55	10	20	0	<b>85</b>	\$ 1,519,100
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to Pentagon*	Enhanced Bus Service	49	5	20	10	<b>84</b>	\$ 4,671,700
PRTC (OmniRide)	New Bus Service from Haymarket to Rosslyn	New Bus Service	43	15	20	0	<b>78</b>	\$ 776,700
Prince William County	New TDM Outreach to the I-66 Corridor	Transportation Demand Management (TDM)	38	15	13	10	<b>76</b>	\$ 200,000
Fairfax County	New Bus Service from Stringfellow to Constitution Center	New Bus Service	55	5	13	0	<b>73</b>	\$ 4,326,000
PRTC (OmniRide)	I-66 Slug Line Campaign	TDM / Vanpool or Carpool	38	15	20	0	<b>73</b>	\$ 287,800
Loudoun County	New Bus Service from Stone Ridge to Pentagon	New Bus Service	49	10	13	0	<b>72</b>	\$ 1,257,226
Loudoun County	New Bus Service from Purcellville to D.C.	New Bus Service	46	10	13	0	<b>69</b>	\$ 949,482
Arlington County	Expanded TDM Outreach to the I-66 Corridor	TDM	41	10	13	0	<b>64</b>	\$ 1,350,000
Arlington County	Lee Highway HOV & Bus-Only Lane in Rosslyn	Roadway Operations	40	5	13	0	<b>58</b>	\$ 1,500,000
Town of Vienna	Bike Share Implementation	Access to Transit	29	10	7	10	<b>56</b>	\$ 550,000
Arlington County	Vehicle Presence Detection Enhancements on Lee Highway	Roadway Operations	29	15	7	0	<b>51</b>	\$ 300,000
City of Fairfax	Bike Share Implementation	Access to Transit	29	5	7	10	<b>51</b>	\$ 1,085,000
Arlington County	Lee Hwy and Washington Blvd Intersection Improvements	Roadway Operations	26	15	7	0	<b>48</b>	\$ 400,000
Fairfax County	Trail Access to Vienna Metrorail Station	Access to Transit	35	5	7	0	<b>47</b>	\$ 3,000,000
City of Falls Church	N Washington St & Gresham Pl Intersection Improvements	Intersection Safety / Access to Transit	20	5	7	10	<b>42</b>	\$ 1,500,000
Prince William County	Residency Road Trail Access to VRE Broad Run Station	Access to Transit	29	5	7	0	<b>41</b>	\$ 4,882,800

### COMPOSITION OF FY2020 I-66 COMMUTER CHOICE

#### APPLICATIONS BY TYPE



- This summary table represents the draft I-66 Commuter Choice Program FY2020 application evaluations as of February 28, 2019.
- Applications have been evaluated based on the information documented in the submitted applications or in subsequent technical clarifications. The evaluation is consistent with the methodology established in the [I-66 Commuter Choice Program Project Selection Process](#) and adopted by the Commission in November 2018.
- Transit operating funding requests total \$6,605,987 (20 percent of all requested funds) and are defined based on FTA Circular 9300.iE (urbanized area formula grant program) and FTA Circular 9040 (rural area formula grant program) and includes fuel, oil, driver salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.
- Applications marked with \* represent transit projects that were awarded funding in the initial year of the I-66 Commuter Choice Program. Together, these applications are requesting \$7,143,231 in overall funding, of which \$2,692,131 are for transit operating expenses.

Draft  
March 28, 2019

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### RESOLUTION #2379

**SUBJECT:** Approve the I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria

**WHEREAS:** The agreement between the Commonwealth and 95 Express Lanes LLC secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, to fund multimodal projects along the I-395/95 corridor;

**WHEREAS:** The Memorandum of Agreement adopted by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) in November 2017 and adopted by the Commonwealth Transportation Board (CTB) in December 2017, between the CTB, NVTC, PRTC, Department of Rail and Public Transportation (DRPT), and Virginia Department of Transportation (VDOT) requires:

1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing service in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed project by NVTC/PRTC to the CTB.
3. NVTC/PRTC to hold a public hearing prior to NVTC/PRTC's selection of projects for submission to the CTB.

**WHEREAS:** The Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds, adopted by both Commissions in January 2019, establishes that NVTC will administer the Commuter Choice program; and

**WHEREAS:** The Joint Commission Working Group, composed of members from NVTC and PRTC; the NVTC Program Advisory Committee; and the staff working group, composed of staff from jurisdictions and transit agencies within the NVTC and PRTC districts, endorsed the Project Selection Process and Technical Evaluation Criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the Project Selection Process and the Technical Evaluation Criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program.

Approved this 4<sup>th</sup> day of April 2019.

\_\_\_\_\_  
Sharon Bulova  
Secretary-Treasurer

\_\_\_\_\_  
Matthew F. Letourneau  
Chairman

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## ***I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria***

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### **Program Background**

Eligible applicants for the I-395/95 Commuter Choice program include all NVTC and PRTC jurisdictions and any public transit providers that serve those jurisdictions. Similar to the [Transform I-66 Memorandum of Agreement between the Commonwealth and NVTC](#), eligible I-395/95 Commuter Choice projects include transit capital and operations, park and ride lots, Transportation Demand Management (i.e., carpool/vanpool, transit incentives), and roadway operational improvements. Metrorail, Metrobus and the Virginia Railway Express operations and capital are specifically called out as eligible projects in the proposed agreement.

The sections below detail the program application process, the project selection process and the technical evaluation criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program, scheduled for implementation to select projects to be operational on or near Toll Day 1, scheduled for late October 2019.

### **Call for Projects Background**

The I-395/95 Memorandum of Agreement between the Commonwealth and NVTC/PRTC specifically requires key elements of the project selection process:

1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing services in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed projects by NVTC/PRTC to the CTB.

In addition, the MOA requires NVTC and PRTC to hold a public hearing held prior to NVTC/PRTC's selection of projects for submission to the CTB.

The I-395/95 Commuter Choice program and I-66 Commuter Choice program, while different in geography, are nearly identical in program goals, criteria, and reporting. Both programs must fund projects that benefit toll payers of the respective corridor and must be used to fund multimodal projects that demonstrate their ability to meet the improvement goals. As such, the

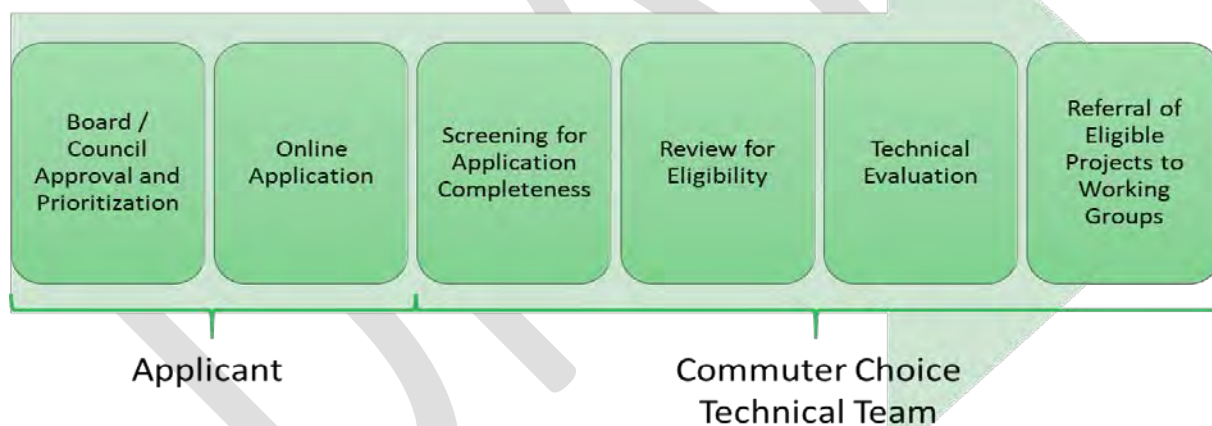
approach and criteria for the I-395/95 Commuter Choice program are modeled after the I-66 Commuter Choice program.

As resolved in the [Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds](#), approved by NVTC and PRTC in January 2019, NVTC staff will be administering the I-395/95 Commuter Choice program. The proposed Program of Projects will be jointly approved by the two Commissions prior to submission to the Commonwealth Transportation Board. A I-395/95 Commuter Choice Joint Commission Working Group, made up of members of NVTC and PRTC and chaired by Jeff McKay, was established to help facilitate the development of the various decision documents prior to submission to the Commissions for approval.

## A. Application Process

The application process is a joint effort between the applicant and the Commuter Choice technical team. The application process outlined below (Figure 1) articulates the roles and responsibilities during the application process.

**Figure 1: I-395/95 Commuter Choice Application Process**



The Applicant (*eligible applicant per the MOA*) is responsible for the following tasks and ongoing communication with the Commuter Choice technical team:

- Facilitating internal coordination with planning, operations, budget, leadership, etc.
- Obtaining the following from governing body:
  - Approval of project(s)
  - Authorization to apply and execute grant agreement(s) – if project is awarded funding
  - Prioritized list of projects (if more applications than one)
- Completing online application
- Responding to questions from the technical team regarding application details

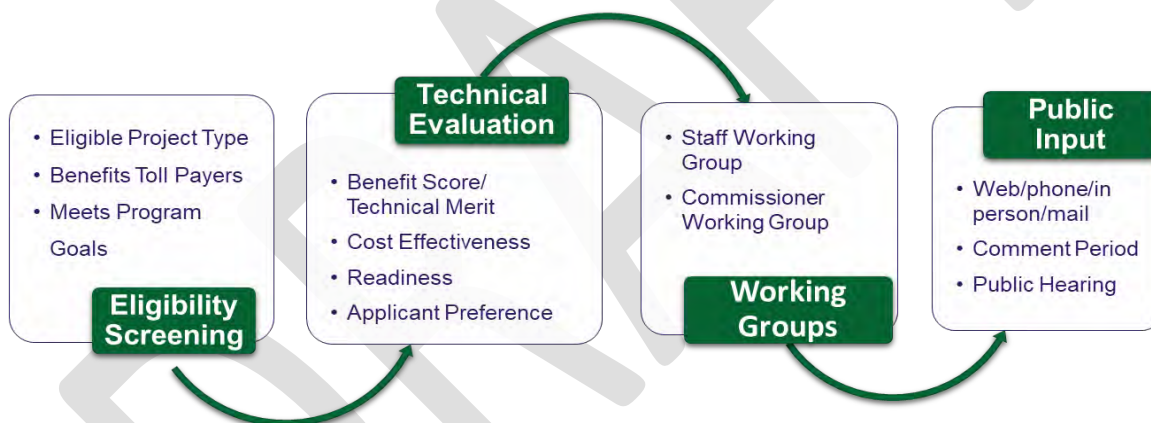
The Commuter Choice Technical Team (composed of staff from NVTC and PRTC, with consultant support) is responsible for the following tasks and ongoing communication with applicants:

- Ongoing coordination with and resource for applicants and awardees
- Determining project eligibility
- Performing technical evaluation and generate project scoring
- Coordination with the staff working group, Joint Commission Working Group, Program Advisory Committee (NVTC), and Commissions
- Execution of SPAs (Standard Project Agreements)

## B. Project Selection Process

To meet the accelerated schedule noted above and to align the two Commuter Choice programs, the I-395/95 Commuter Choice program uses existing technical materials and procedures developed and vetted through the I-66 Commuter Choice program to expedite the delivery of the I-395/95 Commuter Choice FY2020 Inaugural Program. Figure 2 denotes the project selection process.

**Figure 2: I-395/95 Commuter Choice Project Selection Process**



The first step in the application review process is a **screening for eligibility**. NVTC screens submitted projects to determine if each project meets the following eligibility criteria as established by **Section II.D.1** of the MOA with the Commonwealth:

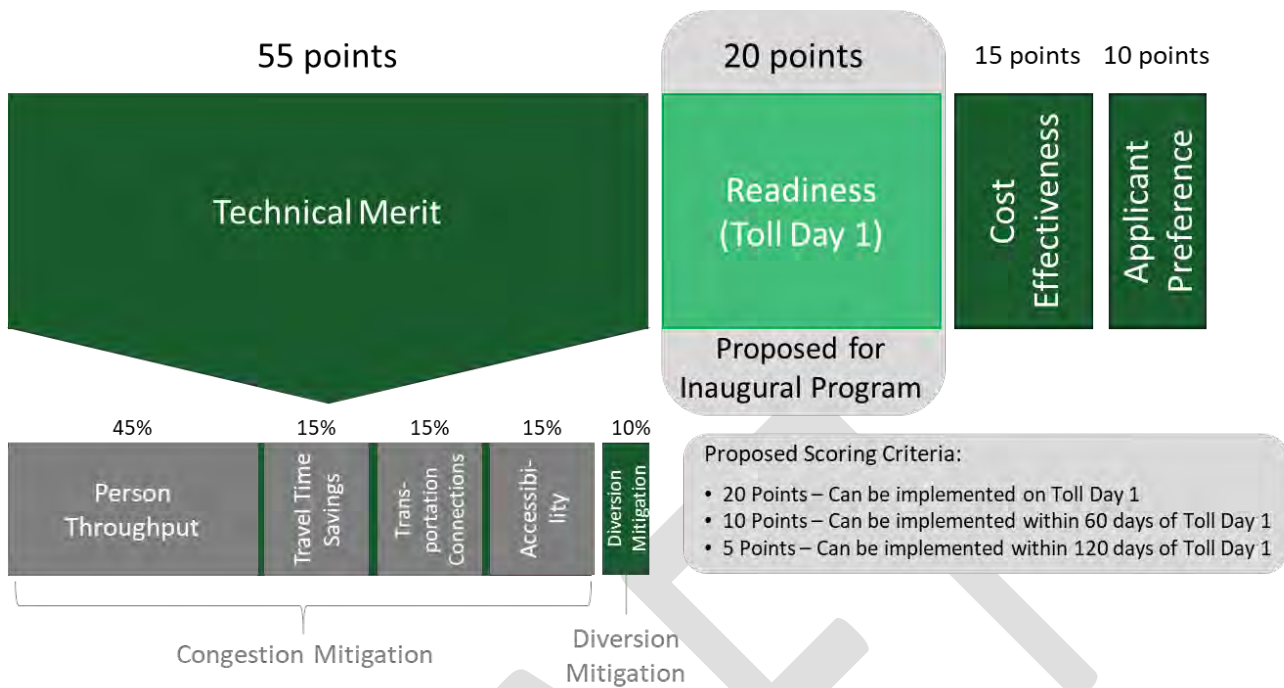
- A. Must reasonably relate to or benefit the toll-paying users of the I-395/95 project.
- B. Must have the capacity to attain one or more of the following improvement goals:
  - i. Maximize person throughput in the corridor, and
  - ii. Implement multi-modal improvements to:
    - Improve mobility along the corridor,
    - Support new, diverse travel choices, and
    - Enhance transportation safety and reliability.
- C. Must be one of the following types of multi-modal transportation improvements serving the corridor (including adjacent and nearby routes):

- i. New or enhanced local and commuter bus service, including capital and operating expenses (e.g. fuel, tires, maintenance, labor, and insurance), and transit priority improvements;
  - ii. Expansion or enhancement of transportation demand management strategies, including without limitation, vanpool, and formal and informal carpooling programs and assistance;
  - iii. Capital improvements for expansion or enhancement of WMATA rail and bus service, including capital and operating expenses, and improved access to Metrorail stations and Metrobus stops;
  - iv. New or enhanced park and ride lot(s) and access or improved access thereto;
  - v. New or enhanced VRE improvements or services, including capital and operating expenses;
  - vi. Roadway improvements in the corridor (including adjacent and nearby routes);
  - vii. Transportation Systems Management and Operations as defined in 23 USC § 101(a)(30) on September 30, 2017; or
  - viii. Projects identified in Commonwealth studies and plans or projects in the region's constrained long-range plan (including without limitation the I-95/395 Transit and TDM Study) or regional transportation planned approved by the Northern Virginia Transportation Authority (NVTa), as any such plan may be updated from time to time.
- D. Must demonstrate that the ATI-Funded projects will be in compliance with all applicable laws, rules, and regulations and have or will receive all required regulatory approvals.

### **C. Technical Evaluation Criteria**

As the I-395/95 Commuter Choice program and I-66 Commuter Choice program are nearly identical in program goals, criteria, and reporting, the I-395/95 technical evaluation criteria and weighting are similar to the I-66 Commuter Choice program. Priorities for scoring focus on technical merit (congestion and diversion mitigation) and cost effectiveness, as well as the priority for a given project by the applicant. In addition, a project will score higher if it can be ready on or near Toll Day 1 (readiness).

Figure 3: I-395/95 Commuter Choice FY2020 Inaugural Program Technical Evaluation Criteria



As documented in Figure 3, the technical evaluation process calculates a quantitative project score (with a maximum possible 100 points) using the following criteria:

- Technical Merit (i.e. expected ability of the project to address some or all of the I-395/95 improvement goals) – maximum 55 points
- Cost Effectiveness (i.e. the impact created per million dollars of toll revenue investment) – maximum 15 points
- Toll Day 1 Ready (i.e. points to be assigned based on readiness on or shortly after Toll Day 1) – maximum 20 points
- Applicant Preference (i.e. how the project ranks in priority or preference among the other projects submitted by each specific applicant) – maximum 10 points

Each element of the project score is calculated relative to the other projects in the application year. The intent is to provide an assessment of which potential projects will have greater impacts compared to the other submitted projects, and to align with processes used by other discretionary programs.

#### A. TECHNICAL MERIT

The weighted criteria used to evaluate the technical merit of a project are noted in the table below. Projects are evaluated based on the degree to which they satisfy each technical merit criteria (e.g. higher satisfaction of the criteria, medium satisfaction of the criteria, or lower satisfaction of the criteria).



**Table 1: I-395/95 Commuter Choice FY2020 Inaugural Program Technical Merit Criteria**

Evaluation Category	Technical Merit Criteria Objective	Maximum Score
<b>Congestion Relief</b>	<b>Person Throughput</b> To move people through the corridor efficiently	<b>45</b>
	<b>Peak Period Travel Time</b> To provide consistent travel time during congested period for users of the corridor and improve operational efficiency in the transportation network.	<b>15</b>
	<b>Connectivity</b> To create, complete, or link transportation network elements and/or modes	<b>15</b>
	<b>Accessibility</b> To provide access to opportunity	<b>15</b>
<b>Diversion Mitigation</b>	To mitigate impacts of trips diverted from I-395/95 as a result of tolling and/or HOV restrictions	<b>10</b>

*i. Congestion Relief – Person Throughput (45 points)*

The objective of the person throughput technical merit criteria is to assess the number of people and vehicles moved through the corridor by, or resulting from, a submitted project.

Numerically, the person throughput technical criteria score represents approximately 45 percent of the technical merit score.

For projects primarily affecting non-motorized travel modes (e.g. bike, walk, and some TDM strategies), the project will be given a “Lower” score if the project can be reasonably assumed to increase person throughput. If there are no expected changes to throughput, the project will be given “No Score.”

This scoring recognizes the throughput benefits of projects geared towards non-motorized modes, but also realizes those benefits may not be within the same scale as the throughput benefits potentially realized by projects geared towards motorized travel. However, if the project can be demonstrated to result in a strong increase in the corridor’s person throughput, the scoring methodology described for motorized travel modes may be applied.

For projects primarily affecting motorized travel modes (e.g. vehicular, transit, and some TDM strategies), the project will be assessed based on the calculated increase in person throughput divided by the number of vehicles involved in that increase. “Higher” and “Medium,” and “Lower” scores will be distributed among projects based on this calculated result. The top third highest persons per vehicle will be scored “Higher”, the 2nd highest third will be scored “Medium”, and the remaining third will be scored “Lower.”



*ii. Congestion Relief – Peak Period Travel Time (15 points)*

The objective of the peak period travel time technical merit criteria is to assess how well a project is suited to provide or support consistent travel time during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

Each project will be assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on the likelihood of significant, moderate, minimal, or no reductions in per person congested travel time compared to a similar commute without the project.

Higher – project is likely to result in reductions (30 percent or greater) in peak direction total travel time per person

Medium – project is likely to result in reductions (15 to 30 percent) in peak direction total travel time per person

Lower – project is likely to result in reductions (5 to 15 percent) in peak direction total travel time per person

No Score – project is likely to result in no change (less than 5 percent) in peak direction peak hour travel time

Each project will be categorized by project type, travel time of a comparable trip (including a non-tolled vehicular trip), and serviced population. Projects that move more people through the corridor, faster and more efficiently, in the peak directions during the peak period will be identified as having a higher likelihood for moderate or significant travel time reductions.

*iii. Congestion Relief – Connectivity (15 points)*

The objective of the connectivity criteria is to assess how well a project is suited to create, complete, or link transportation network elements and/or modes. The measurement of this criteria is based on the number of created or enhanced connections between modes and the promotion of transportation choice in daily travel.

Each project will be assessed for potential impacts on modal interaction and transportation choice in the corridor and assigned a score of “Higher,” “Medium,” “Lower,” or “No Score.”

Higher – project provides or enhances connections between two or more travel modes

Medium – project provides new modal connections AND/OR further promotes transportation choice AND/OR completes a significant existing gap in the transportation network

Lower – project has minimal or no impact on connectivity

No Score – project creates a barrier between modes OR results in a loss of travel options

*iv. Congestion Relief – Accessibility (15 points)*

The objective of the accessibility criteria is to evaluate the project’s ability to provide people with opportunities along the corridor. This measure is based on the connections created or enhanced between people and activity centers.

Each project is assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on an assessment of the projects improvement to transportation options and connect people with their destinations.

Higher – project connects travelers to two or more activity centers

Medium – project connects travelers to at least one activity center

Lower – project addresses, improves, OR enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities

No Score – project does not connect travelers to activity centers nor improve “first/last mile” travel

Projects that support travel to one or more of the activity centers will be considered for the high or medium evaluation scores. Activity centers are based on locations identified on the maps at the end of this document:

- Figure 4: Fredericksburg Area Metropolitan Planning Organization (FAMPO) Long Range Transportation Plan Activity Centers (projected for 2045).
- Figure 5: Metropolitan Washington Council of Governments Regional Activity Centers (projected for 2045).

Projects will also be assessed on how well they address, improve, or enhance “first/last mile” travel between transit or multimodal hubs (such as park-and-ride lots with transit service) and home or work locations.

*v. Diversion Mitigation (10 points)*

The objective of the diversion mitigation criteria is to assess how well a project is suited to mitigate the impacts of trips that are diverted from I-395/95 onto parallel routes because of tolling and/or the high occupancy vehicle restrictions. This measure reflects jurisdictions’ concerns that tolling policies may negatively impact parallel roadways and neighborhoods in the corridor.

Each project is assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on the project type and an assessment of potential for trip diversion mitigation.

Higher – project provides, supports, or enhances transit service that attracts trips that are diverted from I-395/95 due to tolling or HOV restrictions

Medium – project provides, supports, or enhances carpool or vanpool services that attracts trips that are diverted from I-395/95 due to tolling or HOV restrictions

Lower – project provides, supports, or enhances operational or geometric improvements along a roadway in the corridor that may be used by trips that are diverted from I-395/95 due to tolling or HOV restrictions OR otherwise is another project type not specified in the “Higher” or “Medium” categories that can be demonstrated to mitigate diversion from I-395/95 due to tolling or HOV restrictions

No Score – project does not mitigate the impacts of diversion

Consideration will be given to locations where trip diversion is expected based on most-recently available I-395/95 traffic analysis at the time of the technical evaluation.

## ***B. COST EFFECTIVENESS***

The objective of cost effectiveness is to identify solutions to multimodal issues that can be achieved with a responsible application of available tolling revenue. This measure is based on a comparison of the technical merit criteria scores with the requested program funding.

For each project, the cost effectiveness score will be calculated as the sum of the technical merit criteria scores divided by funding request. Cost effectiveness will be expressed as technical merit score per million dollars of funding.

Projects will be ranked according their cost effectiveness. The top third will be given a “Higher” score, the middle third will be given a “Medium” score, and the bottom third will be given a “Lower” score.

## ***C. READINESS***

For the initial I-395/95 Commuter Choice program and due to the compressed timeframe to implement the inaugural program, “Toll Day 1 Ready” will replace the scoring category of “Regional Priorities” used in the ongoing I-66 Commuter Choice program. For subsequent I-395/95 Commuter Choice call for projects, “Regional Priorities” would be restored to ensure a thorough discussion regarding program priorities within the NVTC and PRTC districts.

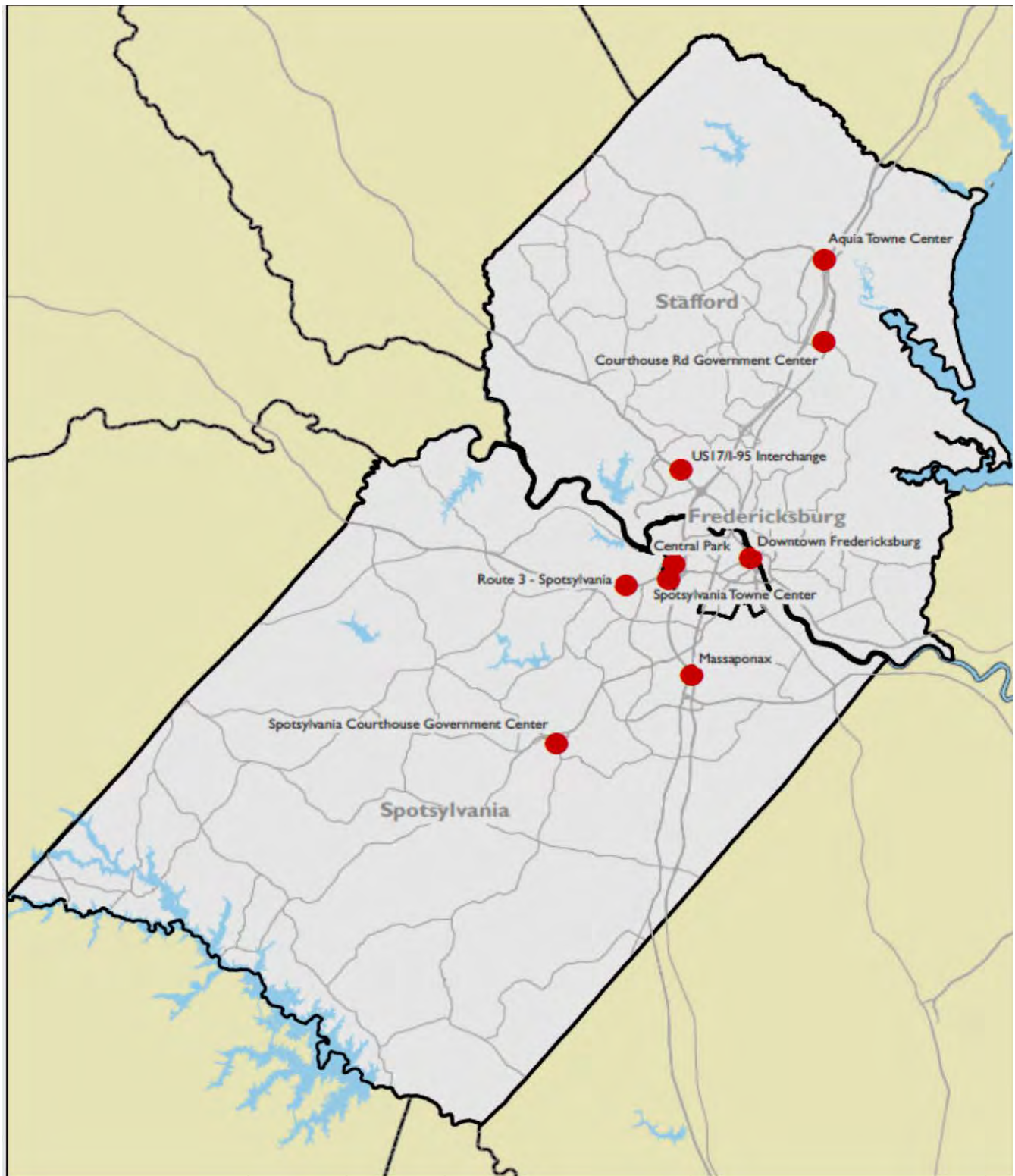
Projects would be assigned the following point values based on project readiness:

- 20 Points – Ready by Toll Day 1
- 10 Points – Ready by Toll Day 1 + 60 Days
- 5 Points – Ready by Toll Day 1 + 120 Days

## ***D. APPLICANT PREFERENCE***

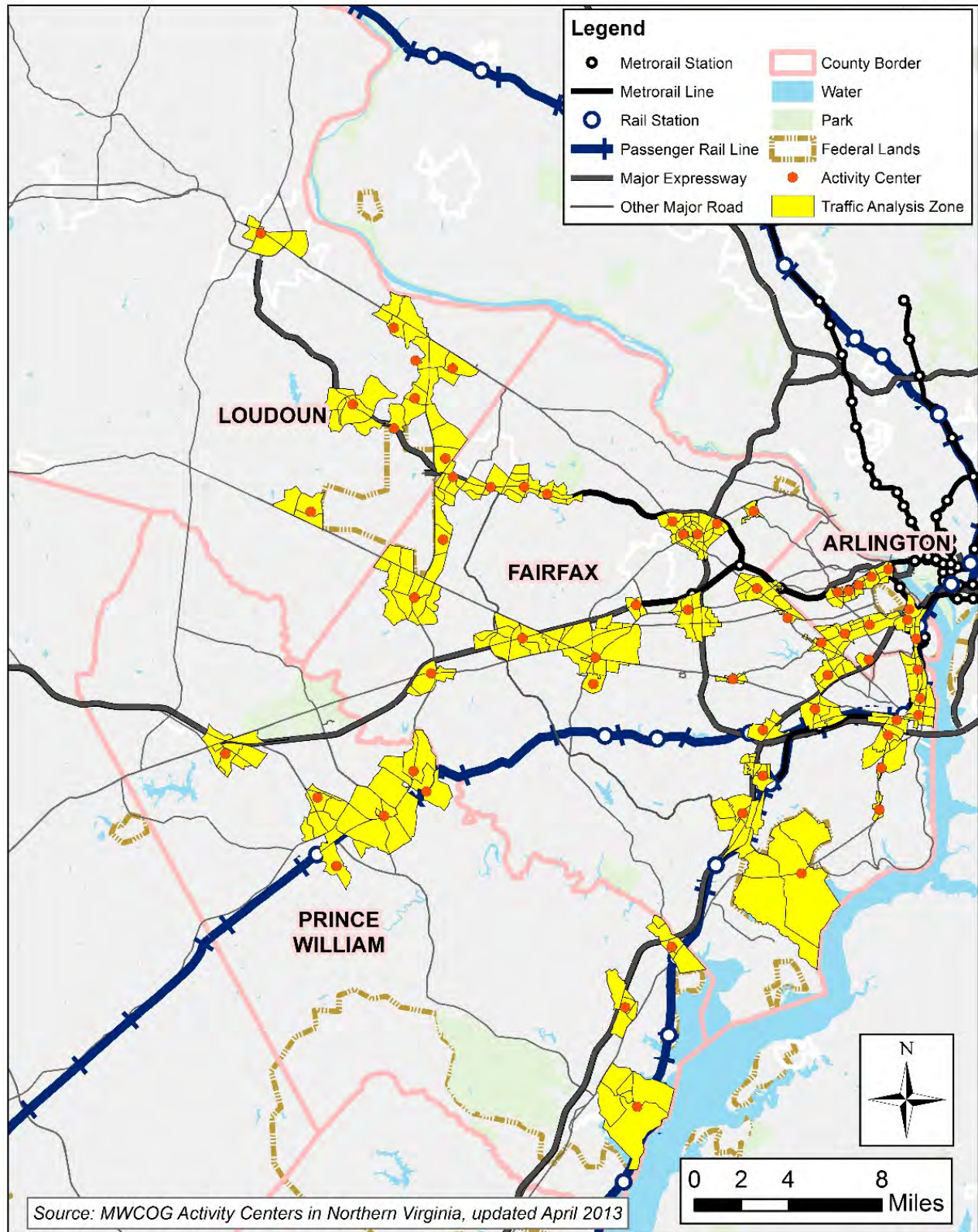
As part of the application, each applicant is required to rank their application submissions in priority order. Application materials must include board or counsel certification of project ranking. The top ranked project for each applicant will be given 10 points. Should a project that is ranked highest be determined ineligible or otherwise withdrawn by the applicant during the application period, the 10 points will be assigned to the next highest-ranking project for that applicant.

**Figure 4: Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
Long Range Transportation Plan Activity Centers (Projected for 2045)**





**Figure 5: Metropolitan Washington Council of Governments Regional Activity Centers (projected for 2045)**



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**RESOLUTION #2380**

**SUBJECT:** Authorize the Executive Director to Initiate the I-395/95 Commuter Choice FY2020 Call for Projects

**WHEREAS:** The agreement between the Commonwealth and 95 Express Lanes LLC secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, to fund multimodal projects along the I-395/95 corridor;

**WHEREAS:** The Memorandum of Agreement adopted by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) in November 2017 and adopted by the Commonwealth Transportation Board (CTB) in December 2017, between the CTB, NVTC, PRTC, Department of Rail and Public Transportation (DRPT), and Virginia Department of Transportation (VDOT) requires:

1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing service in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed project by NVTC/PRTC to the CTB.
3. NVTC/PRTC to hold a public hearing prior to NVTC/PRTC's selection of projects for submission to the CTB.

**WHEREAS:** The Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds, adopted by both Commissions in January 2019, establishes that NVTC will administer the Commuter Choice program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director to initiate a Call for Projects for the I-395/95 Commuter Choice FY2020 Inaugural Program.

Approved this 4<sup>th</sup> day of April 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

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## I-395/95 Commuter Choice FY2020 Inaugural Program Call for Projects

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Pursuant to the [I-395/95 Memorandum of Agreement \(MOA\)](#) between the Northern Virginia Transportation Commission (NVTC), the Potomac and Rappahannock Transportation Commission (PRTC), the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Virginia Department of Transportation (VDOT), NVTC is issuing this call for projects to be funded under the I-395/95 Commuter Choice program. The selected projects will be funded using toll revenues from I-395 Express Lanes and will be included in the Commonwealth's FY2020 Six-Year Improvement Program (SYIP).

This call for projects details the purpose, funding source, application and project selection process, and technical evaluation criteria of the I-395/95 Commuter Choice program, as established by the MOA.

**Purpose:** The I-395/95 Commuter Choice program goals are to maximize person throughput and implement multimodal improvements that improve mobility, support new and diverse travel choices, and enhance transportation safety and travel reliability. This call for projects is issued to solicit projects from eligible jurisdictions and transit service providers that can achieve the improvement goals and will benefit toll users, with a focus on projects ready on Toll Day 1.

**Funding Source:** As a part of the agreement between [VDOT and 95 Express Lanes, LLC](#), the Commonwealth secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, beginning on the commencement of tolling through the life of the 70-year agreement. Approved by NVTC and PRTC at their November 2017 meetings, and by the Commonwealth Transportation Board (CTB) at its December 2017 meeting, the [I-395/95 Memorandum of Agreement with NVTC and PRTC](#) allocates \$15 million/year plus escalation to NVTC and PRTC to fund multimodal projects along the I-395/95 Express Lanes Corridor.

**Project Application:** Applications will be accepted for submission on April 5, 2019. All applications for funding must be submitted no later than 5:00 P.M. on May 15, 2019. Applications received after that time will not be considered. Partially completed applications may be deemed ineligible.

Applicants submitting multiple projects are required to prepare separate applications for each project. All applications must be submitted online through the application link at the following website: <http://www.novatransit.org/programs/commuterchoice/i395-95commuterchoice/>

**For Further Information, Contact:** Allan Fye at [allanfye@novatransit.org](mailto:allanfye@novatransit.org).

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## Agenda Item 6: Legislative and Policy Update



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** March 28, 2019

**SUBJECT:** Legislative and Policy Update

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At the April meeting the Commission will receive updates on the status of [state and federal legislative activities of interest to NVTC](#). Aimee Perron Seibert, NVTC's legislative liaison, will report on actions taken at the General Assembly Reconvened Session, which is scheduled for April 3, 2019. Kate Mattice will report on recent Commonwealth Transportation Board actions, including efforts supported by the Transit Service Delivery Advisory Committee, and any federal legislative actions.

### **General Assembly Reconvened Session**

On March 26, 2019, Governor Northam announced recommendations on amendments to the FY2020 budget as well as to legislation passed by the General Assembly during its 2019 regular session. Included in this set of recommendations were amendments to [SB1716/Obenshain HB2718/Landes \(2019\)](#) that, as passed by the General Assembly, creates an Interstate 81 Corridor Improvement Fund but did not authorize specific revenues for that fund. The [amendments proposed by the Governor](#) ([one-page reference](#)), if passed by the General Assembly at its Reconvened Session on April 3, 2019, would impose three statewide fee and tax increases: an increase in truck registration fees, bringing them more in line with other states' fees in the I-81 corridor; a road tax on heavy trucks, which is captured by a diesel fuel tax based on weight; and additional taxes on diesel fuel at the rack that will affect all vehicle classes. In addition, the amendments include a new 2.1 percent regional motor fuels tax in the I-81 corridor with the same gas tax floor that was passed for Northern Virginia and Hampton Roads in 2018. These new revenues will be distributed across the state based on vehicle miles traveled on the interstate highways, with the overarching goal to support improvements on I-81 corridor.

The impact on the Northern Virginia Transportation Authority is an estimated \$20 million of new revenues. The General Assembly will return on Wednesday, August 3 to vote on these changes.

### **Commonwealth Transportation Board**

#### *Implementation of Performance Based State Transit Operating Allocation*

At its March 2019 meeting, the Commonwealth Transportation Board (CTB) adopted the last in a series of policy resolutions to implement changes to the state transit funding required under

[HB1539 \(2018\)](#). The resolution “[Policy for the Implementation of Performance Based State Transit Operating Allocation](#)” changes the formula for allocating Virginia’s transit operating assistance to more performance-based allocation. The adopted formula, which will be immediately implemented for the FY2020 funding cycle, does have some impact to transit agencies serving the NVTC region. However, DRPT updated its policy guidance to decrease the impact on longer-haul commuter bus services and the General Assembly passed [HB2553 \(2019\)](#) to provide up to \$3 million total to transit agencies negatively affected by changes to the allocation formula. DRPT’s presentation to the CTB outlines the operating assistance methodology.

*Initial Scoring of State Transit Capital Projects under DRPT’s Making Efficient + Responsible Investments in Transit (MERIT) Program*

DRPT presented to the CTB Rail and Transit Subcommittee its initial evaluation and scoring of capital projects under its new Making Efficient + Responsible Investments in Transit (MERIT) program (Figure 1), which prioritizes projects for state funding. The four major capital projects are all in the vicinity of National Landing. The [Crystal City Potomac Yard Transitway](#), [Crystal City Metro Station](#), [Potomac Yard Metrorail Station](#) and [Route 1 Metroway Expansion](#) will help support transit access to Amazon's HQ2 and the new Virginia Tech campus. DRPT also released the [scores for the nearly 280 transit applications for state of good repair projects](#), and for [85 minor enhancement projects](#). Final project selections and funding levels are still being determined, as many projects also are seeking SMART SCALE funding.

**Figure 1: DRPT FY2020 Proposed MERIT Major Expansion Projects**

- **4 Major Expansion Projects scored**
- **Project Benefit Scores:**
  - » *Crystal City Potomac Yard Transitway - 23.5*
  - » *Crystal City Metro Station East Entrance - 37.7*
  - » *Potomac Yard Metrorail Station South Entry - 47.7*
  - » *Route 1 Metroway Expansion - 17.6*
- **MERIT scores (Benefit/Transit Capital Cost) will be developed once the transit capital share is determined**

*Source: Virginia Department of Rail and Public Transportation*

This MERIT program evaluation and scoring process was developed by DRPT in conjunction with the Transit Service Delivery Advisory Committee (TSDAC) and will be presented to the full CTB at its April meeting.

*Virginia Supplemental Mitigation Plan for the WMATA Platform Improvement Program*

Also at its March 2019 meeting, CTB adopted the resolution “[Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2019-2024 for the WMATA Platform Improvement Program – Summer 2019 Virginia Supplemental Mitigation Plan](#)” approving \$3.6 million of the \$4.5 million total cost for potential strategies to mitigate the effects of this summer’s Metrorail shutdown of six stations south of National Airport (Table 1). The strategies, which total nearly \$4.5 million, were developed by NVTC in partnership with the Department of Rail and Public Transportation, VDOT, WMATA and local transit agencies. The strategies are

designed to provide travel options to impacted transit riders; educate riders on the impact to their commutes; manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework. A NVTC-led marketing effort to increase Metrorail ridership following this summer's shutdown will receive \$336,000 from the state.

**Table 1: CTB Approved Mitigation Funding Initiatives**

Recommended Funding by Purpose  		Total Cost	State Share
	Bus Transit	\$1,621,137	\$1,296,910
	Alternative Transportation	\$856,000	\$724,800
	TDM/Marketing/ Outreach	\$1,064,275	\$851,420
	Highway/Operational Improvements	\$942,000	\$773,600
	<b>Total</b>	<b>\$4,483,412</b>	<b>\$3,646,730</b>

Source: Virginia Department of Rail and Public Transportation

#### *Sustainability of Virginia's Transportation Funding*

Deputy Secretary of Transportation Nick Donohue gave a presentation to the Commonwealth Transportation Board on the [Sustainability of Virginia's Transportation Funding](#). In addition to loss of revenues from the exhaustion of state capital revenue bonds for transit purposes, the Commonwealth is also facing a revenue gap as the growth in vehicle miles traveled in the Commonwealth is outpacing the growth in fuel tax revenues.

The [2019 Appropriations Act \(HB1700, 2019\)](#) directed the Virginia Department of Transportation to establish a working group to evaluate: 1) the impact of increased fuel efficiency and increased use of hybrid and electric vehicles on transportation revenues; and 2) protentional options to provide a sustainable funding stream for transportation infrastructure. The Secretary's office will continue to evaluate potential options to address revenue sustainability and will report back to the General Assembly. The working group shall include, at a minimum, representatives of local government associations, the regional transportation authorities, the trucking industry, the motor dealer industry and the motor fuels industries. NVTC staff is working with the Secretary's office to identify opportunities to participate in this important effort.

The Secretary shall provide a report of the group's findings to the chairmen of the House and Senate Transportation Committees and the chairmen of the House Appropriations and Senate Finance Committees no later than December 10, 2019.

## **Federal Legislative Issues**

### *FY2020 Budget Request to Congress*

On March 11, 2019, the Trump Administration submitted its [FY2020 budget request to Congress](#). In its budget request, the [Administration proposes \\$12.4 billion for public transportation programs](#), a cut of \$998 million from the FY2019 enacted level of \$13.4 billion. The budget request fully funds the federal surface transportation (highway and transit) FAST Act programs authorized from the Highway Trust Fund. The majority of the decrease in public transportation funding is attributable to cuts in the [Capital Investment Grants \(CIG\) program](#), the competitive Federal Transit Administration program that supports bus rapid transit, subway, commuter rail and light rail projects. The Administration proposes \$1.5 billion for the CIG program. Although this funding level is \$1 billion less than current funding, it is greater than the Administration's FY2019 budget proposal and would allow \$500 million to be made available for new CIG projects. In addition, the Administration requests \$1 billion for the [Better Utilizing Investments to Leverage Development \(BUILD\) program](#), an increase of \$100 million. The BUILD program is a competitive surface transportation program that can be used to fund highway, rail and transit programs as determined by the Administration.

### *WMATA Dedicated Funding in FY2020 Appropriations*

In anticipation of the FY2020 federal appropriations, members of the Washington, DC region's House congressional delegation sent a letter on March 27, 2019 to the leaders of the [House Appropriations Committee recommending full funding of dedicated capital funds to the Washington Metropolitan Area Transit Authority in FY2020](#). Originally authorized under the Passenger Rail Investment and Improvement Act of 2008, Congress authorized \$150 million/year for ten years for dedicated capital funding to WMATA. This federal share required an equal match in regional investment of \$50 million/year from the District of Columbia, Maryland, and Virginia, providing WMATA with a total of \$300 million/year for much-needed capital investments. This letter articulates the delegation's continued support for dedicated federal funding for WMATA through the FY2020 appropriations process.

03-27-19

## **Governor Northam's Proposal to make Interstate 81 Safe and Reliable**

Amendments would provide \$150M/year to the Interstate 81 Corridor Improvement Fund to implement the \$2 billion program of projects identified through the study completed by the Commonwealth Transportation Board.

### **What will implementing the Plan do for Interstate 81?**

**450 less crashes  
per year**

**6 million less hours of  
delay per year**

### **What will the plan do for travel speeds along Interstate 81 in 2030?**

25% increase north of Bristol

40% increase in Weyers Cave

70%-90% increase between  
Christiansburg and Roanoke

55% increase in Harrisonburg

50%-65% increase in Staunton

79% increase in Strasburg

120% increase in Winchester

### **How do the Governor's amendments raise this revenue?**

- \$76M from an increase in truck registration fees by bringing Virginia's rates more in-line with those on the Interstate 81 corridor
- \$142M from an increase in the road tax and diesel tax that is phased in over 3 years, below the 63.96 cent/gallon average paid along the I-81 corridor
- \$60M from a 2.1% regional fuel tax along the Interstate 81 corridor

### **How is the money distributed?**

Statewide revenues are distributed based on truck miles traveled on Interstate highways.

- \$150.8M for the Interstate 81 Corridor Improvement Fund
- \$39.2M for the Interstate 95 corridor
- \$27.6M for the Interstate 64 corridor
- \$20.0M for the Northern Virginia Transportation Authority
- \$42.6M for other interstate corridor improvements

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## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**March 21, 2019**

#### **MOTION**

**Made By: Seconded By: Action:**

#### **Title: Policy for the Implementation of Performance Based State Transit Operating Allocation**

**WHEREAS**, Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall allocate thirty-one percent of the Commonwealth Mass Transit Fund to support operating costs of transit providers; and

**WHEREAS**, Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding; and

**WHEREAS**, the Department of Rail and Public Transportation has consulted with the Transit Service Delivery Advisory Committee in the development of this performance based allocation process; and

**WHEREAS**, the Transit Service Delivery Advisory Committee adopted the following policy objectives to guide their deliberations: promoting fiscal responsibility, incentivizing efficient operations, supporting robust transit service, rewarding higher patronage, promoting mobility, supporting a social safety net, and utilizing data that exists for all agencies; and

**WHEREAS**, the Commonwealth Transportation Board adopted Strategic Planning Guidelines on October 30, 2018, which are intended to guide urban transit agencies through an evaluation of their services that would ultimately improve system performance over time; and

**WHEREAS**, the Department of Rail and Public Transportation has solicited input from localities, metropolitan planning organizations, transit authorities, and other stakeholders in the development of the performance based allocation process; and

**NOW THEREFORE BE IT RESOLVED**, the Commonwealth Transportation Board hereby adopts the following policy for the allocation of operating funding pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*:

1. For the purposes of system sizing the following metrics will be applied:

Bus Systems:

Operating Cost (50%)  
Ridership (30%)  
Revenue Vehicle Hours (10%)  
Revenue Vehicle Miles (10%)

2. A separate sizing metric shall be created, for the purpose of allocating funds to commuter rail systems based on the performance of commuter rail systems, relative to all other modes on the basis of:

Passenger Miles Traveled (33%)  
Revenue Vehicle Hours (33%)  
Revenue Vehicle Miles (33%)

3. For the purpose of performance adjustment the following metrics will be applied to all systems:

Passengers per Revenue Vehicle Hour (20%)  
Passengers per Revenue Vehicle Mile (20%)  
Operating Cost per Revenue Vehicle Hour (20%)  
Operating Cost per Revenue Vehicle Mile (20%)  
Operating Cost per Passenger (20%)

4. In order to ensure an even distribution of funding, the share of state operating assistance will be capped at 30% of an agency's operating cost. Unallocated balances remaining after applying the cap will be run through the performance based formula to ensure full allocation of the available operating funding.

5. Agencies that receive an increase in state assistance as a result of the performance based formula are encouraged to invest the increased allocation into sustaining and expanding service options.

**BE IT FURTHER RESOLVED**, the Board recognizes the potential impacts associated with implementation of this policy and hereby adopts the following policy for the allocation of operating funding for fiscal year 2020 only:

1. For the purposes of system sizing the following metrics will be applied in FY2020:

Bus Systems:

Operating Cost (60%)  
Ridership (20%)  
Revenue Vehicle Hours (10%)  
Revenue Vehicle Miles (10%)

2. Supplemental assistance will be provided for FY2020 to any mass transit provider that receives a reduction in operating assistance as a direct result of the implementation of the performance based allocation methodology. The impact will be determined by comparing FY20 allocations under the prior formula to the FY20 allocations under the new formula. The supplemental assistance shall not exceed \$3 million.

**BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

**BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.

## CTB Decision Brief

### **Policy for the Implementation of Performance Based State Transit Operating Allocation**

#### **Issue:**

HB 1539 was passed during the 2018 General Assembly Session. This legislation provided dedicated funding for WMATA Capital, restructured the Mass Transit Trust Fund, and enacted a slate of reforms for the statewide transit program. The Policy for the Implementation of Performance Based State Transit Operating Allocation provides the policy framework for the implementation of a fully performance based allocation process in the FY2020 funding cycle.

#### **Facts:**

Section 33.2-1526.1(C)(1) of the *Code of Virginia* provides that the Commonwealth Transportation Board shall distribute transit operating funds on the basis of service delivery factors, based on effectiveness and efficiency measures established by the Board. Such measures and their relative weight shall be evaluated every three years. The eleventh enactment clause of Chapter 856 of the 2019 Acts of Assembly deferred implementation of this legislation until July 1, 2019.

DRPT has worked in consultation with the Transit Service Delivery Advisory Committee (TSDAC) and other stakeholders to develop the necessary policies and process to implement a performance based state transit operating allocation. The TSDAC unanimously approved the proposed policy principles at their meeting on December 4, 2018. The only unresolved issue was the number of transition years provided for in the policy. DRPT has recommended one year, but has included language in the resolution reflecting TSDAC's desire for two transition years.

The CTB was briefed on this effort in April and December of 2018, as well as, January 2019 and the attached policy has been open for public comment for a period of 45 days.

The 2019 Appropriations Act, SB 1680, and HB 2553 provide that any mass transit provider that receives funds from the Commonwealth Mass Transit Fund and that incurs a loss in operating funds as a direct result of the performance-based allocation process shall be eligible for supplemental funding in FY20. This supplemental funding will be allocated in the FY20-25 Six Year Improvement Program.

Prior to the implementation of HB 1539 (2018 General Assembly Session), operating funds were distributed based on a combined formula with approximately two-thirds allocated based on operating costs, with the remaining funds allocated based on a performance based allocation methodology that considered operating costs, ridership, revenue vehicle miles and revenue vehicle hours.

**Recommendation:** DRPT recommends that the CTB approve the Policy for the Implementation of Performance Based State Transit Operating Allocation.

**Action Required by CTB:** Approve the Policy for the Implementation of Performance Based State Transit Operating Allocation.

**Options:** Approve, Deny, or Defer.

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Virginia Department of Rail and Public Transportation

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# **Performance-Based Operating Assistance Allocation Guidance**

*Fiscal Year 2020*

**July 1, 2019 – June 30, 2020**

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## INTRODUCTION AND OVERVIEW

Virginia's Department of Rail and Public Transportation (DRPT) allocates operating assistance funding to transit agencies across the Commonwealth through an allocation process based on the Code of Virginia and Commonwealth Transportation Board (CTB) policy. Beginning in Fiscal Year (FY) 2020 the entirety of each transit agency's allocation will be based on a new performance-based methodology.

This document describes the proposed methodology for allocating state operating assistance grants in Fiscal Year 2020 and future years.

DRPT, working with Virginia's Transit Service Delivery Advisory Committee (TSDAC), has developed a proposed methodology for allocating operating assistance funding to comply with a 2018 legislative mandate to base grant amounts on each agency's performance (Section 33.2-1526.1 of the *Code of Virginia*). This recommendation is subject to review and approval by the Commonwealth Transportation Board.

The metrics and their weights were considered during several meetings of the TSDAC and CTB in 2018. The proposed methodology balances the need for reliable annual funding as well as the availability and reliability of performance data to support the six policy goals TSDAC identified:

- Promote Fiscal Responsibility
- Support Robust Transit Service
- Improve Transit Patronage
- Incentivize Efficient Operations
- Promote Mobility
- Support Social Safety Net

## OPERATING ASSISTANCE METHODOLOGY

### PROPOSED PROCESS

The proposed performance-based operating allocation methodology would allocate operating assistance based on a combination of an agency's sizing and performance factors. Sizing factors represent an agency's relative size to other agencies across the Commonwealth. Performance factors represent an agency's performance trend for a given metric relative to statewide trends for all agencies.

The data required from each agency to compute the operating allocation formula includes:

- **Operating Cost for System Sizing:** Most recent audited operating cost available, net of depreciation, projects funded in other DRPT programs, and non-transit related expenses. New transit service will be based on budgeted operating costs for the year of implementation until audited operating costs are available.
- **Operating Cost for Performance Metric:** Total operating costs less depreciation, ineligible costs, and costs not related to transit.
- **Ridership – Unlinked Passenger Trips -** Number of passengers who board public transportation vehicles, regardless of whether a passenger is transferring from another transit vehicle.

- **Revenue Vehicle Hours (RVH)** - Hours traveled by revenue vehicles (buses, vans, railcars, etc.) while in revenue service. For uni-directional commuter routes greater than 20 miles in length, non-revenue hours associated with deadhead trips will be considered as revenue vehicle hours for the purpose of allocating operating assistance.
- **Revenue Vehicle Miles (RVM)** - Miles traveled by revenue vehicles while in revenue service. For uni-directional commuter routes greater than 20 miles in length, non-revenue miles associated with deadhead trips will be considered as revenue vehicle miles for the purpose of allocating operating assistance.
- **Passenger Miles Traveled (PMT)** - Cumulative sum of the distances traveled by each passenger. This metric is used for calculation of the Commuter Rail Pool, and is estimated for small transit agencies based on reported ridership relative to statewide average distance traveled by commuter rail and commuter bus agency passengers.

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## COMMUTER RAIL SIZING

Due to the unique cost structure of Commuter Rail compared to other transit services, Commuter Rail receives a unique treatment in the sizing process. Currently, the only Commuter Rail agency in the Commonwealth of Virginia is Virginia Railway Express (VRE). The **size-weight** for the Commuter Rail pool is calculated by taking the percentage of VRE's Passenger Miles Traveled, Revenue Vehicle Hours, and Revenue Vehicle Miles compared to statewide totals. Each factor is weighted at 1/3 (33.33%) and multiplied by the total amount of operating assistance available statewide.

- 33.33% Passenger Miles Traveled
- 33.33% Revenue Vehicle Hours
- 33.33% Revenue Vehicle Miles

Funds not allocated to Commuter Rail based on this sizing metric are allocated to the remainder of transit agencies on the basis of the sizing factors described below.

The commuter rail allocations are then adjusted by the performance metrics to establish the annual allocation by agency.

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## SIZING

To correlate funding allocations with the relative size of each agency, a **size-weight** factor is calculated with a combination of sizing metrics, at specific percentage weights. The size-weight for each metric is computed in the following manner:

$$\text{Agency Size-Weight} = (\text{Sum of Agency Sizing Metric} / \text{Statewide Totals}) * \text{Weight}$$

The proposed sizing metrics and weights for the sizing formula are:

- 50% Operating Cost
- 30% Ridership
- 10% Revenue Vehicle Hours
- 10% Revenue Vehicle Miles

If the statewide sum of agency size-weights does not equal 100%, then the ratios are normalized such that the statewide sum of size-weights for all agencies totals 100%.

$$\text{Agency Normalized Size-Weight} = \text{Agency Size-Weight} / \text{Sum of Statewide Size-Weights}$$

---

## PERFORMANCE ADJUSTMENTS

Once the **normalized size-weight** for each agency has been determined, the size-weight is adjusted by the five **performance metrics**.

The proposed performance metrics are:

- Passengers per Revenue Vehicle Hour
- Passengers per Revenue Vehicle Mile
- Operating Cost per Revenue Vehicle Hour
- Operating Cost per Revenue Vehicle Mile
- Operating Cost per Passenger

For each performance metric, three years of historical data plus the most recent year of data is used to calculate performance trends for each agency and statewide. Each agency's three-year trend in year-over-year percentage change relative to the statewide trend is calculated. The formula for this trend is:

$$\text{Trend Factors} = 3\text{-Year Average of (Annual Change in each Agency's Performance Metric / Annual Change in Statewide Performance Metric)}$$

For Passengers per Revenue Vehicle Hour and Passengers per Revenue Vehicle Mile, these **trend factors** are then multiplied by the size-weight to compute a **size-performance weight**.

$$\text{Size-Performance Weight} = \text{Agency Size-Weight} * \text{Trend Factor}$$

For Operating Cost per Revenue Vehicle Hour, Operating Cost per Revenue Vehicle Mile, and Operating Cost per Passenger, an inverse function is used, and the size-weight is multiplied by 1 divided by the trend factor, to incentivize decreasing Cost trends.

$$\text{Size-Performance Weight} = (\text{Agency Size-Weight} * 1) / \text{Operating Cost-based Trend Factor}$$

All size-performance weights are then normalized such that the statewide sum of size-weights for all agencies for each metric are equal to 100%.

$$\text{Agency Normalized Size-Performance Weight} = \text{Agency Size-Performance Weight} / \text{Sum of Statewide Size-Performance Weights}$$

---

## FUNDING ALLOCATIONS

At this stage, each agency has 5 normalized size-performance weight factors. These factors are multiplied by their weight (20% for each performance metric), summed, and multiplied by total available funding. This sum is the agency's total operating assistance allocation.

**Agency Funding Allocation** = Available Funding \*

*[(Passengers per RVH Normalized Size-Performance Weight \* 20%) +  
(Passengers per RVM Normalized Size-Performance Weight \* 20%) +  
(Operating Cost per RVH Normalized Size-Performance Weight \* 20%) +  
(Operating Cost per RVM Normalized Size-Performance Weight \* 20%) +  
(Operating Cost per Passenger Normalized Size-Performance Weight \* 20%)]*

## FUNDING CAP

A cap on funding allocations is used to minimize the volatility of funding received by each agency. The cap is proposed to be set at 30% of an Agency's latest year of operating costs. The recommended percentage is informed by the highest operating assistance grant received under the FY 2019 allocation methodology by Virginia transit agencies, which is generally below 30% of operating costs. After applying this cap to the operating assistance allocation, an unallocated funding pool remains. These funds are proposed to be redistributed to agencies below this cap proportional to their Agency Funding Allocation.

## TRANSITION METHODOLOGY (FY2020)

In order to lessen the impacts of the new methodology on the predictability of agency funding, one transition year was proposed by DRPT to progressively adjust the sizing metrics.

The proposal is for the Operating Cost to be weighted at 60% and for Ridership at 20% for the sizing metrics in FY2020. For FY2021 onward, Operating Cost will be weighted at 50% and for Ridership at 30% in the sizing metrics.

SIZING METRICS	TRANSITION YEAR	FUTURE YEARS
	FY2020	FY2021 ONWARD
Operating Cost	60%	50%
Ridership	20%	30%
Revenue Vehicle Hours	10%	10%
Revenue Vehicle Miles	10%	10%



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**Date**

### MOTION

**Made By: Seconded By: Action:**

**Title: Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2019-2024 for the WMATA Platform Improvement Program - Summer 2019 Virginia Supplemental Mitigation Plan**

**WHEREAS**, the Washington Metropolitan Area Transit Authority operates the Metrorail transit system in the National Capital Region, including Northern Virginia; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority has determined that the concrete platforms at 20 of its 45 outdoor Metrorail stations are in need of reconstruction after several decades of constant use and exposure to the elements; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority plans to reconstruct the concrete platforms at the 20 outdoor Metrorail stations in need of repair in a three year capital program beginning in May 2019 with the six Metrorail stations south of Reagan National Airport on the Blue and Yellow Lines in Alexandria and Fairfax County in Northern Virginia; and,

**WHEREAS**, the reconstruction of the six Metrorail station platforms south of Reagan National Airport beginning in 2019 will be the first major capital program of projects that will utilize the new dedicated capital funding approved by Virginia, Maryland and the District of Columbia in 2018; and,

**WHEREAS**, the reconstruction of three of the six Metrorail station platforms south of Reagan National Airport will necessitate the full closure of all six stations and the suspension of all Metrorail service south of the airport from May 25 to September 2, 2019, ("Summer 2019 Metrorail Platform Improvement Project") ; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority estimates that on a typical weekday during the morning peak period about 17,000 commuters originate trips from the six Metrorail stations to be closed during the Summer 2019 Metrorail Platform Improvement Project, which represents approximately eight percent of morning peak period entries system wide; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority also estimates that, based on past experience, approximately 60 percent of daily Metrorail riders will take advantage of the free substitute bus shuttles that it will operate during the Summer 2019 Metrorail Platform Improvement Project to connect back to Metrorail; and,

**WHEREAS**, the Department of Rail and Public Transportation solicited proposals for additional transportation mitigation strategies that local jurisdictions and transit systems in Northern Virginia could implement with state financial assistance during the Summer 2019 Metrorail Platform Improvement Project; and,

**WHEREAS**, the Department of Rail and Public Transportation evaluated funding requests for 55 transportation mitigation strategies totaling approximately \$5 million from the City of Alexandria, Fairfax County, the Potomac and Rappahannock Transportation Commission, the Northern Virginia Transportation Commission, the Virginia Department of Transportation and Virginia Railway Express/Amtrak; and,

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$3,650,000 to the FY19-24 Six Year Improvement Program to support the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**NOW THEREFORE BE IT RESOLVED**, the Board authorizes the use of deallocated project funding of \$3,650,000 for the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**BE IT FURTHER RESOLVED**, the Department of Rail and Public Transportation will disburse the funding on a reimbursement basis through its established mid-cycle grant process.

####

## **CTB Decision Brief**

### **Funding for Summer 2019 Metrorail Platform Improvement Program Mitigation Plan**

#### **Issue:**

The Washington Metropolitan Area Transit Authority (WMATA) plans to suspend all Metrorail service south of Reagan National Airport between May 25 and September 2, 2019 to conduct major station repairs and other construction improvements. Six Metrorail stations in Alexandria and Fairfax County will be closed during this period. WMATA is planning to operate shuttle buses to replicate and mitigate the effects of the suspended Metrorail service. Local jurisdictions and transit providers in Northern Virginia could implement various additional mitigation strategies with the assistance of state funding.

#### **Facts:**

There are 45 outdoor stations with concrete platforms in the Metrorail system. 20 station platforms, including 12 in Virginia, need major repairs after being exposed to constant use and the elements for 35-40 years. WMATA is planning a three year capital program to reconstruct the platforms at these 20 stations. WMATA plans to expedite this work during three summer rail shutdown periods in 2019, 2020 & 2021, which will allow platforms at multiple stations to be worked on at the same time. This is the first major capital program of projects that will use the new dedicated capital funding approved by Virginia, Maryland and DC in 2018.

During summer 2019 WMATA will close six Metrorail stations and suspend all service on the Blue and Yellow Lines south of Reagan National Airport. This service shutdown will coincide with construction of the 395 Express Lanes, further exacerbating potential traffic impacts.

Station platforms in Alexandria at Braddock Road, King Street and Eisenhower Avenue will be reconstructed and reconstruction work will begin at the Van Dorn Street station. While stations at Huntington and Franconia-Springfield in Fairfax County will also be closed, platform reconstruction work at those end line stations will occur in fall 2019 with minimal disruption to Metrorail service. Platform reconstruction at Van Dorn Street will also be completed in fall 2019.

WMATA estimates that about 17,000 commuters enter the six affected stations to begin trips on a typical weekday morning. WMATA also estimates that approximately 60% of daily Metrorail riders will take advantage of free substitute bus shuttles to connect back to Metrorail. During the summer 2019 shutdown period WMATA is planning to implement a comprehensive shuttle bus network to replicate the suspended Metrorail service and mitigate its impacts. WMATA will also increase service on current Metrobus routes in the shutdown area. WMATA will fund the shuttle bus network through a capital cost of contracting agreement. More information can be found at [www.wmata.com/platforms](http://www.wmata.com/platforms).

During WMATA's previous SAFE TRACK program in 2016 & 2017, when various Metrorail segments were fully or partially shut down for several days to a few weeks at a time to allow for track repairs, DRPT provided state funding assistance for 50% of the cost of supplemental transit

services operated by Northern Virginia transit systems as mitigation for those Metrorail service disruptions.

In February 2019, DRPT solicited funding requests for transportation strategies that local jurisdictions and/or transit providers in Northern Virginia could implement to supplement the planned WMATA shuttle bus network as additional mitigation if state funding to pay for such strategies were to be made available. DRPT received and evaluated proposals from the City of Alexandria, Fairfax County, PRTC/Omniride and the Northern Virginia Transportation Commission (NVTC). Additional mitigation strategies that can be implemented by VDOT and Virginia Railway Express/Amtrak were also considered. Funding requests for 55 mitigation strategies totaling approximately \$5 million were submitted for consideration.

In evaluating the proposed strategies, the following goals were considered:

- To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
- To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
- To manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework.

Strategies were reviewed to ensure that they are realistic, not duplicative and that they complement the mitigation plan developed by WMATA. WMATA and NVTC assisted DRPT with the evaluation of proposed mitigation strategies.

Strategies recommended for funding include:

- Supplemental DASH and Fairfax Connector transit service – including additional peak hour trips, express service, and extended hours of the King Street Trolley
- Alternative modes of transportation including peak hour water taxi service from Old Town Alexandria to the DC Waterfront Metrorail station, enhanced Capitol Bikeshare
- Community outreach and engagement on transportation alternatives, vanpool formation
- Expanded park and ride options, free shuttles from underutilized park and ride locations to VRE stations
- Highway operational enhancements – signal modification, restriping, bus on shoulder, additional police support
- Reduced VRE step-up ticket cost to expand Amtrak usage
- Post-Platform Shutdown Marketing Campaign to bring users back to the system

Upon evaluation of all of the proposed mitigation strategies, DRPT recommends a total Regional Mitigation Strategy Program of \$4.6 million. DRPT has identified \$3,650,000 in deallocated project funding (largely from Northern Virginia projects) to support delivery of the mitigation strategies. DRPT will award funding through its established mid-cycle grant process and funds will be provided on a reimbursement basis. Implementation of the strategies will be monitored continually to allow for real-time adjustments based on utilization.



Additional platform projects are planned for the Orange Line as part of the three year program and will require similar considerations. DRPT will evaluate the effectiveness of the Blue/Yellow Line mitigation strategies in order to apply lessons learned as future projects proceed.

**Recommendation:** DRPT recommends that the CTB approve the addition of the WMATA Regional Mitigation Strategy Program to the FY19-24 Six Year Improvement Program and the allocation of \$3,680,000 in deallocated project funds for transportation mitigation strategies to be implemented in response to WMATA's summer 2019 Platform Improvement Project.

**Action Required by CTB:** Approve the amendment of the FY19-24 Six Year Improvement Program and allocation of deallocated project funds of \$3,650,000.

**Options:** Approve, Deny, or Defer.

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COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## Sustainability of Virginia's Transportation Funding

Nick Donohue

Deputy Secretary of Transportation

March 20, 2019

# 2019 Appropriations Act

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- It is the intent of the General Assembly Secretary of Transportation and Commonwealth Transportation Board shall... evaluate
- (i) the impact of increase fuel efficiency and increased use of hybrid and electric vehicles on transportation revenues, and
- (ii) potential options to provide a sustainable funding stream for transportation infrastructure

# Fuel Tax Collections FY16-FY18

- Vehicle miles traveled increased 3.2%
- Fuel tax collections decreased 0.6%
- First time driving increased and fuel tax collections decreased at the same time, without a change in rate
- In FY18 fuel tax collections would have been \$60M higher if they had kept pace with driving

# How Transportation Funded in Virginia

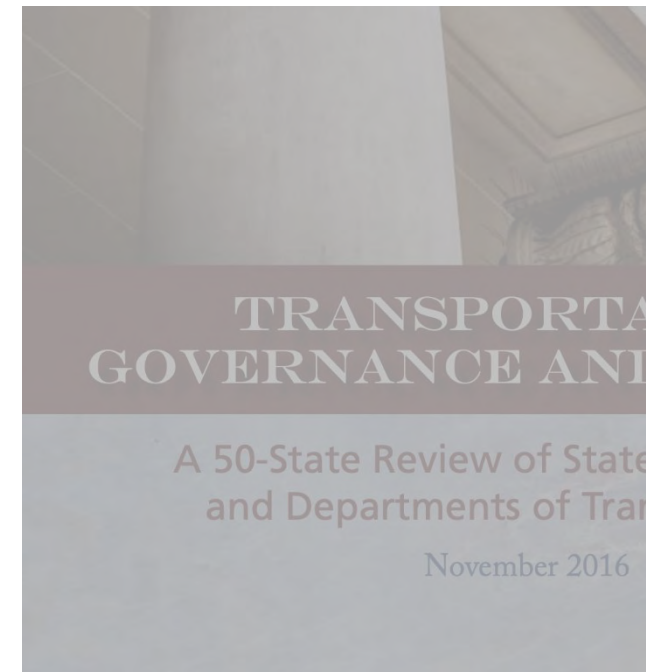
## – FY 2018

CTF Sources	CTF Revenues (in millions)
Gas Tax	\$638.3
Diesel Tax/Road Tax	\$216.9
Registration Fees/IRP	\$328.0
Motor Vehicle Sales Tax	\$943.7
Retail Sales Tax	\$1,043.8
Insurance Premiums	\$168.0
Misc	\$107.6

# Retail Sales and Use Tax

**According to AASHTO only 5 other states use retail sales and use tax**

- **Kansas – 1% out of 6.5% rate**
- **Connecticut – 0.5% out of 6.35% rate**
- **Nebraska – 0.25% increase until 2033**
- **Arkansas – 0.5% temporary increase to back bond issuances**
- **Utah – A portion is dedicated to transportation with amount declining over time**



# Not All Revenue Sources are Created Equal

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**Annual growth in CTF revenue sources on a unit basis from 2011 to 2025 (actuals and estimates)**

- **Retail sales tax: 2.9%**
- **Motor vehicle sales tax: 2.7%**
- **Fuel tax: 0.7%**
- **Registration fees: 0.7%**



# Potential Impact of Growing Revenue Streams

- If fuel tax collections and registration fees grew at the average rate of retail sales tax starting in FY11
  - In FY20 the fuel tax would be expected to generate \$1,042.9M instead of \$866.5M In FY20 registration fees would be expected to generate \$307M instead of \$261.3M
- Over the upcoming six-year improvement program the additional revenues would be \$1.92B above current estimates

# Potential Impact of Growing Revenue Streams

---

**Over the SYIP funds would be distributed as follows:**

- **\$790.0M for State of Good Repair**
- **\$482.8M for High Priority Projects**
- **\$482.8M for District Grant Program**
- **\$80.9M for Transit Programs**
- **\$60.4M for Priority Transportation Fund**

# Who Pays for Transportation In Virginia?

(in millions)

CTF and Federal Sources	Autos/Residents	Trucks
Gas Tax	\$1,383	-
Diesel Tax/Road Tax*	-	\$456.3
Registration Fees/IRP	\$184.0	\$144.0
Motor Vehicle Sales Tax	\$943.7	-
Retail Sales Tax	\$1,043.8	-
Insurance Premiums	\$168.0	-
Misc	\$107.6	\$148.2
<b>TOTAL / Percentage</b>	<b>\$3,836.1 / 83.7%</b>	<b>\$742.5 / 16.3%</b>

\* While autos pay a portion of this tax, their share is assumed to be zero for purposes of this analysis

# How Does Virginia Compare with Other States?

State	Truck Share of State/Fed \$	% of VMT by Trucks	Ratio of Truck \$ Share to Truck VMT
Virginia	16.3%	6.4%	2.55
Maryland	27%	6%	4.83
Pennsylvania	39%	9%	4.33
New York	33%	7%	4.71
Tennessee	37%	10%	3.70
West Virginia	38%	12%	3.17
<b>Avg paid on 81 (w/o VA)</b>	<b>34.8%</b>	<b>8.8%</b>	<b>3.95</b>

# Next Steps

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- **Work to better quantify anticipated impacts of increased fuel efficiency and hybrid/electric vehicles on fuel tax revenues**
- **Identify best practices in other states**
- **Evaluate potential options to address revenue sustainability**
  - **Mid-term, including potential ‘bridge’ options**
  - **Long-term, including VMT fees**

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**Congress of the United States**  
**Washington, DC 20515**

March 27, 2019

The Honorable David Price  
 Chair  
 Subcommittee on Transportation, Housing  
 And Urban Development, and Related  
 Agencies  
 House Appropriations Committee  
 2358A Rayburn House Office Building  
 Washington, D.C. 20515

The Honorable Mario Diaz-Balart  
 Ranking Member  
 Subcommittee on Transportation, Housing  
 And Urban Development, and Related  
 Agencies  
 House Appropriations Committee  
 1016 Longworth House Office Building  
 Washington, D.C. 20515

Dear Chairman Price and Ranking Member Diaz-Balart:

We write to request the House Appropriations Subcommittee on Transportation, Housing and Urban Development continue to provide the Washington Metropolitan Area Transit Authority (WMATA) with \$150 million in federal funds for critical capital and safety improvements.

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA, PL 110-432) established a successful federal-state partnership under which the three WMATA jurisdictions collectively match this federal investment with an additional \$150 million each year. There is an active, bicameral effort underway to improve and reauthorize PRIIA to maintain the federal government's necessary contribution to the national capital's transit system. However, without continued federal participation this successful funding partnership would unravel, leaving a massive shortfall in WMATA's capital budget.

WMATA is a \$40 billion asset to the National Capital Region and is essential to the operation of the federal government, with federal employees representing approximately 40 percent of Metrorail's peak period customers. More than one-third of all Metrorail stations are located on federal property, serving federal facilities. Unlike other transportation networks in the nation, the WMATA system serves a unique vital national security role for the federal government, providing transportation for thousands of federal employees traveling to and from the Pentagon, Department of Homeland Security facilities, and the Federal Bureau of Investigation headquarters. On multiple occasions, the system has demonstrated it is vital during times of crisis, including evacuation for weather events and national emergencies.

For all of these reasons, Congress has consistently appropriated dedicated federal funding for WMATA, recognizing the special responsibility the federal government has to help "America's Subway" fulfill these functions safely and reliably.

The combined \$300 million in annual funding from the federal-state partnership has traditionally represented 40 percent of the capital budget for WMATA. The sustained investment over the course of the last decade has enabled the system to meet critical safety capital needs. This vital funding



has enabled nearly \$1 billion in railcar acquisitions and facilities investments, including the acquisition of new 7000 series railcars; the award of a \$100 million contract to install a 700 MHz radio system to improve communications of public safety personnel; the replacement of second generation track circuits as identified by the National Transportation Safety Board (NTSB) to upgrade the train control system; and the now completed SafeTrack program which rehabilitated, replaced, and restored sections of track infrastructure. The combined federal-state funding partnership has enabled WMATA to make critical and sustained investments in its railcars, rail system, track structures, station and passenger facilities, buses and bus facilities, and paratransit system.

Last year, Washington, D.C., Maryland, and Virginia worked together to establish – for the first time in the history of the system – a dedicated source of funding for WMATA’s capital needs. The agreement will provide \$500 million in annual funding. This coincided with a successful effort to constitute the Metrorail Safety Commission, which is certified by the Federal Transit Administration to serve as the State Safety Oversight Agency for WMATA. These multi-jurisdictional initiatives demonstrate a shared commitment to a sustained investment in the safety and reliability of the national capital transit system. The federal government has willing partners in the effort to provide accountability and support for this vital transit system.

We understand the Subcommittee faces difficult choices and must focus limited resources on essential services. We firmly believe that WMATA more than meets this criteria, and we respectfully request that the Subcommittee provide WMATA with \$150 million in capital funding in Fiscal Year 2020. Thank you for your consideration of this request.

Sincerely,



GERALD E. CONNOLLY

Member of Congress



STENY H. HOYER

Member of Congress



ELEANOR HOLMES NORTON

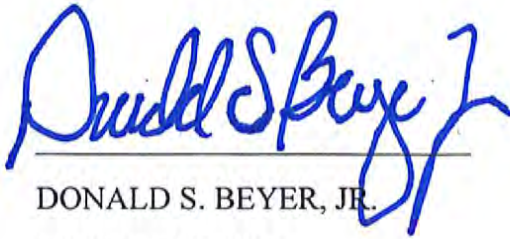
Member of Congress



JOHN P. SARBANES

Member of Congress





DONALD S. BEYER, JR.

Member of Congress



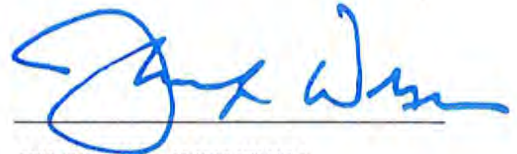
ANTHONY G. BROWN

Member of Congress



JAMIE RASKIN

Member of Congress



JENNIFER WEXTON

Member of Congress



DAVID TRONE

Member of Congress

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## Agenda Item #7: Department of Rail and Public Transportation (DRPT)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** March 28, 2019

**SUBJECT:** Department of Rail and Public Transportation (DRPT)

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The [monthly Department of Rail and Public Transportation \(DRPT\) Report](#) 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: Chairman Letourneau and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: March 26, 2019

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

On March 18, 2019 the Federal Transit Administration (FTA) announced the certification of the Washington Metrorail Safety Commission (MSC) State Safety Oversight (SSO) Program. In 2017, the General Assembly created the MSC, which is legally and financially independent of WMATA, to comply with federal law requiring safety oversight of rail transit systems. With this certification, responsibility for direct safety oversight of the WMATA Metrorail system immediately transferred from the FTA to the MSC. In addition, approximately \$48.5 million in FTA grant funding, withheld because the prior SSO certification deadline was missed, was immediately made available to Virginia, Maryland and the District of Columbia. Approximately \$28 million was released for the National Capital region, \$7.3 million to Virginia (statewide) and \$13.2 million to Maryland (statewide, including Baltimore).

The Commonwealth Transportation Board (CTB) met on March 20 & 21, 2019 in Chesapeake. At its Board meeting on March 21, the CTB gave final approval to DRPT's proposed "Policy for the Implementation of Performance Based State Transit Operating Allocation", which can be found at <http://www.ctb.virginia.gov/resources/2019/mar/reso/6.pdf>. DRPT worked in consultation with the Transit Service Delivery Advisory Committee (TSDAC) and other stakeholders to develop the necessary policies and process to implement a performance based state transit operating allocation in FY 2020 as directed by the General Assembly in 2018. The TSDAC unanimously approved the proposed policy principles at their meeting on December 4, 2018. The CTB was briefed on this effort in April and December of 2018, as well as, January 2019 and the policy was open for public comment for a period of 45 days. The 2019 Appropriations Act, SB 1680, and HB 2553 provide that any mass transit provider that receives funds from the Commonwealth Mass Transit Fund and that incurs a loss in operating funds as a direct result of the performance-based allocation process shall be eligible for supplemental funding in FY20. This supplemental funding will be allocated in DRPT's FY20-25 Six Year Improvement Program.

*DRPT.Virginia.gov*

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

The CTB also approved a DRPT request to allocate funding for transportation mitigation strategies proposed by local jurisdictions and transit providers in Northern Virginia related to the planned summer 2019 shutdown of Metrorail service south of Reagan National Airport. DRPT presented its funding recommendation at the CTB Workshop on March 20 and the CTB approved the request at its meeting on March 21. DRPT's presentation to the CTB can be found at [http://www.ctb.virginia.gov/resources/2019/mar/pres/4\\_wmata.pdf](http://www.ctb.virginia.gov/resources/2019/mar/pres/4_wmata.pdf).

In February 2019 DRPT solicited proposals for transportation strategies that local jurisdictions and/or transit providers in Northern Virginia could implement during summer 2019 to supplement the planned WMATA shuttle bus network as additional mitigation for the planned Metrorail service disruption if state funding to pay for such strategies were to be made available. DRPT received and evaluated proposals from the City of Alexandria, Fairfax County, PRTC/Omniride and the Northern Virginia Transportation Commission (NVTC). Additional mitigation strategies that can be implemented by VDOT and VRE/Amtrak (sponsored by DRPT) were also evaluated. Strategies were reviewed to ensure that they are realistic, not duplicative and that they complement the mitigation plan developed by WMATA. WMATA and NVTC assisted DRPT with the evaluation of proposed mitigation strategies.

Funding requests for 55 mitigation strategies totaling approximately \$5 million were submitted for consideration. Upon evaluation of all of the proposed mitigation strategies, DRPT recommended a total Regional Mitigation Strategy Program of \$4.6 million to the CTB. DRPT identified \$3,650,000 in deallocated project funding (largely from Northern Virginia projects) to support delivery of the mitigation strategies. DRPT will award funding through its established mid-cycle grant process and funds will be provided on a reimbursement basis. DRPT will provide applicants with 80% of the cost of the approved mitigation strategies with local funds comprising the remaining 20% of the project costs. Implementation of the strategies will be monitored continually to allow for real-time adjustments based on utilization.

DRPT staff also provided an update on its new Transit Capital Prioritization process for the FY 20-25 SYIP to the CTB's Rail and Transit Subcommittee at its meeting on March 20. FY 20 is the first grant cycle during which DRPT will award funding in accordance with its new transit capital prioritization and performance based state transit operating assistance programs that were developed in conjunction with the TSDAC and approved by the CTB. Preliminary scoring of FY 20 capital project applications is available at <http://www.drpt.virginia.gov/rail/ctb-rail-transit-subcommittee/>. DRPT will release its FY 20 funding recommendations and FY 20-25 Six Year Improvement Program in April.

DRPT continues to work on moving various planning and pre-construction elements of the Atlantic Gateway Program forward, which will improve freight and passenger rail service in Northern Virginia, DC, and points south. This includes a third track project from Occoquan to Franconia, a fourth track in Alexandria and Arlington, and improvements to the Long Bridge, which will double train capacity over the Potomac. DRPT will provide updates on these projects as they become available.

*DRPT.Virginia.gov*

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

**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** March 28, 2019

**SUBJECT:** Executive Director Report

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At the April meeting the executive director will give an update on Commission and staff activities that occurred during the last 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.

This month's newsletter highlights the Commonwealth Transportation Board's action on a new operating assistance allocation formula and funding of mitigation strategies for Metrorail's summer station shutdown; NVTC's assistance to DASH in selecting a mobile ticketing vendor; and other WMATA-related news, including the certification of the Washington Metrorail Safety Commission.

### **B. NVTC Financial Report**

The [February 2019 Financial Report](#) is provided for your information.

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# Executive Director Newsletter

April 2019



"Alone we can do so little; together we can do so much." Partnerships, as Helen Keller rightly pointed out, are key to overcoming obstacles and achieving goals. NVTC's partnership with the Commonwealth, now stronger than ever, has allowed both entities to move forward with initiatives that reinforce our complimentary missions. From the Department of Rail and Public Transportation (DRPT) to the Commonwealth Transportation Board (CTB) to the Governor's office, there is a high level of engagement and support that adds value to the work we do at NVTC.

Our efforts to expand travel options in the I-66 and I-395 corridors under the [Commuter Choice](#) brand is a prime example. Recognizing the need to move more people more efficiently through the corridors, the Commonwealth tapped NVTC to implement a program that would achieve that objective. Commuter Choice has invested in new bus service and park-and-ride lots, among other transit-related enhancements, that are improving the commutes of thousands of toll payers, as well as those who choose to take transit.

With the [summer shutdown of six Metrorail stations](#) on the Blue and Yellow lines south of National Airport looming, DRPT and the CTB stepped up to [fund mitigation strategies](#) proposed by the City of Alexandria, Fairfax County, OmniRide, Virginia Railway Express (VRE)/Amtrak, and Virginia Department of Transportation. The \$3.6 million approved in March will fund supplemental bus service, vanpools, promotion of park-and-ride lots for slugging, and the subsidizing of a VRE step-up ticket cost to expand Amtrak usage, among other things.

When the General Assembly last year mandated that state transit capital and operating funding be prioritized, DRPT turned to the Transit Service Delivery Advisory Committee (TSDAC), on which NVTC has a seat, for assistance. Over the course of many months, the two organizations worked to establish methods for evaluating and allocating funds. DRPT listened carefully when objections were raised and worked earnestly to come up with alternatives. While the result may not have been perfect, it was far improved due to DRPT's engagement with TSDAC.

As [DRPT implements the prioritization process](#) for capital funding, several major projects supporting Amazon's second headquarters stand a strong chance of receiving funds. The evaluation and scoring are not yet complete but projects such as the Crystal City Metro Station East Entrance and the Potomac Yard Metrorail Station South Entry initially appear to have been rated well. The Commonwealth appreciates the value of rail to economic development and quality of life and supports our efforts here in Northern Virginia to maintain and enhance it.

Executive Director

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Northern Virginia Transportation Commission  
2300 Wilson Blvd., Ste. 230  
Arlington, VA 22201  
[www.novatransit.org](http://www.novatransit.org)



## Key Dates

Apr 4	<a href="#">NVTC Monthly Meeting</a>
Apr 11	<a href="#">NVTA Monthly Meeting</a>
Apr 11	<a href="#">WMATA Board Meeting</a>
Apr 9-10	<a href="#">CTB Monthly Meeting</a>
Apr 12	<a href="#">VRE Operations Board Meeting</a>
Apr 17	<a href="#">TPB Monthly Meeting</a>
Apr 25	<a href="#">WMATA Board Meeting</a>
May 2	<a href="#">NVTC Monthly Meeting</a>

## NVTC Assists DASH in Selecting Vendor for Mobile Ticketing Pilot



With NVTC's assistance, DASH plans to implement a mobile ticketing pilot program, prior to Metrorail's summer station shutdown, to demonstrate the viability of such a product in this region. NVTC staff and consultants helped the bus system select a vendor to implement the mobile application following the issu-

ance of a request for proposals. DASH was to announce its selection in late March. The transit agency applied for a Department of Rail and Public Transportation demonstration grant, for which NVTC provided a letter of support. The pilot program follows publication of the 2018 Northern Virginia Regional Fare Collection Strategic Plan which recommended, among other things, deployment of both a regional mobile app and platform.

## Review of Commuter Choice Market Research Proposals Underway

NVTC staff is evaluating eight proposals submitted in response to the request for assistance with market research and marketing communications strategy for the I-66 Commuter Choice program. An evaluation committee, comprised of four marketing and communications staff from several member jurisdictions, will score

each proposal independently. Later in April, the group will meet with NVTC staff to discuss the strengths and weaknesses of each proposal and put forth a recommendation for a contractor. NVTC staff will bring the recommendation and score details to the Commission in May.

## New "Art on the ART Bus" Exhibit Tells Arlingtonians' Migration Stories

ART riders are in for a novel commute experience as the next iteration of [Art on the ART Bus](#) rolls out. The ART bus is unique in Arlington Transit's fleet, featuring original works of art in place of advertisements. Rotating between different ART transit routes, the bus has been sharing a variety of art exhibitions since December of 2010. The program is intended to connect commuters with unique works of art as well as their destinations. The newest exhibit, "Immigration/Assimilation," is the program's 23rd installation. Local artist Gail Rebhan's works tell the migration stories of six Arlington families

over several generations through historical documents, portraits and other artifacts. "Every family reflects American history in some way," says Rebhan, whose own family fled rising anti-Semitism in Europe during the 1930s. "I want people to understand this commonality about this country, that everybody came from some country of origin at some point in their family history." The program kicked off in March with an opening ceremony at the Bozman Government Center and will rotate throughout the ART route network to give commuters a chance to admire the exhibit.



## Changes Coming to Way State Allocates Transit Operating Assistance

A new formula for allocating Virginia's transit operating assistance will take effect in fiscal year 2020. The [Commonwealth Transportation Board approved the approach](#) at its March meeting in response to a 2018 state legislative mandate. The adopted formula, while not ideal for all transit agencies serving the NVTC region,

was modified to decrease the impact on longer-haul commuter bus services. The General Assembly this year included a ["hold harmless" provision](#) to provide up to \$3 million total to transit agencies negatively affected by changes to the allocation formula.

## DPRT Reviews Requests for Transit Capital Funding

The Department of Rail and Public Transportation (DRPT) has completed its [initial evaluation and scoring of capital projects](#) under its new [Making Efficient + Responsible Investments in Transit](#) (MERIT) program, which prioritizes projects for state funding. The four major capital projects are all in the vicinity of National Landing. The Crystal City Potomac Yard Transitway, Crystal City Metro Station, Potomac Yard Metrorail Station and Route 1 Metroway Expansion will help support Amazon's HQ2. Scores for the nearly 280 state of good repair projects ranged from 15 to 97, while scores for the 85 minor enhancement projects ranged from 8 to 35. Final project selections and funding levels are still being determined, as many projects also are seek-

ing SMART SCALE funding. The projects are slated to be voted on at the Commonwealth Transportation Board's June meeting.

### Major Expansion Scoring

- **4 Major Expansion Projects scored**
- **Project Benefit Scores:**
  - » Crystal City Potomac Yard Transitway - 23.5
  - » Crystal City Metro Station East Entrance - 37.7
  - » Potomac Yard Metrorail Station South Entry - 47.7
  - » Route 1 Metroway Expansion - 17.6
- **MERIT scores (Benefit/Transit Capital Cost) will be developed once the transit capital share is determined**

## Commonwealth Investigates Potential for Hyperloop Technology



Virginia transit officials flew to California in January to explore a tunnel dug by Elon Musk's Boring Company, according to a report in the [Virginia Mercury](#).

The trip was referenced during a presentation about a new Long Bridge and DC2RVA high-speed rail at a [Commonwealth Transportation Board \(CTB\) subcommittee meeting](#) in March.

The CTB has been discussing investments in the state's rail infrastructure, including the \$1.3 billion bridge be-

tween Virginia and the District of Columbia. Whether such improvements might be rendered obsolete by Musk's hyperloop technology, should it advance beyond the experimental stage, had raised concerns.

Virginia officials, including CTB Member Scott Kasproicz and DRPT Director Jennifer Mitchell, reportedly met with company leaders and took a drive through the tunnel, concluding that nothing they saw would lead them to change their approach to transit in the near term. Kasproicz indicated that the Boring Company is decades away from delivering usable, meaningful new transit options. "The reality is it's a great idea, but I'm not sure its time has come," he is quoted as saying.



## Certification of Washington Metrorail Safety Commission Achieved



The Federal Transit Administration (FTA) [reinstated local oversight of Metrorail](#) in March when it certified the [Washington Metrorail Safety Commission](#) (WMSC). The WMSC was created in 2017 to comply with a federal law requiring state safety oversight of rail transit systems. The certification, which came a month in advance of the April 15 deadline, allowed the FTA to release \$48.5 million it had previously withheld from transit agencies in Virginia, Maryland and

the District of Columbia as a penalty for not having an approved state safety oversight body. The WMSC is legally and financially independent of the Washington Metropolitan Area Transit Authority and will act as Metrorail's official safety watchdog with the power to implement safety policy. FTA's action ["ensures that state safety oversight of WMATA has the appropriate professional, legal, and financial resources at its disposal at all times,"](#) said Jennifer Mitchell, director of the Virginia Department of Rail and Public Transportation.

## WMATA Seeks Proposals for Late-Night, Discounted On-Demand Rides

WMATA has issued a request for proposals for a pilot program that will provide discounted on-demand transportation for late-night employees. The service, to be offered between midnight and 4 a.m., would cover the first \$3 dollars of a ride-hailing or taxi fare, up to 10 trips per week per registered rider. The program is designed to help workers affected by the late-night closing of Metrorail for track maintenance. The pilot program's budget will be capped at \$1 million. Responses from interested vendors are due by April 10 with a target starting date this summer. Results from the pilot will be reviewed to determine whether to extend the program beyond one year.



## Automatic Door Opening Could Speed Metrorail

A seemingly small change could make Metrorail faster. [Current testing of automatic door opening](#) on a handful of trains may lead to quicker off- and on-boarding, enhanced safety, and improved reliability. The automatic system, which removes the potential for human error resulting in a "wrong side" door opening, allows doors to open as soon as the train is stopped at the proper location. Currently, Metro requires its train operators to wait five seconds before manually opening doors to confirm doors open on the correct side of the train. Metro aims to shift all trains to automatic door opening later this year if testing, training, and any required repairs proceed as anticipated.



## CTB to Fund Projects Mitigating Metrorail Summer Shutdown

Potential [strategies to mitigate the effects of this summer's Metrorail shutdown](#) of six stations south of National Airport received approval from the Commonwealth Transportation Board (CTB) in March. The strategies, which total nearly \$4.5 million, were developed by NVTC in partnership with the Department of Rail and Public Transportation, VDOT, Metro and local transit

agencies. The strategies are designed to provide travel options to impacted transit riders; educate riders on the impact to their commutes; manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework; and entice commuters back to Metrorail following completion of the platform reconstruction project.

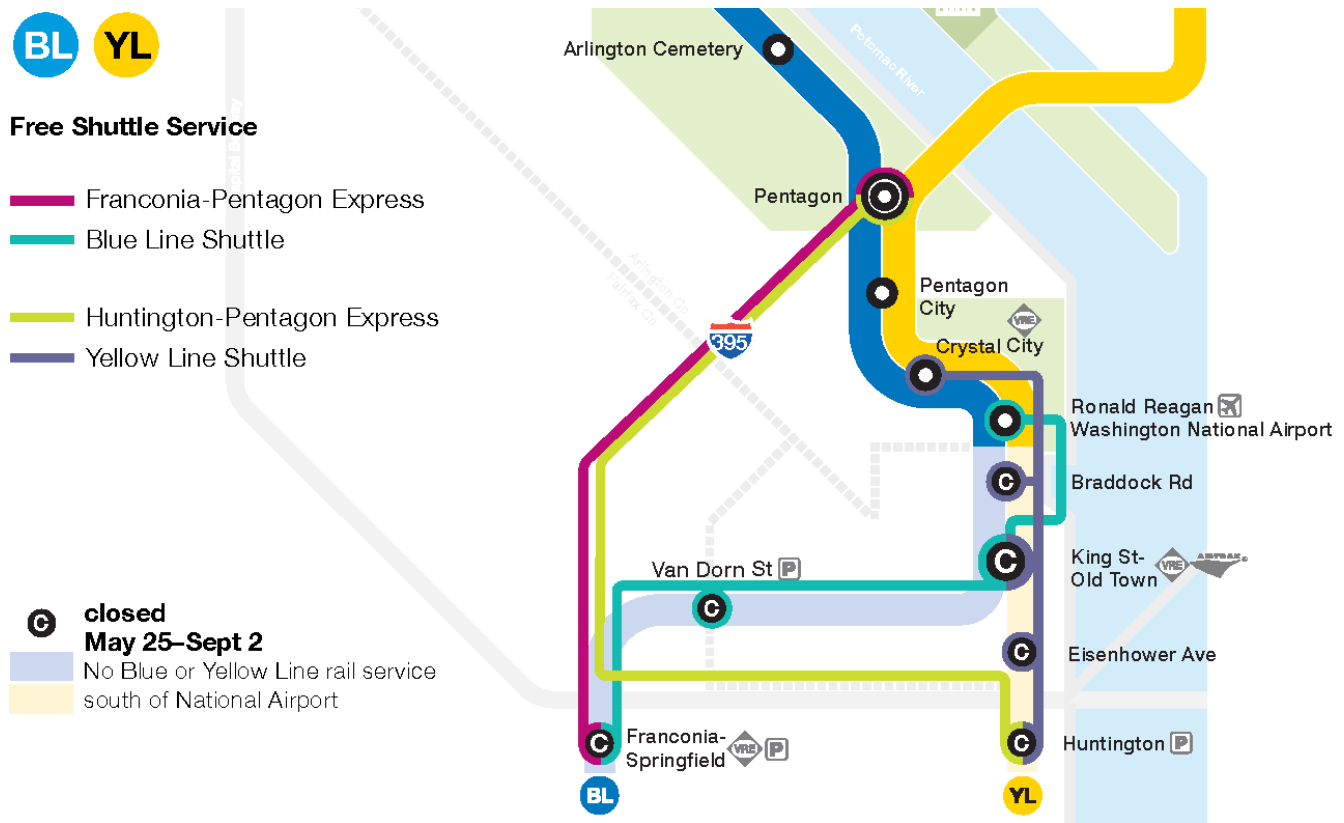
	Total Cost	State Share
Bus Transit	\$1,621,137	\$1,296,910
Alternative Transportation	\$856,000	\$724,800
TDM/Marketing/Outreach	\$1,064,275	\$851,420
Highway/Operational Improvements	\$942,000	\$773,600
<b>Total</b>	<b>\$4,483,412</b>	<b>\$3,646,730</b>

	State Share	Local Share
City of Alexandria	\$2,182,960	\$545,740
Fairfax County	\$670,936	\$167,734
Omni Ride (PRTC)	\$176,254	\$44,063
NVTC	\$316,580	\$79,145
VRE/Amtrak (DRPT)	\$200,000	\$0
VDOT	\$100,000	\$0
<b>Total</b>	<b>\$3,646,730</b>	<b>\$836,682</b>

## New WMATA Web Page to Help Riders Navigate Metrorail Shutdown

WMATA has [launched a web page](#) featuring a [trip planner](#) to help riders navigate this summer's [closure of six Blue and Yellow line stations](#) south of National Airport. The shutdown – from May 25 to September 2 – is needed to allow for around-the-clock platform reconstruction work. Metro plans an extensive network of free express

and local shuttle bus services during construction. The Platform Improvement Project web page includes links to local bus providers. NVTC, in partnership with WMATA, continues to coordinate the region's response to the summer shutdown.



## NVTC Welcomes New Staff



**Dinah Girma** joins NVTC as a program analyst. She has a bachelor's degree in communication from Radford University and currently is finishing her master's degree in urban and regional planning from Virginia Tech in Alexandria. Prior to pursuing her master's, she served as an AmeriCorps VISTA - Health and Wellness Volunteer for the International Rescue Committee. As this was her second time serving, she received the U.S. President's Lifetime Achievement Award for Volunteer Service in July 2017. Dinah's five plus years of work experience have given her an array of professional and organizational skills. She enjoys photography and practices Bikram yoga on a regular basis.

**Zach Smith**, NVTC's new program analyst, is a researcher, advocate, and consensus builder. He comes to NVTC from the American Public Transportation Association where he worked with staff from transit agencies across the country to develop guidelines and best practices on a variety of issues related to accessibility and improving access to stations and stops. Zach is a graduate of UNC Chapel Hill with a B.A. in economics and a lifelong fan of Tarheels basketball.



**Brittany Sumpter** is NVTC's new grants manager. She comes to the Commission from Hampton Roads Transit where she worked as the DBE & grants coordinator. Brittany received her B.A. in business administration from the University of Florida and her J.D. from the University of Georgia School of Law. She is a native of Jacksonville, Florida and enjoys painting in her free time.



## Metrorail Track Work on Hold Through End of Cherry Blossom Season

Metro is suspending most weekend track work through April 14 to accommodate residents and visitors traveling during the busy cherry blossom season. Many of Metro's highest ridership days, when weekend ridership nearly doubles, occur when the cherry trees bloom. Trains on all Metrorail lines will run at regularly scheduled intervals, departing end-of-line stations every 12 minutes on Saturdays and every 15 minutes on Sundays. At stations served by multiple lines, trains will arrive every 4-7 minutes. On the Red Line, trains will run as frequently as every 6 minutes between Shady Grove and Silver Spring during daytime hours. Metro may begin overnight track work after 10 p.m., when ridership is lighter. During cherry blossom season, weekend off-peak fares will be in effect and parking will be free at all Metro parking facilities.

In honor of the 2019 National Cherry Blossom Festival, Metro has released a limited-edition SmarTrip® card,

available in specially marked fare vending machines at all 91 stations. The cards feature an iconic image of the Jefferson Memorial surrounded by cherry blossom trees in peak bloom along the Tidal Basin.



## D.C. Suburbs Top List of Nation's Most Expensive Commutes

A new study shows people driving to work from the Washington, D.C. suburbs face the most expensive commutes in the country. Half of the 20 counties in the United States with the highest commuting costs are in the region according to a Bloomberg analysis of Census Data. Charles County, Maryland tops the list, with Fauquier and Stafford counties in Virginia in the second and third

spots. In 2017 workers from Charles County spent 388 hours commuting to and from work. Commuters from Fauquier spent 352 hours in their cars, while drivers from Stafford endured 330. Almost 28 percent of commuters in Charles County leave their homes before 6 a.m. Even more from Stafford County leave that early, in most cases to battle congestion on Interstate 95.

## Economic Cost of Commuting

2019 Rank	County	Metro	Opportunity Cost Score	Money Equivalent	As % Income	Total Hours Commuting	Workforce Commuting pre-6AM	Average Earnings
1	Charles MD	Washington, DC	99.3	\$14,612	19.4%	388	27.8%	\$75,254
2	Fauquier VA	Washington, DC	97.4	\$13,813	17.6%	352	20.6%	\$78,555
3	Stafford VA	Washington, DC	97.3	\$12,400	16.5%	330	28.0%	\$75,154
4	Contra Costa CA	San Francisco, CA	97.0	\$15,269	16.3%	326	17.7%	\$93,724
5	Calvert MD	Washington, DC	96.9	\$11,842	16.6%	332	28.4%	\$71,410
6	Prince William VA	Washington, DC	96.8	\$12,415	16.9%	338	22.0%	\$73,391
7	Spotsylvania VA	Washington, DC	96.1	\$11,192	16.3%	326	25.6%	\$68,698
8	Frederick MD	Washington, DC	95.2	\$11,647	15.2%	304	19.5%	\$76,580
9	Carroll MD	Baltimore, MD	94.3	\$10,976	14.6%	293	20.2%	\$75,052
10	Sussex NJ	New York, NY	93.5	\$11,585	15.5%	310	16.4%	\$74,745

## Virginia Railway Express



Updates on the project to replace the Long Bridge and a recent VRE online forum can be found in the most recent edition of [RIDE magazine](#). A continuing series on the history of VRE stations highlights Fredericksburg, whose first station was built shortly after the Richmond, Fredericksburg and Potomac Railroad was chartered in 1834 to run a line from Richmond up to the Potomac River at Aquia Creek.



## Virginia Transit Association



Transit industry professionals and elected leaders from across the Commonwealth will gather May 29-30 in Norfolk for the 2019 VTA Transit Conference. An Exhibitor Showcase on Wednesday kicks off the event. Highlights include the latest in technology, equipment, and best practices. NVTC has put together a Thursday morning panel discussion on *Mobile Solutions for Virginia Transit Agencies: Challenges and Opportunities*. [Register online](#).

### 2019 ANNUAL TRANSIT CONFERENCE



## The Alexandria Transit Company (DASH)



DASH celebrated its 35th anniversary in March with an open house and the unveiling of the latest addition to its fleet, the Xcelsior® by New Flyer of America. The bus features a modern, refreshed design; is lighter in weight; improves fuel economy by up to 8 percent; features ultra-low emissions; and is quieter, brighter, and more accessible to those with disabilities. DASH showcased the history of its bus service and offered a sneak peak of its fleet of the future. A staple of the Alexandria community, DASH has received numerous awards over the years including national recognition as one of the top 10 transit systems in the United States for which to work.



## Commuter Connections



Registration for [Bike to Work Day 2019](#), organized by Commuter Connections and the Washington Area Bicyclist Association, is open. Thousands are expected to participate in the May 17 event. Bike to Work Day features 115 pit stops across the region with refreshment, giveaways, and the chance to win a new bicycle as part of a free raffle. The first 20,000 registrants receive a free T-shirt. The annual event celebrates bicycling as a fun, eco-friendly, low-cost commuting option. [Register online](#) or call 800-745-7433.

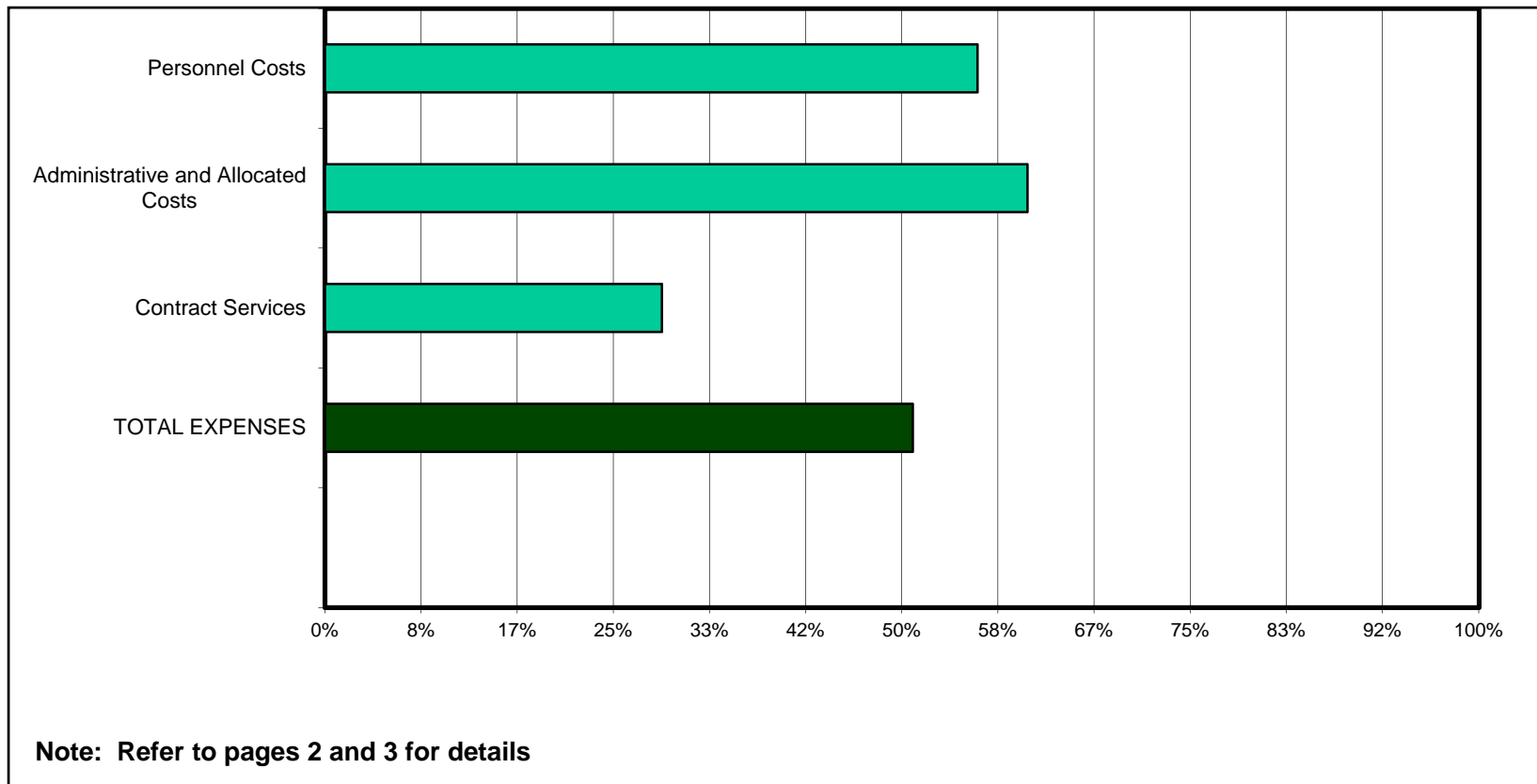




# Northern Virginia Transportation Commission

Financial Reports  
February, 2019

Percentage of FY 2019 NVTC Administrative Budget Used  
February 2019  
(Target 66.7% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**February, 2019**

	<b><u>Current Month</u></b>	<b><u>Year To Date</u></b>	<b><u>Annual Budget</u></b>	<b><u>Balance Available</u></b>	<b><u>Balance %</u></b>
<b><u>Personnel Costs</u></b>					
Salaries and Wages	\$ 112,758.26	\$ 923,871.04	\$ 1,634,700.00	\$ 710,828.96	43.5%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>112,758.26</u>	<u>923,871.04</u>	<u>1,634,700.00</u>	<u>710,828.96</u>	<u>43.5%</u>
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	7,983.35	61,172.18	110,300.00	49,127.82	44.5%
Group Health Insurance	8,215.66	71,229.99	157,300.00	86,070.01	54.7%
Retirement	11,747.00	93,976.00	126,900.00	32,924.00	25.9%
Workmans & Unemployment Compensation	112.16	933.20	5,600.00	4,666.80	83.3%
Life Insurance	317.80	2,940.72	6,200.00	3,259.28	52.6%
Long Term Disability Insurance	561.73	4,560.84	7,900.00	3,339.16	42.3%
Total Benefit Costs	<u>28,937.70</u>	<u>234,812.93</u>	<u>414,200.00</u>	<u>179,387.07</u>	<u>43.3%</u>
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	800.00	8,200.00	13,700.00	5,500.00	40.1%
<i>Rents:</i>	<i>21,440.17</i>	<i>167,882.82</i>	<i>256,000.00</i>	<i>88,117.18</i>	<i>34.4%</i>
Office Rent	19,741.62	154,874.22	236,300.00	81,425.78	34.5%
Parking & Transit Benefits	1,698.55	13,008.60	19,700.00	6,691.40	34.0%
<i>Insurance:</i>	<i>797.30</i>	<i>4,628.00</i>	<i>7,000.00</i>	<i>2,372.00</i>	<i>33.9%</i>
Public Official Bonds	200.00	1,700.00	2,200.00	500.00	22.7%
Liability and Property	597.30	2,928.00	4,800.00	1,872.00	39.0%
<i>Travel:</i>	<i>1,924.49</i>	<i>18,653.20</i>	<i>35,900.00</i>	<i>17,246.80</i>	<i>48.0%</i>
Conference / Professional Development	1,662.68	8,679.65	19,800.00	11,120.35	56.2%
Non-Local Travel	-	1,200.93	4,300.00	3,099.07	72.1%
Local Travel, Meetings and Related Expenses	261.81	8,772.62	11,800.00	3,027.38	25.7%
<i>Communication:</i>	<i>1,001.97</i>	<i>8,403.65</i>	<i>14,700.00</i>	<i>6,296.35</i>	<i>42.8%</i>
Postage	-	931.63	1,500.00	568.37	37.9%
Telephone and Data	1,001.97	7,472.02	13,200.00	5,727.98	43.4%
<i>Publications &amp; Supplies</i>	<i>877.56</i>	<i>18,253.68</i>	<i>32,000.00</i>	<i>13,746.32</i>	<i>43.0%</i>
Office Supplies	121.56	1,266.66	2,700.00	1,433.34	53.1%
Duplication and Paper	756.00	6,892.02	9,300.00	2,407.98	25.9%
Public Engagement	-	10,095.00	20,000.00	9,905.00	49.5%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
February, 2019

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,825.82	12,986.52	36,800.00	23,813.48	64.7%
Furniture and Equipment (Capital)	-	6,467.10	20,100.00	13,632.90	67.8%
Repairs and Maintenance	-	389.50	1,000.00	610.50	61.1%
Computer Operations	1,825.82	6,129.92	15,700.00	9,570.08	61.0%
 <i>Other General and Administrative:</i>	 1,217.72	 7,444.34	 8,700.00	 1,255.66	 14.4%
Memberships	225.75	1,023.75	1,400.00	376.25	26.9%
Fees and Miscellaneous	991.97	4,500.59	5,800.00	1,299.41	22.4%
Advertising (Personnel/Procurement)	-	1,920.00	1,500.00	(420.00)	-28.0%
Total Administrative Costs	<u>29,885.03</u>	<u>246,452.21</u>	<u>404,800.00</u>	<u>158,347.79</u>	<u>39.1%</u>
 <u>Contracting Services</u>					
Auditing	-	17,710.00	31,200.00	13,490.00	43.2%
Contract Services and Support - Commuter Choice	4,171.87	73,679.00	527,800.00	454,121.00	86.0%
Contract Services and Support - Other	3,750.00	93,843.19	120,000.00	26,156.81	21.8%
Legal	2,916.67	23,333.36	35,000.00	11,666.64	33.3%
Total Contract Services	<u>10,838.54</u>	<u>208,565.55</u>	<u>714,000.00</u>	<u>505,434.45</u>	<u>70.8%</u>
 Total Gross G&A Expenses	<u>\$ 182,419.53</u>	<u>\$ 1,613,701.73</u>	<u>\$ 3,167,700.00</u>	<u>\$ 1,553,998.27</u>	<u>49.1%</u>

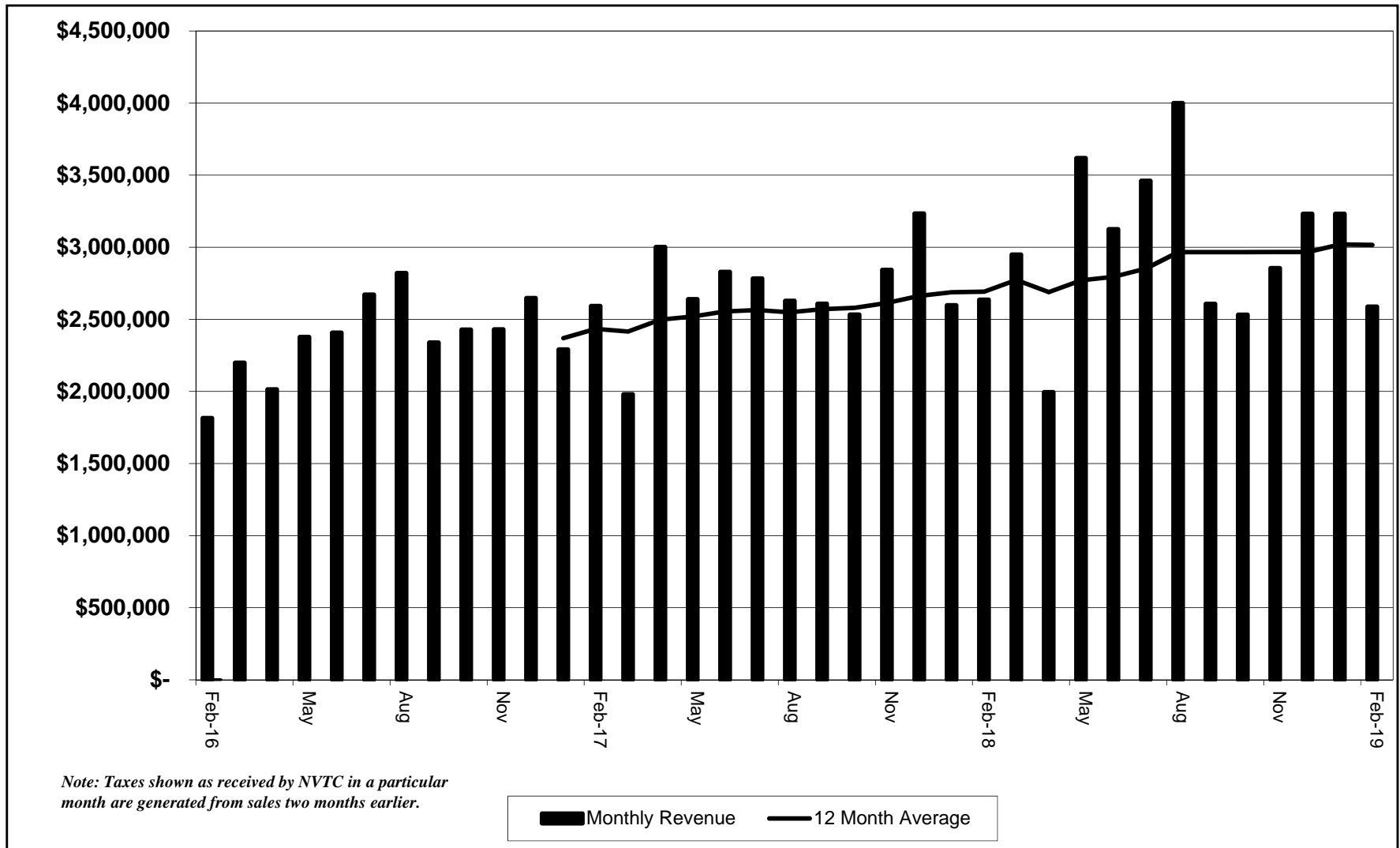
**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**February, 2019**

Date	Payer / Payee	Purpose	Wells Fargo	Wells Fargo	Virginia LGIP	
			Checking	Savings	G&A / Project	Trusts
RECEIPTS						
11	DMV	Motor Vehicle Fuels Sales tax receipts				\$ 2,615,532.59
11	DMV	Commuter Rail Operating and Capital receipt			1,250,000.00	
12	DRPT	Operating assistance receipts				2,912,301.00
14	DRPT	Technical assistance - Fare collection project			4,334.00	
14	DRPT	Intern grant			7,642.00	
14	DRPT	Technical assistance - Route 7 project			14,496.00	
15	Arlington County	G&A contribution		28,907.50		
19	Loudoun County	G&A contribution		5,080.00		
21	DMV	Motor Vehicle Fuels Sales tax receipts				2,171.78
22	DRPT	Capital and operating assistance - WMATA				12,856,088.00
28	Banks	Investment earnings		9.90	40,999.19	295,882.26
			-	33,997.40	1,317,471.19	18,681,975.63
DISBURSEMENTS						
1-28	Various	G&A expenses	(130,690.53)			
4	Arlington County	Commuter Choice projects reimbursement			(344,457.00)	
11	PRTC	Commuter Choice project reimbursement			(155,375.00)	
11	VRE	Commuter Rail Operating and Capital			(1,250,000.00)	
15	City of Fairfax	Other operating costs				(13,264.00)
26	PRTC	Commuter Choice project reimbursement			(145,203.00)	
28	Kimley Horn	Consulting - Commuter Choice program	(4,171.87)			
28	Stantec	Consulting - NTD data collection program	(52,574.93)			
28	Kittelson	Consulting - Route 7 project	(25,436.29)			
28	Kimley Horn	Consulting - Fare collection project	(30,337.97)			
28	Banks	Service charges	(53.36)	(17.45)		
			(243,264.95)	(17.45)	(1,895,035.00)	(13,264.00)
TRANSFERS						
15	Transfer	From LGIP to checking	200,000.00		(200,000.00)	
			200,000.00	-	(200,000.00)	-
NET INCREASE (DECREASE) FOR MONTH			\$ (43,264.95)	\$ 33,979.95	\$ (777,563.81)	\$ 18,668,711.63

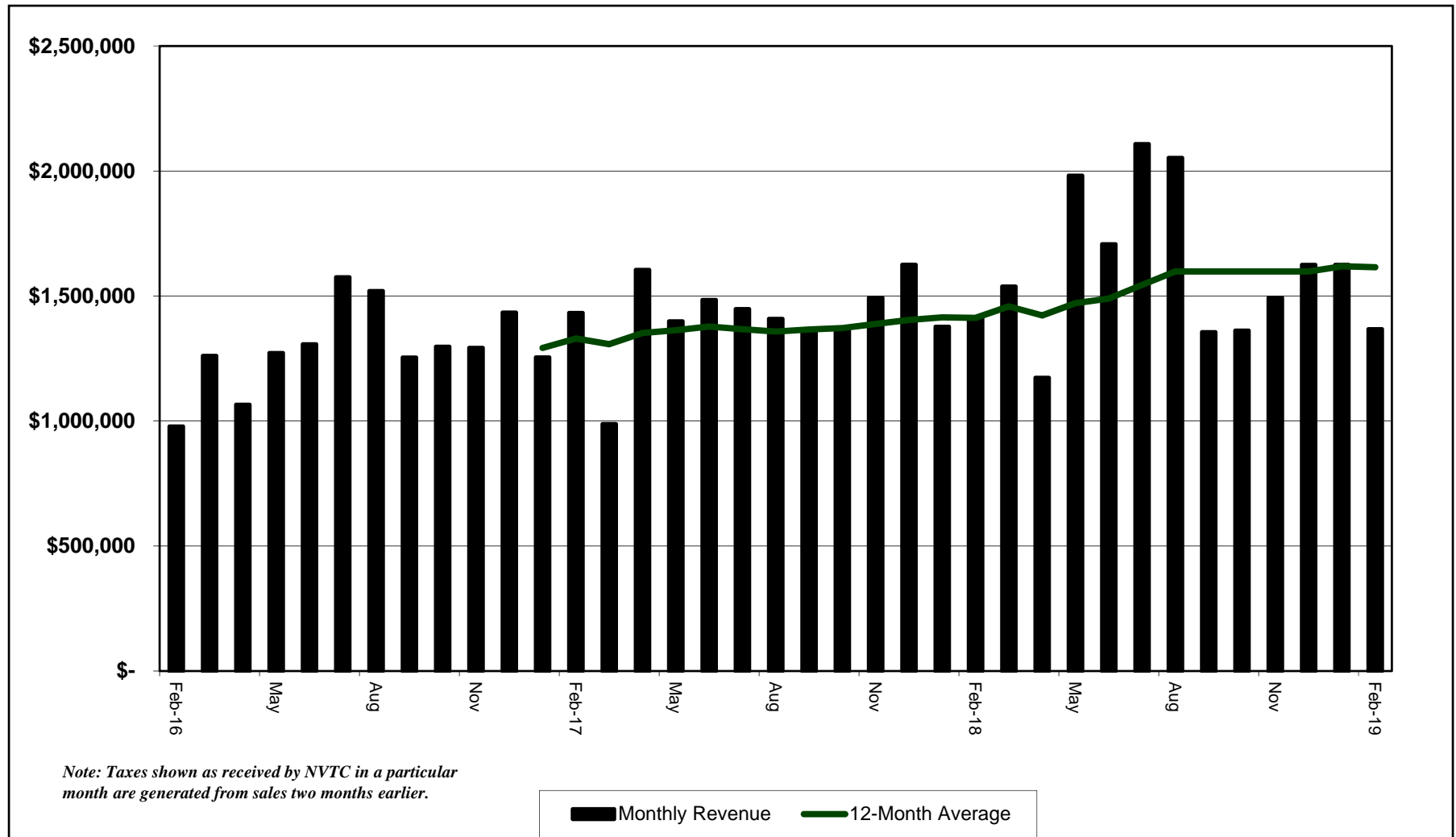
**NVTC  
INVESTMENT REPORT  
February, 2019**

Type	Rate	Balance 1/31/2019	Increase (Decrease)	Balance 1/31/2019	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<b><u>Cash Deposits</u></b>							
Wells Fargo: NVTC Checking	N/A	\$ 83,562.75	\$ (43,264.95)	\$ 40,297.80	\$ 40,297.80	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	47,568.16	33,979.95	81,548.11	81,548.11	-	-
<b><u>Investments</u></b>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	2.603%	164,461,599.43	17,891,147.82	182,352,747.25	20,410,582.45	134,278,765.70	27,663,399.10
		<u>\$ 164,592,730.34</u>	<u>\$ 17,972,287.05</u>	<u>\$ 182,474,593.16</u>	<u>\$ 20,532,428.36</u>	<u>\$ 134,278,765.70</u>	<u>\$ 27,663,399.10</u>

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2016-2019

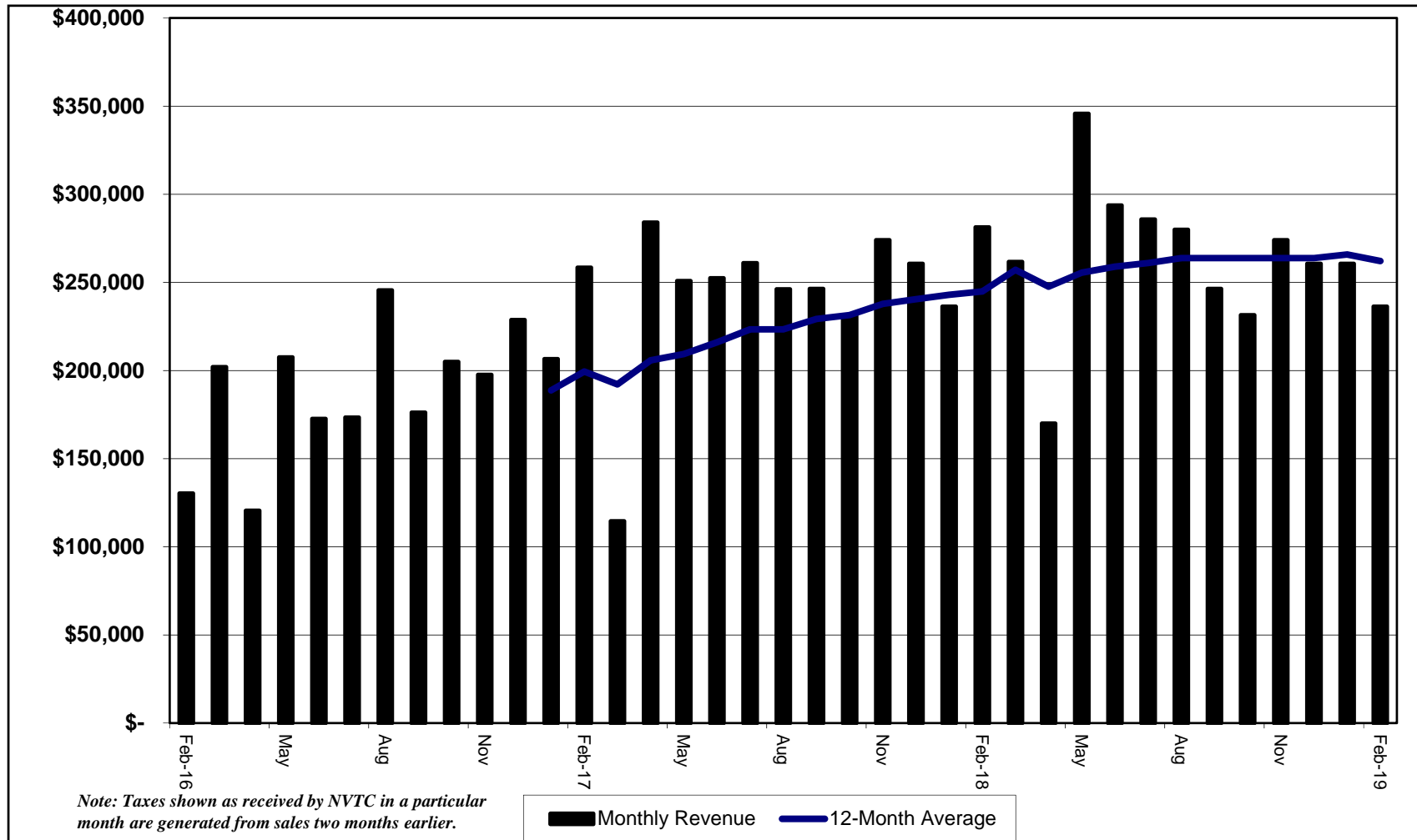


# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2016-2019





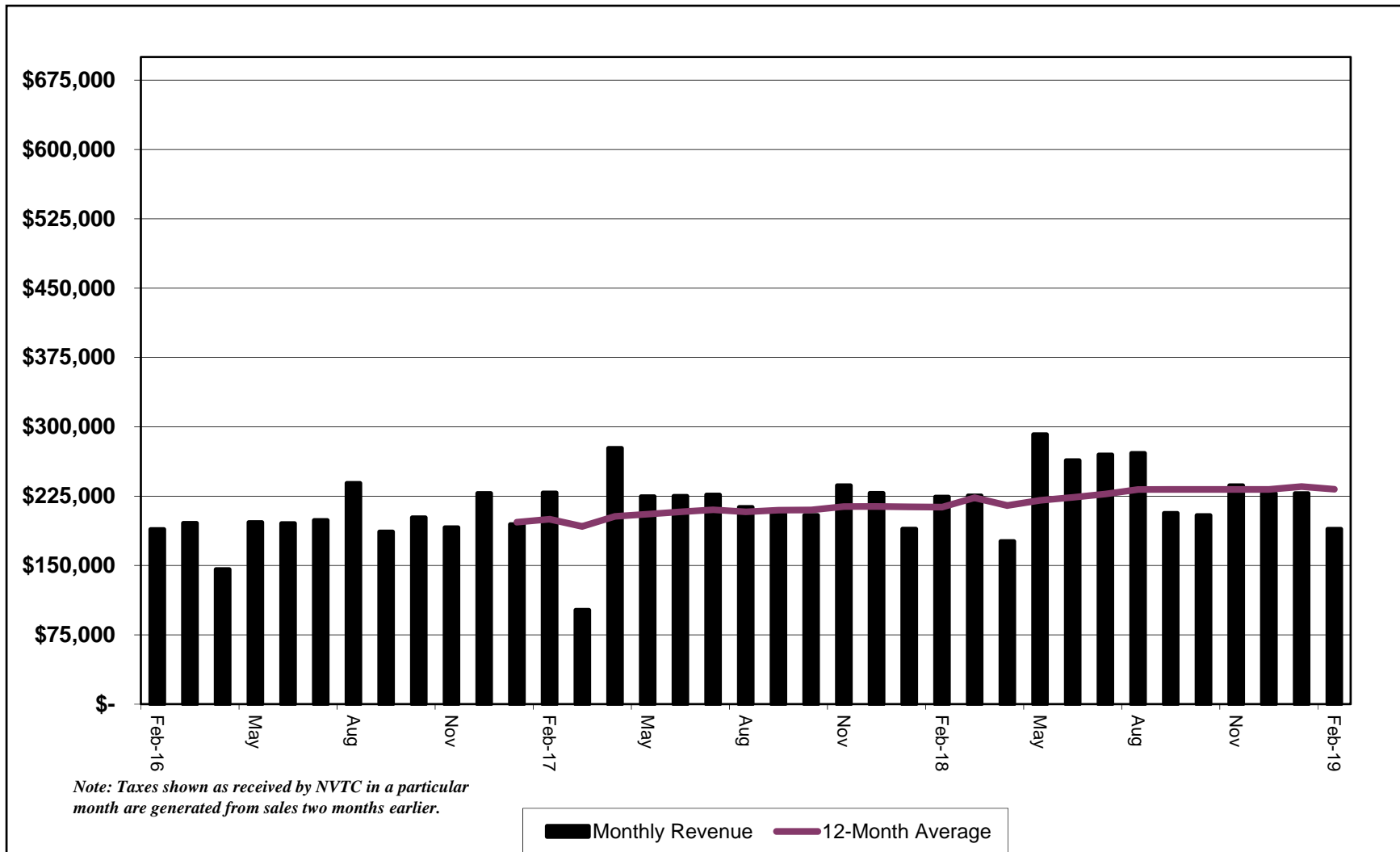
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2016-2019



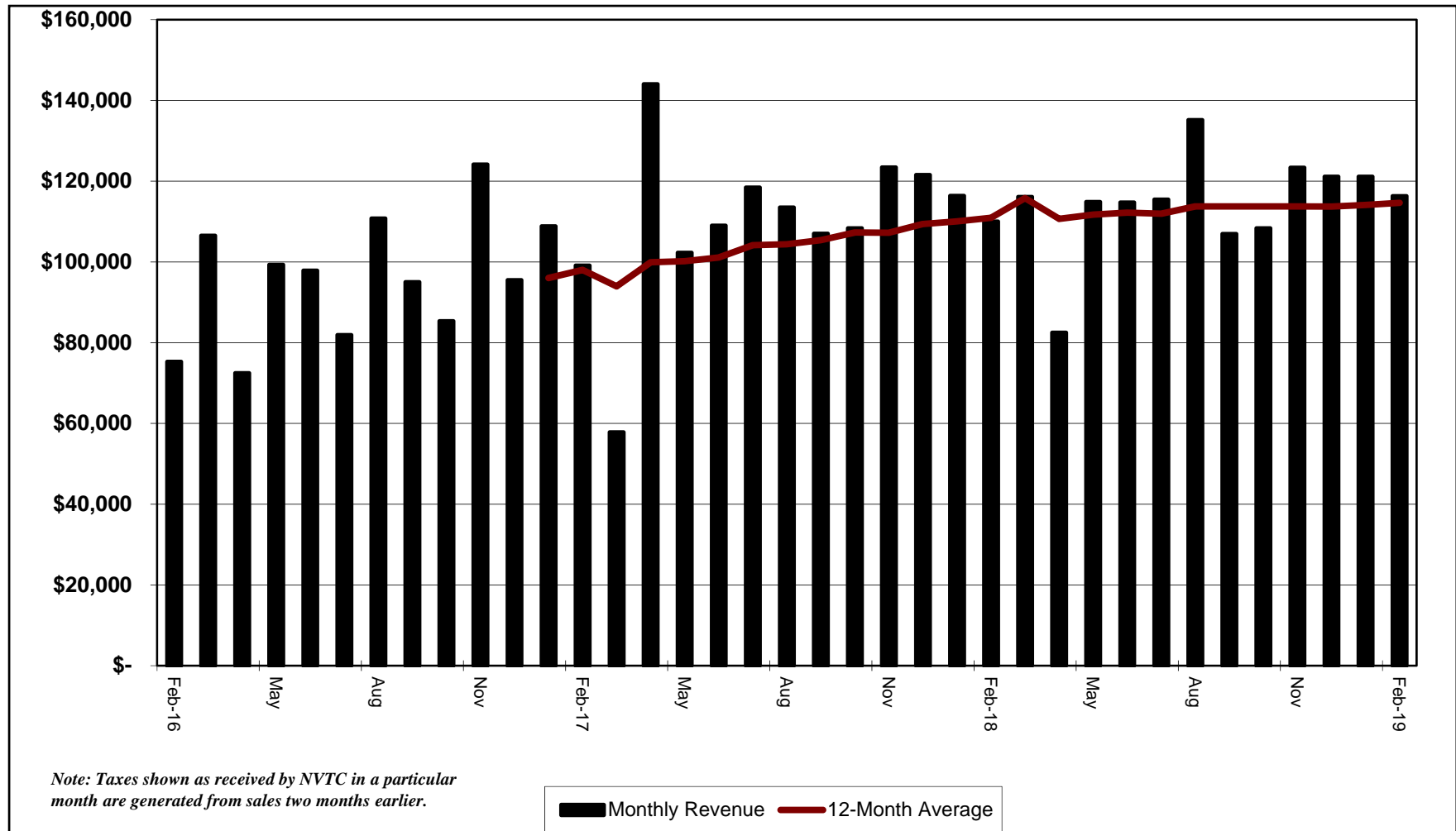
# NVTC MONTHLY GAS TAX REVENUE

## ARLINGTON COUNTY

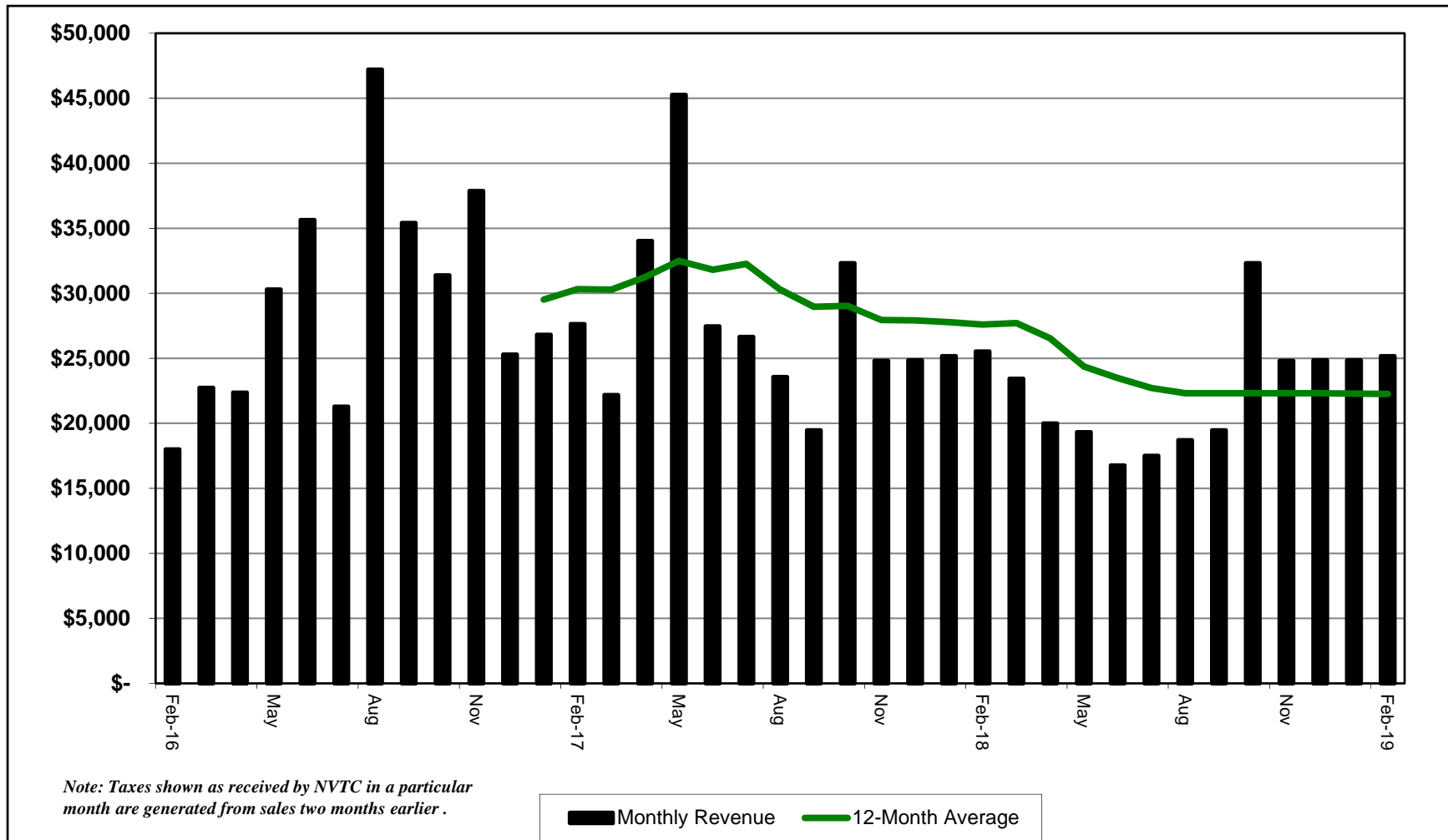
### FISCAL YEARS 2016-2019



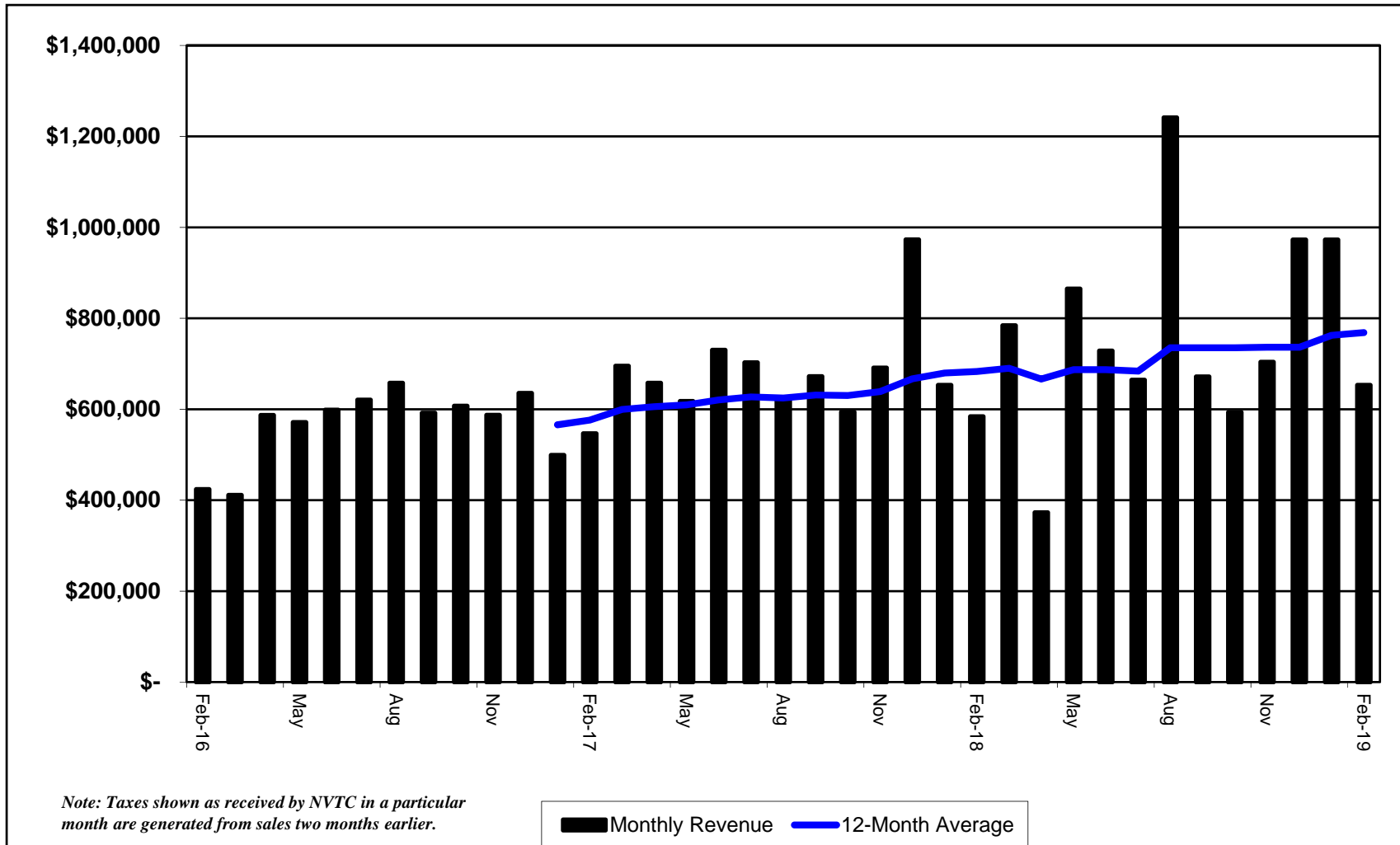
# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2016-2019



# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2016-2019



# NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2016-2019



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**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** March 28, 2019

**SUBJECT:** Virginia Railway Express (VRE)

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At the April meeting the VRE Chief Executive Officer (CEO) will update the Commission on VRE activities. The Commission will be asked to approve an Agreement of Sale with Crossroads Associates, LLC for the purchase of land adjacent to the current Crossroads Maintenance and Storage Facility.

### **A. VRE CEO Report and Minutes**

VRE CEO Doug Allen will provide his report, including an update on VRE's implementation of Positive Train Control (PTC). The [minutes of the March 15<sup>th</sup> VRE Operations Board meeting](#) and the [VRE CEO Report for March 2019](#) are attached.

### **B. VRE's Metro Shutdown Plan Update**

At the March 15<sup>th</sup> VRE Operations Board meeting, VRE staff gave a presentation on VRE's plans for the Summer 2019 Metro Shutdown of the Yellow and Blue Lines. VRE's plan includes promoting VRE service as a transit alternative, working with OmniRide on feeder routes, working with DRPT on changes to Amtrak Step-Up trains, and staffing Franconia-Springfield and Alexandria stations, as well as other communication efforts including coordination calls and requests to WMATA regarding collaborative advertising. VRE specific efforts include:

- New webpages
- Station posters
- Platform audio messages
- Advertising
- Train Talks
- Social media
- Press releases

### **C. VRE Operations Board Meeting Schedule Change**

The VRE Operations Board April meeting has been changed to April 12<sup>th</sup> (time and location remain the same). The Operations Board usually meets on the third Friday of the month, but this year

that date coincides with a number of religious observances and the jurisdictions' spring break week.

**D. ACTION ITEM: Approve Resolution #2381: Authorize the VRE CEO to Execute an Agreement of Sale with Crossroads Associates, LLC (Closed Session if needed)**

The VRE Operations Board recommends Commission approval of Resolution #2381, which authorizes the VRE CEO to execute an Agreement of Sale with Crossroads Associates, LLC for the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000. The resolution also authorizes the VRE CEO to execute the agreement on behalf of the Commissions, in a form approved by legal counsel. VRE staff and legal counsel will be present to provide additional information if needed in Closed Session. The proposed contract agreement will be sent separately to Commissions prior to the April 4<sup>th</sup> meeting.

The Crossroads Maintenance and Storage Facility needs to be expanded to accommodate adding the Life Cycle Overhaul and Upgrade (LOU) facility, lengthening existing tracks to accommodate longer trains, and expanding employee parking and welfare facilities. VRE identified property adjacent to the existing rail yard, which is owned by Crossroads Associates, LLC, that can accommodate VRE's expansion and additional facilities. Funding has been incorporated into the VRE Capital Reserve to allow VRE to purchase the property.

Motion to go into Closed Session, if needed:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A (3) of the Code of Virginia,) the Northern Virginia Transportation Commission hereby convenes a closed meeting for the purpose of discussing one matter involving the acquisition of real property for rail equipment storage and maintenance purposes where discussion in public could adversely affect VRE's negotiating position.

Certification following:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded closed session:

- 1) Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.





**MINUTES**  
**VIRGINIA RAILWAY EXPRESS**  
**OPERATIONS BOARD MEETING**  
**March 15, 2019**

14700 Potomac Mills Road, Woodbridge, VA 22192

**Members Present**

\*Preston Banks (PRTC)  
 \*Elizabeth Bennett-Parker (NVTC)  
 \*Sharon Bulova (NVTC) \*\*  
 \*Maureen Caddigan (PRTC) \*\*  
 \*John Cook (NVTC)  
 \*Matt Kelly (PRTC)  
 \*Jeanine Lawson (PRTC)  
 \*Martin Nohe (PRTC)  
 \*Pamela Sebesky (PRTC)  
 \*Gary Skinner (PRTC)

**Jurisdiction**

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

**Members Absent**

Katie Cristol (NVTC)  
 Mark Dudenhefer (PRTC)  
 Wendy Maurer (PRTC)  
 Jennifer Mitchell (DRPT)

Arlington County  
 Stafford County  
 Stafford County  
 Commonwealth of Virginia

**Alternates Present**

\*Michael McLaughlin (DRPT)  
 \*Cindy Shelton (PRTC)

Commonwealth of Virginia  
 Stafford County

**Alternates Absent**

Ruth Anderson (PRTC)  
 Pete Candland (PRTC)  
 Jack Cavalier (PRTC)  
 Hector Cendejas (PRTC)  
 Libby Garvey (NVTC)  
 Jason Graham (PRTC)  
 Todd Horsley (DRPT)  
 Tim Lovain (NVTC)  
 Jeff McKay (NVTC)  
 Cindy Shelton (PRTC)  
 Paul Trampe (PRTC)  
 Mark Wolfe (PRTC)

Prince William County  
 Prince William County  
 Stafford County  
 City of Manassas Park  
 Arlington County  
 City of Fredericksburg  
 Commonwealth of Virginia  
 City of Alexandria  
 Fairfax County  
 Stafford County  
 Spotsylvania 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  
Doug Allen – VRE  
Monica Backmon – NVTA  
Tracy Baynard – McGuire Woods Consulting  
Paolo Belito – Prince William County  
Matt Cheng – NVTC  
Rich Dalton – VRE  
Xavier Harmony - DRPT  
Chris Henry – VRE  
Christine Hoeffner – VRE  
Pierre Holloman – Arlington County  
Todd Johnson – First Transit  
John Kerins – Keolis

Mike Lake – Fairfax County  
Lezlie Lamb – VRE  
Bob Leibbrandt – Prince William County  
Steve MacIsaac – VRE Legal Counsel  
Betsy Massie – PRTC  
Kate Mattice - NVTC  
Becky Merriner – PRTC  
Kristin Nutter – VRE  
Dr. Bob Schneider – PRTC  
Mark Schofield – VRE  
Steve Sindiong – City of Alexandria  
Sonali Soneji – VRE  
Joe Swartz – VRE

Vice Chair Skinner called the meeting to order at 9:04 A. M. The Pledge of Allegiance and the Roll Call followed.

### **Approval of the Agenda – 3**

Mr. Kelly moved, with a second by Ms. Sebesky, to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Banks, Bennett-Parker, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky, Shelton and Skinner.

[Bulova arrived at 9:07 A.M.]

### **Approval of the Minutes of the February 15, 2019 VRE Operations Board Meeting – 4**

Mr. Banks moved, with a second by Ms. Lawson, to approve the minutes from November 16, 2018. The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky and Skinner. Ms. Shelton abstained.

### **Vice Chair's Comments - 5**

- Chair Cristol is on maternity leave and is unable to attend
- PRTC has appointed Supervisor Maureen Caddigan to the VRE Operations Board
- A Closed Session will be required at today's meeting

### **Chief Executive Officer's Report – 6**

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

- VRE's Chief Safety Officer, Greg Deibler, met with TSA Surface Inspectors to review VRE compliance on security regulations and discuss future partnership opportunities
- VRE Deputy CEO/COO, Rich Dalton, updated the Operations Board on PTC implementation
- Average Daily Ridership for February, without Amtrak Step-Up passenger counts, was 18,509
- On-Time Performance for February was 89%
- Mr. Allen and several other key staff members attended a quarterly coordination meeting with DRPT and CSX on March 13<sup>th</sup>

- Mr. Allen was invited to brief the Northern Virginia Regional Commission on VRE's mission, operations, funding and governance on Thursday, March 14<sup>th</sup>. He also outlined various projects.
- Doug met with Northern Virginia Transportation Authority Executive Director, Monica Backmon to review VRE's NVTAF funded projects
- Mr. Allen and VRE Manager of Project Development, Christine Hoeffner, joined DRPT Director Jennifer Mitchell and DRPT Chief of Rail Transportation, for a meeting with FTA's Office of Planning to discuss core capacity funding for Long Bridge.

#### **Public Comment Time – 7**

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

#### **Approval of the Consent Agenda – 8**

Mr. Kelly moved, with a second by Ms. Shelton, to approve the Consent Agenda. There was no discussion on the motion. The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Cook, Kelly, Lawson, McLaughlin, Naddoni, Nohe, Sebesky, Shelton and Skinner.

- Authorization to Issue a Request for Proposals for State Government Relations Services – 8A
- Authorization to Issue a Request for Proposals for Engineering and Environmental Services for VRE Crystal City Station Improvements – 8B

#### **Action Items – 9**

##### **Adopt 2019 VRE Operations Board Meeting Schedule Change – 9A**

Mr. Kelly moved, with a second by Ms. Sebesky, to adopt the proposed change of the April VRE Operations Board Meeting from April 19, 2019 to April 12, 2019.

The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Cook, Kelly, Lawson, McLaughlin, Naddoni, Nohe, Sebesky, Shelton and Skinner.

[Caddigan arrived at 9:16 A.M.]

##### **Authorization to Execute a Contract for Quantico Station Temporary Platform Construction – 9B**

Ms. Caddigan moved, with a second by Ms. Lawson, to authorize the CEO to execute a contract with MCA Construction, Inc. for Quantico Temporary Platform construction in the amount of \$110,900, plus a 20% contingency, for an amount not to exceed \$133,080.

The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Caddigan, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky, Shelton and Skinner.

#### **Information Items – 10**

##### **VRE's Metro Shutdown Plan Update – 10A**

VRE's Director of Rail Operations, Chris Henry, outlined the steps VRE is taking to prepare for the shutdown of Metro's Blue and Yellow Lines south of Reagan National Airport this summer. Those steps include:

- Promoting VRE service as alternative transportation
- Work with OmniRide on feeder routes to Rippon and Woodbridge

- Work with DRPT on changes related to Amtrak Step-Up trans
- Stage VRE Staff at Franconia-Springfield and Alexandria Stations to assist displaced Metro riders.

#### Spending Authority Report – 10B

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

- A Blanket Purchase Order for an amount not to exceed \$100,000 to Siemens Mobility, Inc. for services to repair automatic train control system enclosures on an as-needed basis.
- A Task Order in the amount of \$97,032 to STV, Inc. for Life Cycle Maintenance Team Support including research to identify alternate sources of supply for materials and services, review of service reports and documentation of maintenance requirements.

#### Closed Session – 11

Mr. Cook moved, with a second by Ms. Bulova, pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A (3) of the Code of Virginia,) to convene a closed meeting for the purpose of discussing one matter involving the acquisition of real property for rail equipment storage and maintenance purposes where discussion in public could adversely affect the VRE's negotiating position.

The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Caddigan, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky, Shelton and Skinner.

The VRE Operations Board went into Closed Session at

Mr. Cook moved, with a second by Ms. Sebesky, to certify that to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session, only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and, only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Caddigan, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky, Shelton and Skinner.

Mr. Cook moved, with a second by Ms. Lawson, to recommend the Commissions approve the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000 and authorize the CEO to execute an Agreement of Sale with Crossroads Associates, LLC on behalf of the Commissions, in a form approved by legal counsel.

The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Caddigan, Cook, Kelly, Lawson, McLaughlin, Nohe, Sebesky, Shelton and Skinner.

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

Vice Chair Skinner adjourned the meeting, without objection, at 10:04 A.M.

Approved this 12<sup>th</sup> day of April 2019

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Katie Cristol  
Chair

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John Cook  
Secretary

**CERTIFICATION**

This certification hereby acknowledges the minutes for the March 15, 2019 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

DRAFT

**Virginia Railway Express  
Operations Board**

**Resolution  
8A-03-2019**

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

**WHEREAS**, VRE contracts separately for Government Relations Services at the State and Federal level to provide government relations and legislative services required to assist VRE in its efforts to achieve specific policy objectives; and,

**WHEREAS**, the current contract for State Legislative Services expires December 2019; and,

**WHEREAS**, a procurement for State Government Relations Services will be conducted as a joint solicitation with the Northern Virginia Transportation Commission allowing VRE and NVTC to execute separate contracts with different proposers; and,

**WHEREAS**, the Potomac and Rappahannock Transportation Commission has also been invited to be part of this procurement and is assessing if their participation would be advantageous to them;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby acknowledge the determination made by the VRE Contract Administrator in accordance with the 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 Chief Executive Officer to issue a Request for Proposals for State Government Relations Services.

Approved this 15<sup>th</sup> day of March 2019

  
John Cook  
Secretary

  
for Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
8B-03-2019**

**Authorization to Issue a Request for Proposals for Engineering and  
Environmental Services for VRE Crystal City Station Improvements**

**WHEREAS**, the VRE Crystal City Station is one of the busiest in the system and has one of the shortest platforms; and,

**WHEREAS**, a longer island platform with grade-separated access would remove an operational bottleneck, expand train capacity, and improve convenience, safety, and reliability for VRE riders; and,

**WHEREAS**, a concept design was developed for an expanded station at a new location south of the existing station; and,

**WHEREAS**, the VRE Operations Board approved this location as the preferred station location to conduct more detailed design and evaluation;

**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 Chief Executive Officer to issue a Request for Proposals for Engineering and Environmental Services for VRE Crystal City Station Improvements.

Approved this 15<sup>th</sup> day of March 2019

  
John Cook  
Secretary

  
For Katie Cristol  
Chair



**Virginia Railway Express  
Operations Board**

**Resolution  
9A-03-2019**

**Adopt 2019 VRE Operations Board Meeting Schedule Change**

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

**WHEREAS**, the third Friday in April 2019 coincides with the observation of religious holidays; and,

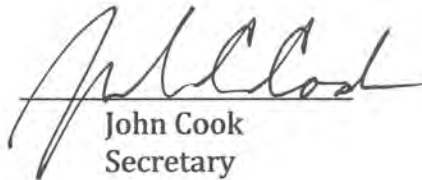
**WHEREAS**, the third week of April 2019 coincides with Spring Break in all but one member jurisdictions; and,

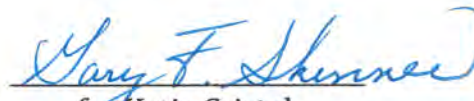
**WHEREAS**, staff surveyed the Operations Board Members to determine potential attendance for dates in April; and,

**WHEREAS**, results of the survey reflect the best attendance of Members and Officers on April 12, 2019;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby change the April VRE Operations Board meeting from April 19, 2019 to April 12, 2019 at 9:00 am.

Approved this 15<sup>th</sup> day of March 2019

  
John Cook  
Secretary

  
for Katie Cristol  
Chair



**Virginia Railway Express  
Operations Board**

**Resolution  
9B-03-2019**

**Authorization to Execute a Contract for  
Quantico Station Temporary Platform Construction**

**WHEREAS**, CSXT and the Virginia Department of Rail and Public Transportation (DRPT) are presently constructing a new mainline track through Quantico Station as part of the Arkendale-Powells Creek Third Track Project; and,

**WHEREAS**, DRPT and VRE are also collaborating on the Quantico Station Improvement Project in conjunction with the Arkendale-Powells Creek Third Track Project; and,

**WHEREAS**, the temporary Track 3 platform at Quantico Station has been designed and needs to be constructed and installed to comply with FRA requirements for lighting and ADA access until the new platform, as part of the Quantico Station Improvements Project, is completed; and,

**WHEREAS**, on January 24, 2019, an Invitation for Bids was issued, and bids were received on February 22, 2019; and,

**WHEREAS**, it was determined MCA Construction, Inc. was the lowest responsive-responsible bidder and staff has certified the price is fair and reasonable;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with MCA Construction, Inc. of Alexandria, Virginia for Quantico Temporary Platform Construction in the amount of \$110,900, plus a 20% contingency of \$22,180, for a total amount not to exceed \$133,080.

Approved this 15<sup>th</sup> day of March 2019

  
John Cook  
Secretary

  
for Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
9C-03-2019**

**Recommend Authorization to Execute an Agreement of Sale with  
Crossroads Associates, LLC**

**WHEREAS**, VRE has a need to expand the Crossroads Maintenance and Storage Facility to accommodate the addition of the Life Cycle Overhaul and Upgrade (LOU) facility, lengthening existing tracks to accommodate longer trains and expanding employee parking and welfare facilities; and,

**WHEREAS**, VRE staff has identified property adjacent to the existing Crossroads Maintenance and Storage Facility suitable to accommodate the expanded and additional facilities; and,

**WHEREAS**, VRE staff has completed necessary due diligence on the property and been engaged in ongoing discussions with the adjacent property landowner, Crossroads Associates, LLC to purchase approximately 19.5 acres adjacent to the Crossroads Maintenance and Storage facility; and,

**WHEREAS**, based on information presented by staff, the Operations Board concludes that there is a need to acquire the property and complete the expanded and additional facilities at the earliest practicable time; and,

**WHEREAS**, necessary funding has been incorporated into the Capital Reserve budget to allow VRE to purchase this property without detriment to planned and foreseeable capital projects.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board recommends that the Commissions approve the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000, and authorize the Chief Executive Officer to execute an Agreement of Sale with Crossroads Associates, LLC on behalf of the Commissions, in a form approved by legal counsel.

Approved this 15<sup>th</sup> day of March 2019



John Cooke  
Secretary



Katie Cristol  
Chair

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# CEO REPORT

MARCH 2019



# 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 | MARCH 2019

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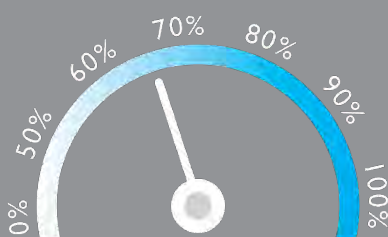


VIRGINIA RAILWAY EXPRESS  
A better way. A better life.



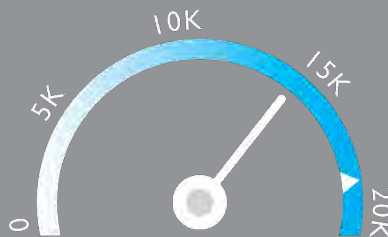
# SUCCESS AT A GLANCE

S



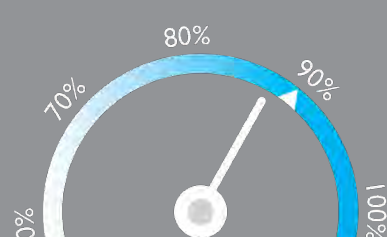
**PARKING  
UTILIZATION**

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



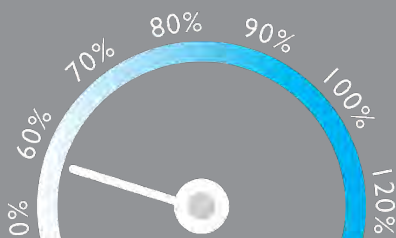
**AVERAGE DAILY  
RIDERSHIP**

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



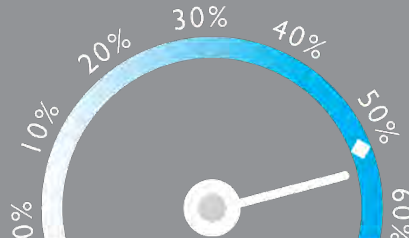
**ON-TIME  
PERFORMANCE**

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



**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.

**JANUARY 2019**

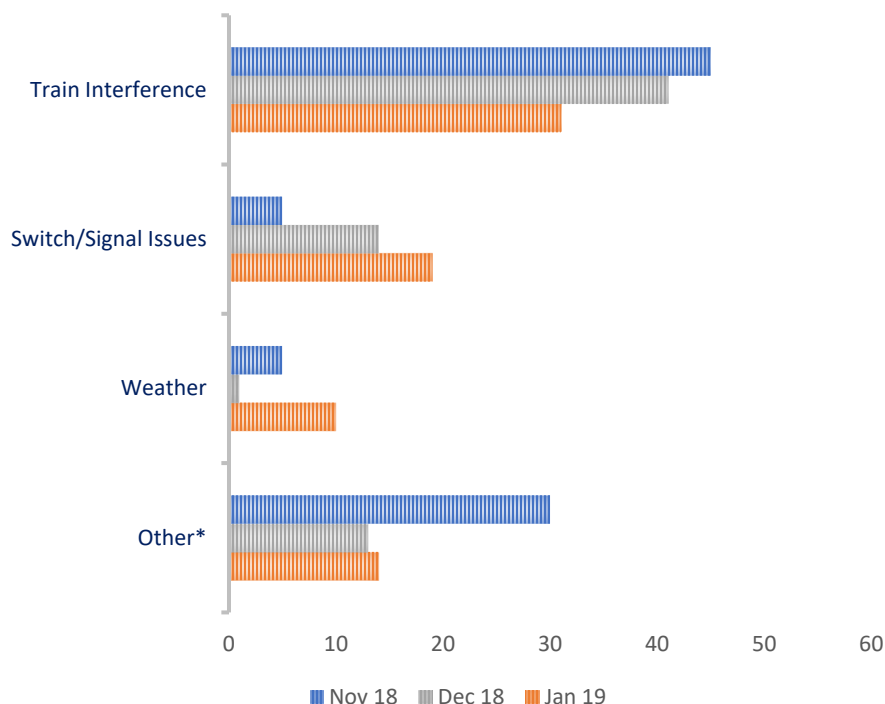


# ON-TIME PERFORMANCE

## OUR RECORD

	January 2019	December 2018	January 2018
Manassas Line	88%	88%	90%
Fredericksburg Line	89%	86%	90%
System Wide	88%	87%	90%

## PRIMARY REASON FOR DELAY



VRE operated 640 trains in January.

Our on-time rate for January was 88%.

Seventy-four of the trains arrived more than five minutes late to their final destinations. Thirty-eight of those late trains were on the Manassas Line (88%), and thirty-six of those late trains were on the Fredericksburg Line (89%).

The Fredericksburg and Manassas Lines both finished the month just below goal. Train interference has declined in the three-month period, but continues to cause the most delays. The decline in interference was offset in January by increased number of switch/signal issues and weather-related delays.

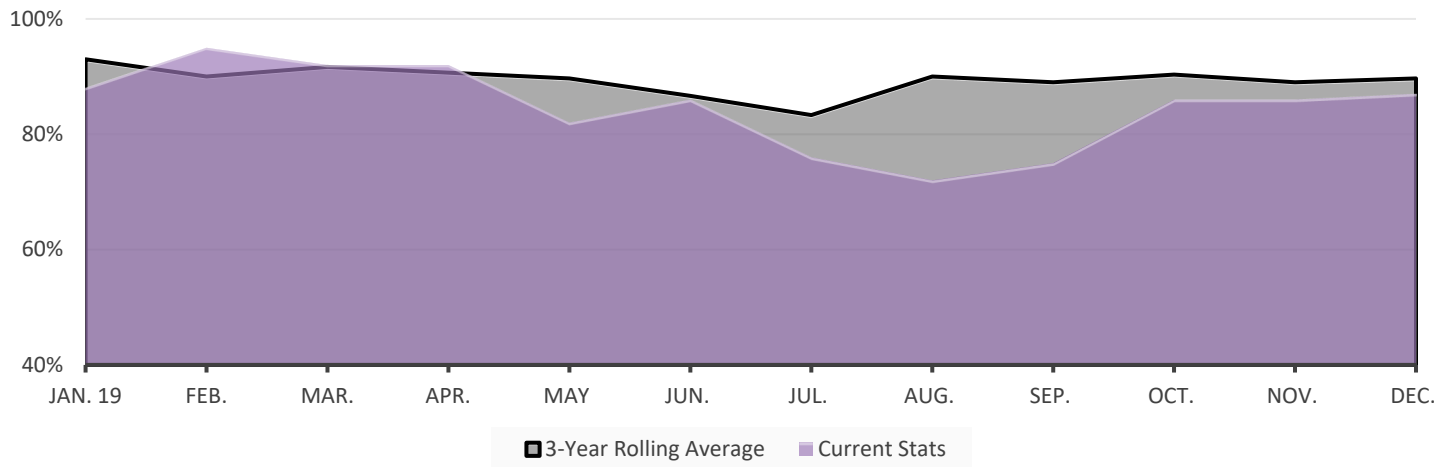
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

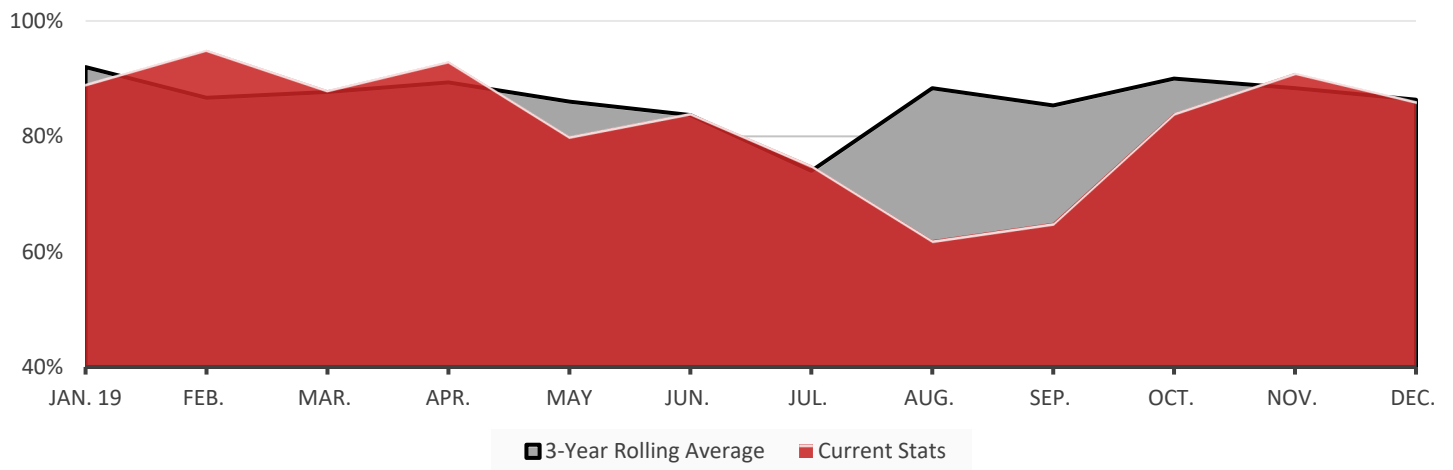
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	85	69	74	28	37	36	57	32	38
Average minutes late	13	14	23	11	15	29	14	14	17
Number over 30 minutes	4	5	10	0	3	6	4	2	4
Heat restriction days / total days	0/20	0/20							

## ON-TIME PERFORMANCE

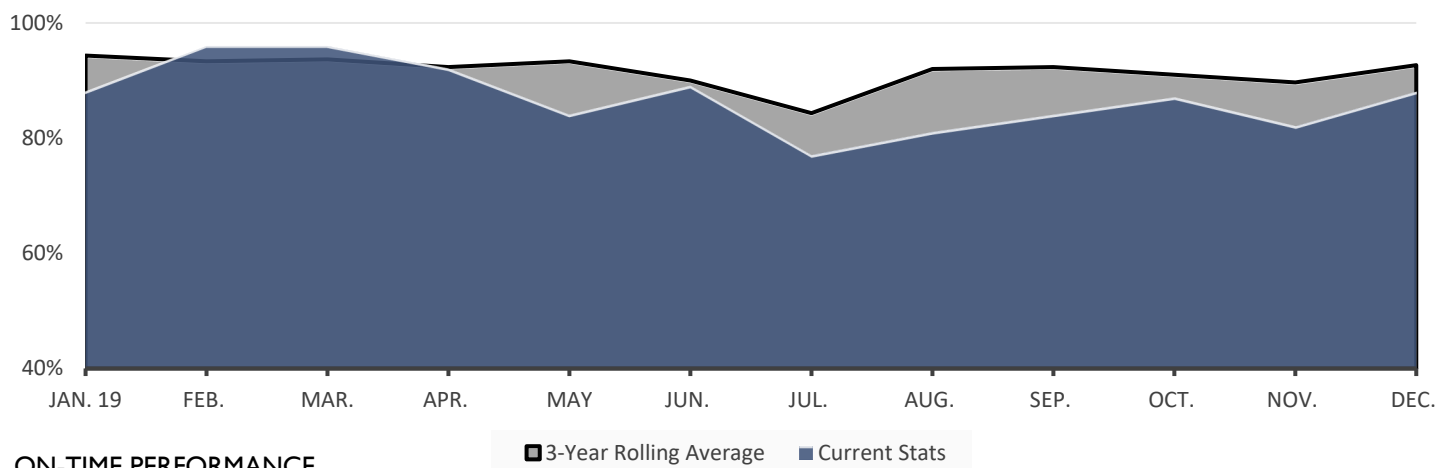
### VRE SYSTEM



### FREDERICKSBURG LINE

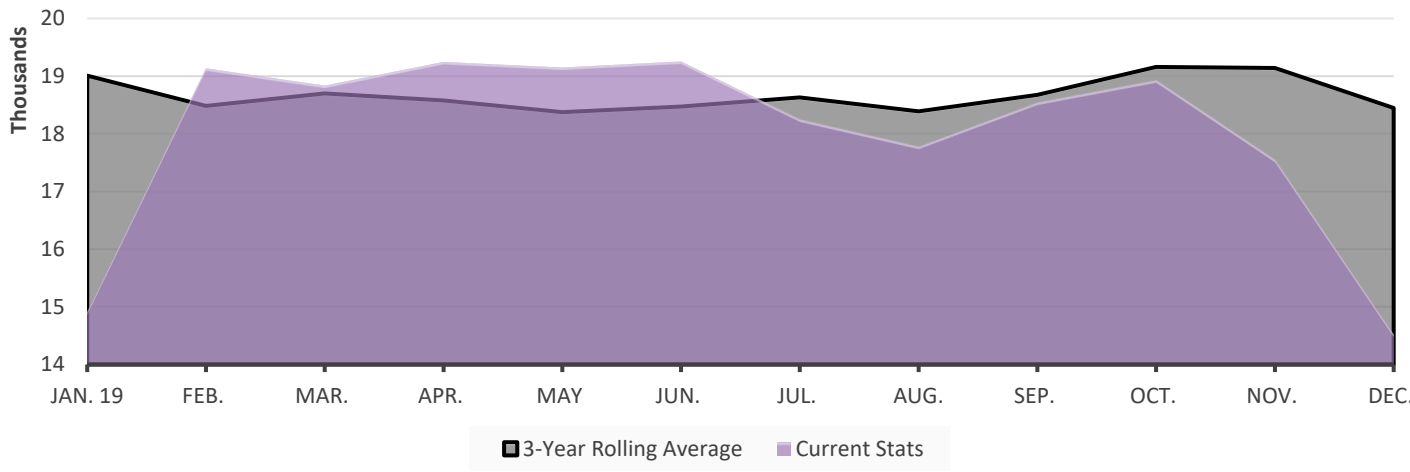


### MANASSAS LINE

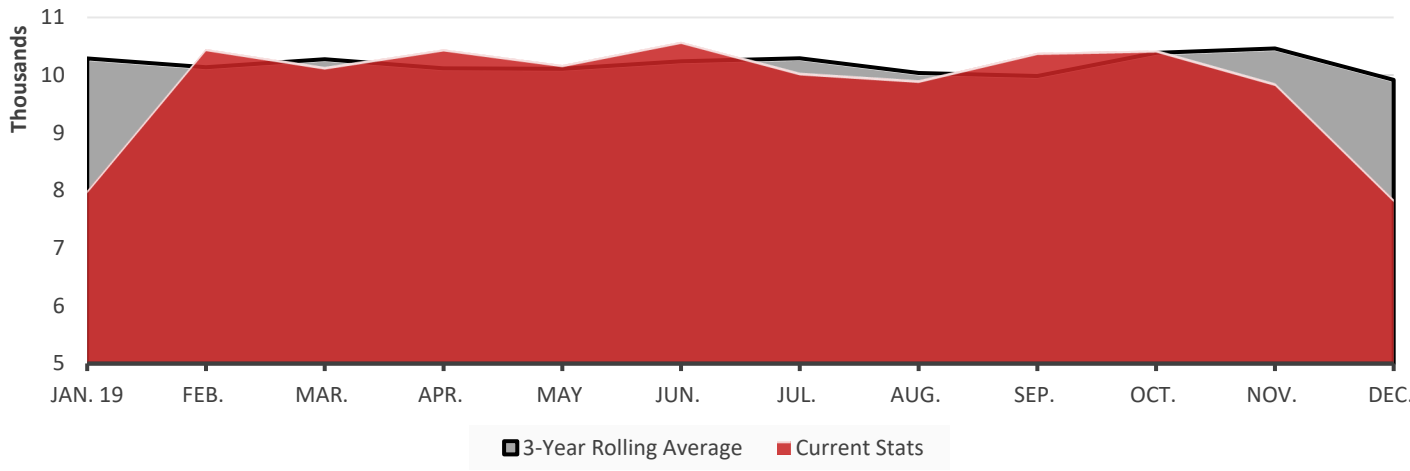


# AVERAGE DAILY RIDERSHIP

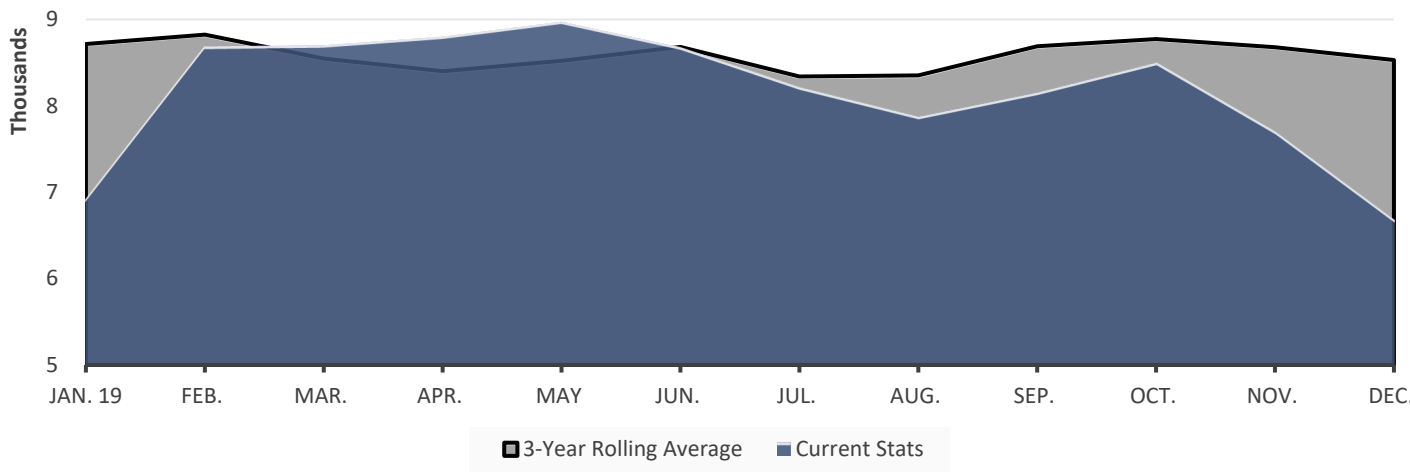
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



## RIDERSHIP UPDATES

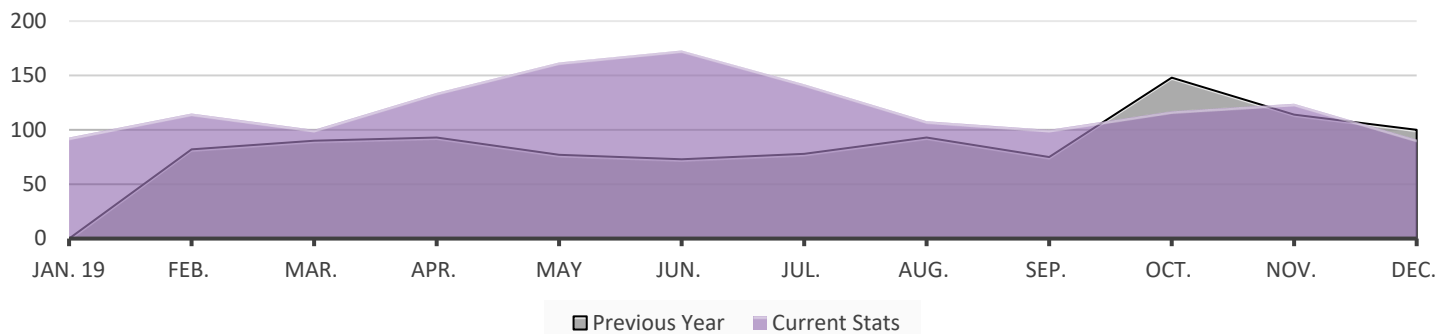
Average daily ridership (ADR) in January was approximately 14,900.

*Note: The federal government shutdown of 2018–2019 began on December 22 and ended on January 25.*

	January 2019	December 2018	January 2018
Monthly Ridership	298,263	290,480	398,785
Average Daily Ridership	14,913	14,524	18,990
Full Service Days	20	14	21
"S" Service Days	0	6	0

## SUMMONSES ISSUED

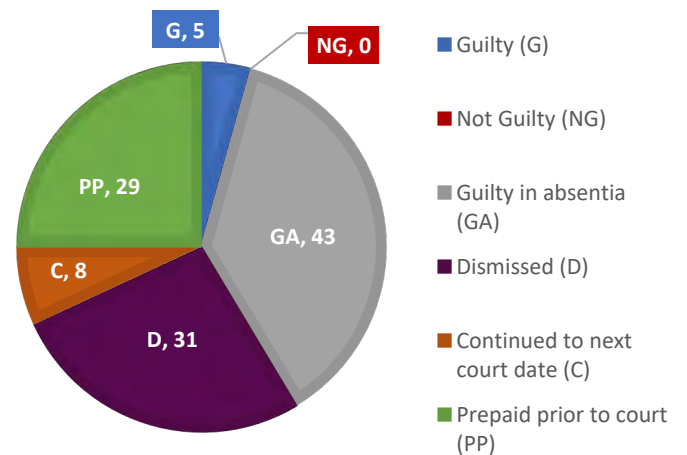
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	57
One-time courtesy	14
Per the request of the conductor	21
Defective ticket	5
Per Ops Manager	2
Unique circumstances	0
Insufficient information	2
Lost and found ticket	0
Other	1
<b>Total Waived</b>	<b>102</b>

### MONTHLY SUMMONSES COURT ACTION

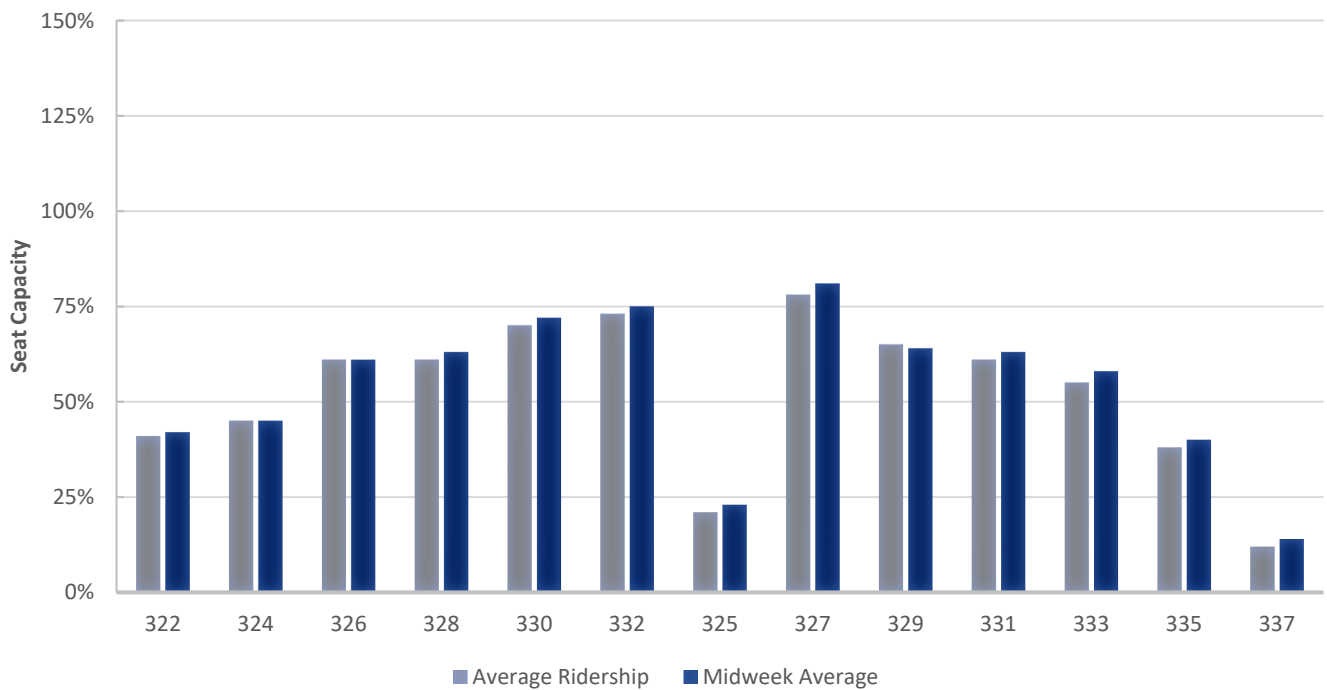


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

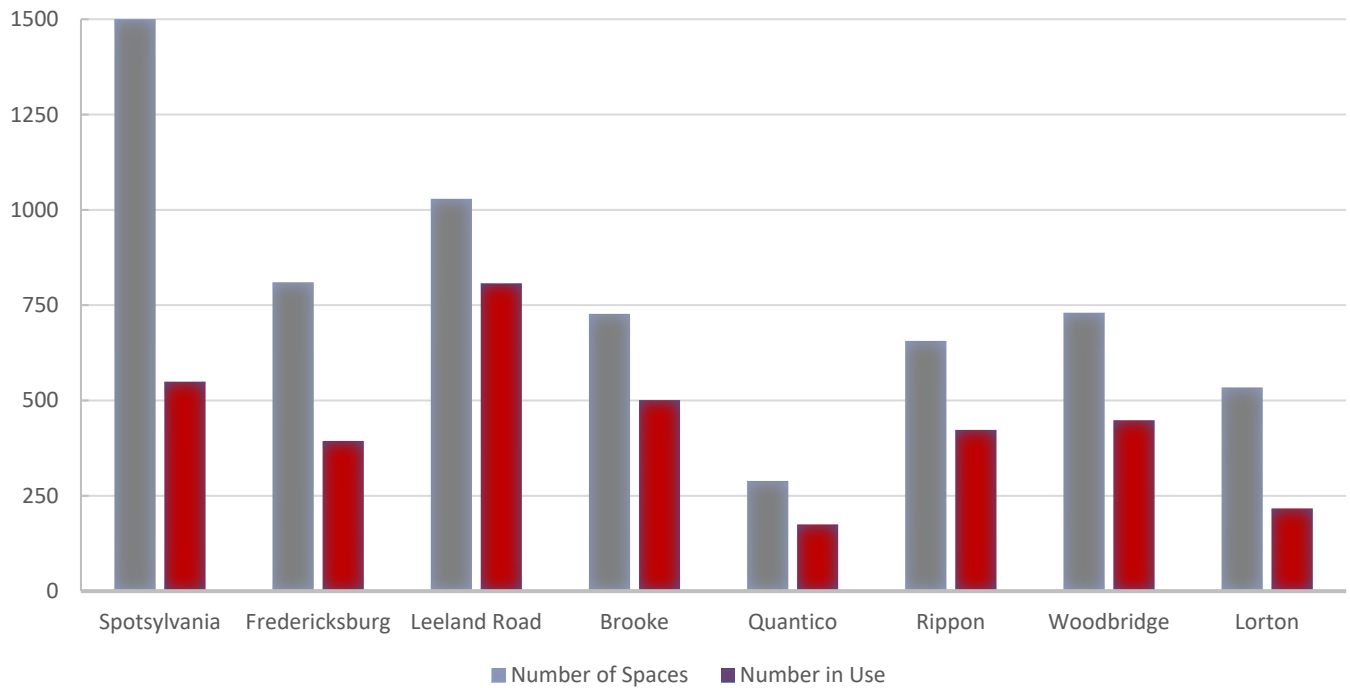


## MANASSAS LINE

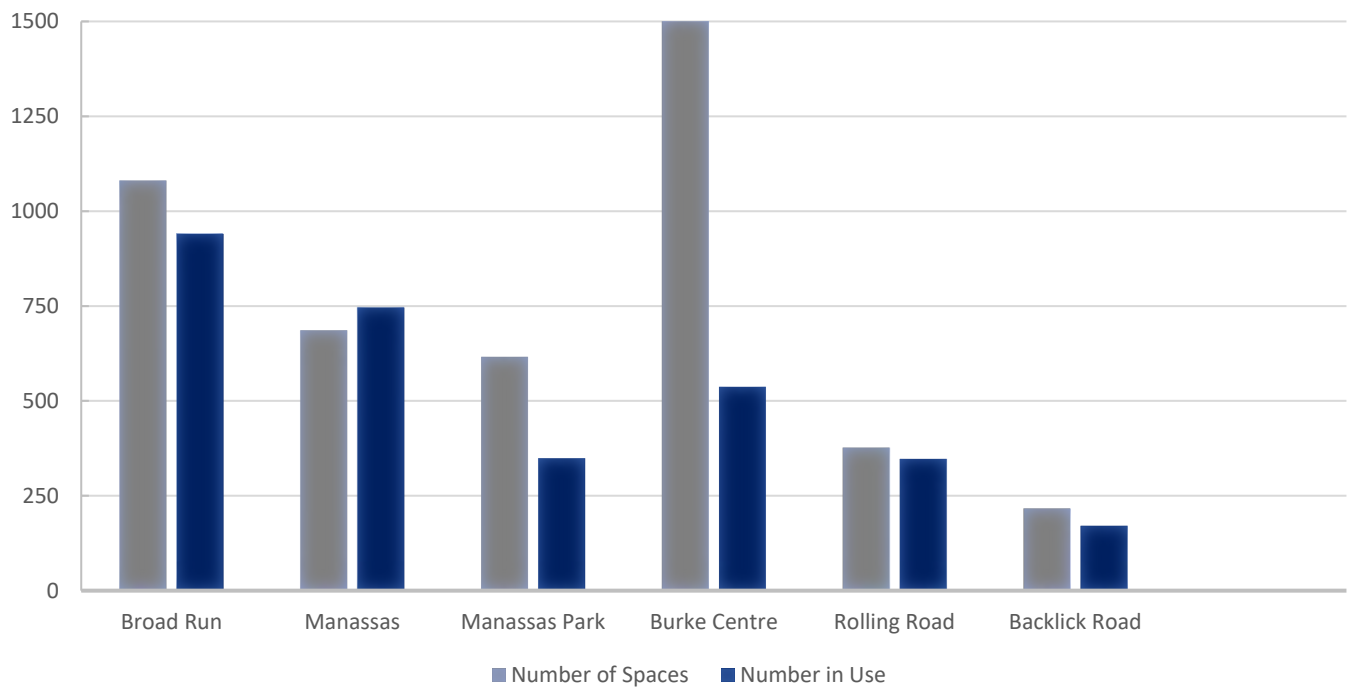


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



# FINANCIAL REPORT

Fare revenue through the first seven months of FY 2019 is approximately \$479,000 below budget (an unfavorable variance of -1.9%) and is 1.8% below the same period in FY 2018.

Ridership for most of January was down approximately 20-25% from normal levels due to the partial federal government shutdown from December 22, 2018 through January 25, 2019. However, revenue for the month was down only 5-10% due to the significant number of customers who had preordered multi-ride passes. Since late January, ridership and revenue have returned to pre-shutdown levels.

The operating ratio through January is 55%, which is above VRE's budgeted operating ratio of 52% for the full twelve months of FY 2019. VRE is required to budget a minimum operating ratio of 50%.

A summary of the FY 2019 financial results through January follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report Month Ended January 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
<b>Operating Revenue</b>							
Passenger Ticket Revenue	3,250,933	3,561,600	24,282,112	24,761,600	(479,488)	-1.9%	42,400,000
Other Operating Revenue	130,691	18,900	300,840	131,400	169,440	129.0%	225,000
<b>Subtotal Operating Revenue</b>	<b>3,381,624</b>	<b>3,580,500</b>	<b>24,582,953</b>	<b>24,893,000</b>	<b>(310,047)</b>	<b>-1.2%</b>	<b>42,625,000</b>
Jurisdictional Subsidy (1)	8,648,488	8,705,539	17,767,748	17,767,748	-	0.0%	13,116,039
Federal/State/Other Jurisdictional Subsidy	2,500,220	2,610,840	17,992,470	18,114,165	(121,695)	-0.7%	31,388,025
Appropriation from Reserve/Other Income	-	83,160	-	578,160	(578,160)	0.0%	990,000
Interest Income	148,872	16,800	738,736	116,800	621,936	532.5%	200,000
<b>Total Operating Revenue</b>	<b>14,679,204</b>	<b>14,996,839</b>	<b>61,081,907</b>	<b>61,469,873</b>	<b>(387,966)</b>	<b>-0.6%</b>	<b>88,319,064</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	5,940,273	6,360,667	44,968,134	48,650,992	3,682,858	7.6%	82,050,714
Debt Service	510,463	510,273	3,572,576	3,571,912	(663)	0.0%	6,222,350
Other Non-Departmental Expenses	(12)	3,864	11,737	26,864	15,127	0.0%	46,000
<b>Total Operating Expenses</b>	<b>6,450,723</b>	<b>6,874,804</b>	<b>48,552,446</b>	<b>52,249,768</b>	<b>3,697,322</b>	<b>7.1%</b>	<b>88,319,064</b>
<b>Net income (loss) from Operations</b>	<b>8,228,482</b>	<b>8,122,035</b>	<b>12,529,461</b>	<b>9,220,105</b>	<b>3,309,356</b>		<b>-</b>
<b>Operating Ratio</b>			<b>55%</b>	<b>51%</b>	<b>Budgeted Goal</b>	<b>52% 50%</b>	

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

## FACILITIES UPDATE

The following is a status update of VRE facilities projects:

### Completed projects:

1. Repairs to drainage at Lorton Station entrance

### Projects scheduled to be completed this quarter:

1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to platform concrete at L'Enfant Station
3. Repairs to fascia and soffit at Woodbridge Station east building
4. Replacement of gutters and downspouts at Rippon Station
5. Repairs to platform concrete at Manassas Station
6. Installation of automated parking count system at stations with parking lots

### Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Development of IFB for painting of Franconia-Springfield Station
3. Replacement of signage at additional stations (locations TBD)
4. Development of IFB for pavement repairs and striping at Rippon and Leeland Road Stations and Fredericksburg Lot G

### Ongoing projects:

1. Renovations to Alexandria Headquarters Suite 201
2. Development of specifications for modernization of east elevator at Woodbridge Station
3. Development of IFB for canopy roof replacement at Backlick Road Station
4. Replacement of parking lot entrance signs at various stations
5. Replacement of waste and recycling receptacles at various stations



*Repairs to Drainage at Lorton Station Entrance (before)*



*Repairs to Drainage at Lorton Station Entrance (after)*



# UPCOMING PROCUREMENTS

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick Road Station
- Modernization of VRE Woodbridge Station East Elevator
- Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road 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

## CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects:

Completed projects or major project milestones:

1. VRE Transit Development Plan (TDP) Update
2. New York Avenue Midday Storage Replacement Facility concept design submitted to Amtrak for review

Projects or project phases scheduled to be completed this quarter:

N/A

Projects or project phases scheduled to be initiated this quarter:

1. Invitation for Bids (IFB) for Rolling Road Station Improvements
2. Final design and construction of temporary platform for Quantico Station Improvements
3. Final design of Lorton Station Improvements
4. Final design of Franconia-Springfield Station Improvements
5. Re-design of Alexandria Station Improvements (modify existing tunnel and east platform)
6. Project Development for L'Enfant Station Improvements

Ongoing projects:

1. Broad Run Expansion (BRX)
2. Manassas Park Parking Improvements
3. Rolling Road Station Improvements
4. Crossroads Maintenance and Storage Facility (MSF) – Land Acquisition
5. Lifecycle Overhaul & Upgrade Facility (LOU)
6. Leeland Road Station Improvements
7. Brooke Station Improvements
8. Quantico Station Improvements
9. Rippon Station Improvements
10. Lorton Station Improvements
11. Franconia-Springfield Station Improvements
12. Alexandria Station Improvements
13. Alexandria Station Track 1 Access (Slaters Lane)

- 14. Crystal City Station Improvements
- 15. L'Enfant Train Storage Track - South
- 16. L'Enfant Station Improvements
- 17. New York Avenue Midday Storage Facility
- 18. Potomac Shores VRE Station – *design by others*
- 19. Long Bridge Project Environmental Impact Statement (EIS) - *study by others*
- 20. Washington Union Station Improvements Environmental Impact Statement (EIS) - *study by others*
- 21. DC2RVA Environmental Impact Statement – *study by others*

*Projects Progress Report to Follow*

## PASSENGER FACILITIES

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. <span>◆</span>	◆	◆	◆	N/A	●	
Lorton Station Improvements	Construct new second platform with pedestrian overpass. <span>◆</span>	◆	◆	◆	N/A	●	
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. <span>◆</span>	◆	●	●	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. <span>◆</span>	◆	●	●	N/A		
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. <span>◆</span>	◆	●	●	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

<sup>1</sup>Total project cost estimate in adopted FY2020 CIP Budget

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

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

ESTIMATED COSTS (\$)						STATUS		
Total <sup>1</sup>	Funded	Unfunded	Authorized	Expended <sup>2</sup>	Percent Complete	Project Completion Date		
26,674,365	26,674,365	-	2,382,759	2,193,257	90%	4th QTR 2020	●	VRE Ops. Board approval of revised design contract pending.
7,000,000	7,000,000	-	467,500	140,324	30%	2nd QTR 2019	●	CSX forces on hold until after Jan. 1, 2019.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	●	Design work on East Platform only. West Platform improvements funded.
13,000,000	13,000,000	-	*	337,165	30%	4th QTR 2022	●	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	414,156	30%	4th QTR 2022	●	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	326,505	20%	4th QTR 2023	●	PE design/EC completion pending CSXT design review with anticipated completion in 3rd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	●	Potomac Shores VRE Station 30% re-design initiated to include parking structure.
18,372,949	18,372,949	0	-	-	30%	TBD	●	FD start 1st QTR 2019. SMART SCALE grant agreement pending.
23,391,019	23,391,019	-	*	291,842	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
15,527,090	15,527,090	-	*	292,727	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	●	FD underway. Meeting scheduled with Governing Body to discuss value engineering recommendations.
2,000,000	2,000,000	-	442,900	335,534	80%	3rd QTR 2020	●	Invitation for Bids (IFB) pending start 2019 construction season and NS Construction Agreement.
49,940,000	5,410,000	44,530,000	399,121	393,642	100%	2nd QTR 2023	■	DRPT LONP received. Completion of PE design & EC pending excution of REF grant by DRPT.
70,650,000	3,226,000	67,424,000	2,980,000	58,793	2%	2nd QTR 2023	■	DRPT LONP received. Completion of PD & EC pending excution of REF grant by DRPT.

## 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 16.5 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 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

<sup>1</sup> Total project cost estimate in adopted FY2020 CIP Budget

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

ESTIMATED COSTS (\$)						STATUS	
Total <sup>1</sup>	Funded	Unfunded	Authorized	Expended <sup>2</sup>	Percent Complete	Project Completion Date	
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%	2nd QTR 2019	 CSXT Construction Agreement pending.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	 Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	5%	TBD	 Revised appraisal pending.
89,666,508	89,666,508	-	3,588,305	1,455,775	40%	4th QTR 2020	 Amtrak comments on concept design to be addressed as PE progresses. NEPA documentation submitted to FTA for approval.
75,264,693	75,264,693	-	69,457,809	47,915,644	70%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,984,451	80%	4th QTR 2018	 Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,208,845	4,466,492	90%	4th QTR 2022	 Completion of PE design and EC pending NS review and force account agreement.
3,510,307	3,510,307	-	3,510,627	2,168,462	60%	2nd QTR 2019	 Rate My Ride is live in app. Big Commerce/Moovel collaboration underway for web based ticketing portal.





## **VIRGINIA RAILWAY EXPRESS**

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## RESOLUTION #2381

**SUBJECT:** Authorize the VRE CEO to Execute an Agreement of Sale with Crossroads Associates, LLC

**WHEREAS:** The Virginia Railway Express (VRE) has a need to expand the Crossroads Maintenance and Storage Facility to accommodate the addition of the Life Cycle Overhaul and Upgrade (LOU) facility, lengthening existing tracks to accommodate longer trains and expanding employee parking and welfare facilities;

**WHEREAS:** VRE staff has identified property adjacent to the existing Crossroads Maintenance and Storage Facility suitable to accommodate the expanded and additional facilities;

**WHEREAS:** VRE staff has completed necessary due diligence on the property and been engaged in ongoing discussions with the adjacent property landowner, Crossroads Associates, LLC to purchase approximately 19.5 acres adjacent to the Crossroads Maintenance and Storage Facility;

**WHEREAS:** Based on information presented by staff, the VRE Operations Board concludes that there is a need to acquire the property and complete the expanded and additional facilities at the earliest practicable time;

**WHEREAS:** Necessary funding has been incorporated into the Capital Reserve budget to allow VRE to purchase this property without detriment to planned and foreseeable capital projects; and

**WHEREAS:** The VRE Operations Board recommends that the Commission approve the following action.

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby approves the purchase of approximately 19.514 acres adjacent to the current Crossroads Maintenance and Storage Facility for an amount not to exceed \$2,350,000 and authorizes the VRE Chief Executive Officer to execute an Agreement of Sale with Crossroads Associates, LLC on behalf of the Commissions, in a form approved by legal counsel, subject to such revisions, approved by the VRE CEO with the concurrence of legal counsel, as are necessary to remove ambiguity or inconsistency or which improve the Commissions' legal or financial position.

Approved this 4<sup>th</sup> day of April 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer