



## MONTHLY COMMISSION MATERIALS

May 2019

## MEETING OVERVIEW – May 2, 2019

Prior to the Commission Meeting there will be an Open House and Public Hearing on the I-66 Commuter Choice Program

### Action Items Include:

- Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- Proclamation of Support for the 35<sup>th</sup> Annual Public Service Recognition Week
- Resolution of Commendation for DRPT Director and Former Delegate James LeMunyon for Their Efforts to Help Establish the Washington Metrorail Safety Commission
- Authorization to Present to the Commonwealth Transportation Board Projects Considered for Funding under the FY2020 I-66 Commuter Choice Program

### Other Meeting Highlights:

- Presentation by Washington Metrorail Safety Commission CEO David Mayer
- Report from the NVTC WMATA Committee Chair and Virginia WMATA Board Members
- Reports from the VRE CEO and DRPT Director

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**NVTC COMMISSION MEETING  
THURSDAY, MAY 2, 2019  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd.  
Arlington, VA 22201**

**START TIME: Immediately Following Public Hearing**

**PLEASE NOTE:**

**I-66 Commuter Choice Open House and Public Hearing**

**6:00 P.M. Open House – First Floor Lobby Area**

**7:00 P.M. Public Hearing – First Floor Large Conference Room**

**Committee and Commission Meetings**

**6:00 P.M. A light dinner will be available for Commissioners and Staff**

**6:15 P.M. Executive Committee Meeting – First Floor Small Conference Room**

**Commission meeting will start immediately after the Public Hearing**

**AMENDED AGENDA**

1. Pledge of Allegiance and Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the April 4, 2019 NVTC Meeting**
3. **ACTION ITEM: Approve the CONSENT AGENDA (Subject to Approval of the Chairman)**
  - A. **Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code**
  - B. **Approve Resolution #2382: Proclamation of Support for the 35<sup>th</sup> Annual Public Service Recognition Week Taking Place May 5-11, 2019**
4. Washington Metrorail Safety Commission (WMSC)
  - A. **ACTION ITEM: Approve a Resolution of Commendation: Commend DRPT Director Jennifer Mitchell and Former Delegate James LeMunyon for Their Efforts to Help Establish the Washington Metrorail Safety Commission**
  - B. **Presentation by WMSC CEO David Mayer**

5. 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
6. Commuter Choice Program
  - A. **ACTION ITEM: Authorize the Executive Director to Present to the Commonwealth Transportation Board Projects Considered for Funding under the FY2020 I-66 Commuter Choice Program**
  - B. Market Research and Marketing Communication Strategy Contract Update
7. Virginia Railway Express (VRE)
8. Department of Rail and Public Transportation (DRPT)
9. Executive Director Report
  - A. Executive Director Newsletter
  - B. NVTC Financial Report

**MINUTES**  
**NVTC COMMISSION MEETING – APRIL 4, 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  
Adam Ebbin  
David LaRock  
James M. LeMunyon  
Matt Letourneau  
David Meyer  
Ron A. Meyer  
M. David Skiles  
Paul Smedberg  
David Snyder  
Raul “Danny” Vargas

**Members Absent**

Katie Cristol  
Christian Dorsey  
John Foust  
Libby Garvey  
Catherine Hudgins  
Jeff McKay

**Staff Present**

Kate Mattice, Executive Director  
Matt Cheng  
Joey de St. Aubin  
Andrew D’huyvetter  
Allan Fye  
Rhonda Gilchrest  
Dinah Girma  
Patricia Happ  
Scott Kalkwarf  
Aimee Perron Seibert  
Zach Smith  
Brittany Sumpter  
Jae Watkins  
Joe Swartz (VRE)

### Pledge of Allegiance and Opening Remarks

Following the Pledge of Allegiance, Chairman Letourneau welcomed everyone to the April 4<sup>th</sup> meeting and then gave an overview of the action items. He noted that the meeting is being live-streamed on NVTC's Facebook page. He also noted that the VRE action item is last on the Agenda to allow Mr. Allen to arrive from PRTC in case there needs to be a Closed Session.

### Minutes of the March 7, 2019 NVTC Commission Meeting

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the minutes of the April 4, 2019 meeting. Senator Ebbin requested a friendly amendment to make a correction on Page 4 to change "Potomac Yards" to "Potomac Yard." The maker and seconder of the motion accepted this friendly amendment. The vote in favor to approve the amended minutes was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg and Snyder. Mr. Vargas abstained.

### Consent Agenda

Chairman Letourneau presented Consent Agenda Item #3A "Authorize NVTC to Participate in a Joint Solicitation with the Virginia Railway Express for State Government Relations Services."

Mr. Smedberg moved, with a second by Mr. Cook, to authorize NVTC to participate in a joint solicitation with VRE for state government relations services. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas.

Chairman Letourneau presented Consent Agenda Item #3B "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."

Ms. Bulova moved, with a second by Mr. Ron Meyer, to approve Resolution #2378 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas.

### Washington Metropolitan Area Transit Authority

Report from the Chair of the WMATA Committee. Chairman Letourneau stated that WMATA Chairman Hudgins was unable to attend tonight's meeting. He reported that the next WMATA Committee meeting is scheduled for April 17<sup>th</sup> when the committee is scheduled to discuss proposed strategies for NVTC's Report on the Performance and Condition of WMATA.

Report from Virginia WMATA Board Members. Mr. Smedberg reported that the WMATA Board approved amendments to the FY2019 WMATA budget to reflect a revised labor agreement with Local 922 and additional capital expenses. The revised FY2019 operating subsidy requires an additional \$1.146 million from the jurisdictions to fund additional personnel expenses from the labor agreement. The additional \$154 million in capital expenses is due to acceleration of the capital program. The WMATA Board also approved the FY2020 budget and the FY2020-FY2025 Capital Improvement Program (CIP). The FY2020 budget includes an operating subsidy increase for Virginia of three percent and has no fare increase or service cuts except for one bus service cut requested by Arlington County. The budget includes several new service initiatives to drive ridership growth, including extending Yellow Line service to Greenbelt and extending Red Line service to Glenmont.

Mr. Smedberg reported that 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 a date of revenue service is determined, WMATA staff will prepare an amendment to the FY2020 operating budget.

Mr. Smedberg also reported that the WMATA 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.

Mr. Vargas asked if the union related budget increase was anticipated and if WMATA expects more increases in the future. Mr. Smedberg stated that they were anticipated and there are two more labor agreements that need to be revised in the near future.

Delegate LaRock asked about the person who heads cyber security at WMATA. Mr. Smedberg stated that WMATA acted to strengthen its cybersecurity program in the fall by hiring Kyle Malo as its chief information security officer. Mr. Malo served at the Federal Bureau of Investigation (FBI) for nine years, including as head of information security.

Platform Improvement Project (Summer Metrorail Shutdown). Mr. Cheng gave a presentation updating the Commission on the role of NVTC in the WMATA Summer 2019 Platform Improvement Project. WMATA has 45 outdoor, above or at-grade platforms that have been subject to four or more decades worth of wear and tear, weather and environmental effects and degradation from deicing agents. Many of the concrete platforms are falling apart, being supported by temporary scaffolding. WMATA identified the repair of these platforms as a necessary safety priority. WMATA recognized that 20 of the 45 are in need of immediate reconstruction and decided that in order to maximize work zone efficiency, and save construction costs, the affected stations must be shutdown to give crews 24/7 access. Starting May 25, 2019, the Blue and Yellow Line Metrorail stations south of National Airport will close for improvements and reopen September 3, 2019.

Mr. Cheng stated that NVTC's role is to help facilitate and support regional coordination in advance of and during this project. Back in May of 2018, NVTC worked with WMATA to assemble

a stakeholder group of major transit providers, state and federal agencies, congressional offices and emergency responders. This group coordinates the mitigation and service plans for the region during these shutdowns and also coordinates with other major projects under similar construction timelines, such as the I-395 express lanes project, Pentagon bus loop construction, Memorial Bridge reconstruction and other local roadway projects.

Mr. Cheng explained that because the summer 2019 platform work lasts much longer than the 2017 SafeTrack surges and has a wider impact area, WMATA and NVTC took some of the lessons learned from the “SafeTrack Model” and applied to them the upcoming platform work coordination, including giving local jurisdictions advanced notice. WMATA also hired dedicated staff in bus planning, and communications to help coordinate and interface with local jurisdictional needs specific to this shutdown. NVTC still facilitates the coordination calls, but the addition of dedicated staff members and additional resources on WMATA’s part have been key. NVTC’s monthly coordination calls include dedicated time for regular briefings by WMATA rail, bus, emergency management staff, as well as jurisdictional updates on mitigation strategies. NVTC also maintains an issue-tracking database to help resolve jurisdictional questions and issues as well as assist with other major project coordination. NVTC monitors and supports follow-ups conducted by WMATA to ensure that high priority items are resolved in a timely manner.

Mr. Cheng stated that as this project is more expansive and crosses multiple jurisdictional boundaries, it is important for NVTC and WMATA to have a more organized, regional effort to recognize opportunities for cross-jurisdictional coordination. He acknowledged all the work the individual jurisdictions are doing in planning their own responses to the shutdown. This time around, there has also been a lot of good coordination between local staff and WMATA which allows specific issues to be resolved at the individual level, while higher priority, more regional items are also brought before the NVTC coordination group.

Mr. Cheng reported that WMATA, with the coordination group’s input, has furnished service alternatives for riders during the summer shutdown. For Blue Line passengers, there will be two free services (Franconia to Pentagon Express Shuttle and Blue Line Local Shuttle run by DASH). For Yellow Line customers there will be a Huntington to Pentagon Express Shuttle and a Yellow Line local shuttle. WMATA has also been working with the City of Alexandria to run an express shuttle from Landmark Mall to the Pentagon. These shuttles will be completely free for the entire summer. Metrobus is enhancing other routes in the affected area, such as Metroway, 10 A, E serving Old Town Alexandria, 11Y direct to L’Enfant Plaza, and 21A and 8Z which can provide quick, accessible alternatives for local riders.

Mr. Cheng highlighted bus shuttles the local jurisdictions are providing to complement the WMATA bus shuttles. Alexandria is offering enhanced AT3, AT4 service; more King Street Trolley hours to link Old Town with expanded water taxi service; a potential shuttle service from King Street to Old Town; and expanded HOV and bus lanes. Fairfax County is planning to run more 393 and 394 express bus service. OmniRide will offer free shuttles from its Prince William Commuter lots to VRE stations and has existing capacity on some of its commuter express routes to the Pentagon and Washington, DC. VRE cannot add more trains due to track slot restrictions, but VRE staff is working closely with the region to promote seat capacity on the trains at Alexandria and Franconia Stations. VRE will also offer a reduced \$4 Amtrak step-up ticket.

Mr. Cheng stated that all of the supplemental services and outreach would not be possible without the assistance of the Commonwealth and the Commonwealth Transportation Board. Through DRPT, the Commonwealth funded up to 80 percent of the operational costs of starting or enhancing these services, which reduced the financial and planning burden on many of the jurisdictions.

Mr. Cheng stated that after the Metrorail system reopens, NVTC will undertake a marketing effort aimed at attracting riders back to Metrorail and local transit systems. NVTC will work with the local jurisdictions throughout the closure period, to steer riders back to the Metrorail system and local transit providers. This will be accomplished using primarily targeted social media ads, radio and on-screen media advertising to target those riders driving during commuting hours. NVTC will continue to coordinate with WMATA's and local jurisdictions' riders outreach plans aiming to win back riders.

Mr. Cheng stated that for the next two months leading up to the shutdown, NVTC will continue coordination calls and conduct follow ups and track planning progress. These calls will continue during and throughout the summer into the fall. NVTC wants to hear feedback during the shutdown from local authorities and transit providers to ascertain what is working well and how resources can be shifted if there are ongoing issues. NVTC may conduct a formal review/after-action report of how the mitigation plans fared, getting metrics and feedback from local staff on what was successful and what can be improved for future transit service disruptions.

Senator Ebbin asked if WMATA is 100 percent certain that the work will be completed by September 3<sup>rd</sup>. Mr. Cheng stated that the rail stations will be open by September 3<sup>rd</sup>, but there may be additional construction not affecting service. Senator Ebbin stated that he hopes that when riders return that it will be a good experience and they will be able to see the improvements made. Greg Potts of WMATA stated that during construction WMATA will be doing other renovations of the stations (i.e. painting, lighting, customer amenities, etc.). Senator Ebbin stated that he would like to have an individual briefing at a more granular level with WMATA. Mr. Potts responded that WMATA staff would be happy to provide him with a briefing.

Mr. Skiles arrived at 7:29 P.M.

Regarding the September 3<sup>rd</sup> deadline, Mr. Cook asked what has changed for WMATA to be so certain that the deadline will be met. Mr. Potts explained that the contractor has incentives to complete the work by the deadline and it's a shared goal between WMATA and the contractor. He noted that there will be construction beyond Labor Day, but it will not interfere with service. Mr. Cook asked if the mitigation measures can be extended if the deadline slips. Mr. Potts stated that he will respond back to the Commission on this issue.

Chairman Letourneau asked if the jurisdictions are prepared if the deadline slips. Mr. Aguirre stated that it is imperative to have contingency plans in place. He also re-emphasized that there needs to be something to show the public when the work is completed. Regarding potential shuttle bus service from King Street to the Pentagon, Mr. Aguirre requested more information since there are already buses being added to King Street and he would like to see how all the mitigation efforts fit together. Mr. Cheng stated Alexandria staff is working with WMATA staff on the bus shuttle from King Street to the Pentagon.

## Commuter Choice Program

I-66 Commuter Choice Program. Chairman Letourneau stated that \$20 million is estimated to be available for the FY2020 I-66 Commuter Choice program. He explained that since there are \$32 million in requests of eligible scored projects, not every project on the list will get funded. Based only on VDOT's estimated available funding and awarding projects with the highest total scores, the bottom eight scored projects would not be funded.

Mr. Snyder, chairman of the Program Advisory Committee, stated that the committee did not end up meeting earlier this evening so there is no committee recommendation, but their previous meeting included a discussion on the scoring. Bus service projects do well but intersection improvements and trails do not. Chairman Letourneau noted that the Commission is not being asked to vote on the list of projects tonight but just for the list to go out for public comment.

Mr. Fye reviewed NVTC's robust public outreach planned for this program. 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, through a web form on NVTC's website, or by phone. 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.

Mr. Fye stated that 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 (6:00 P.M.) followed by a welcome and remarks (6:30 P.M.) on Tuesday, April 23, 2019 at Mary Ellen Henderson Middle School, 7130 Leesburg Pike, Falls Church, Virginia.
2. An open house (6:00 P.M.) and public hearing (7:00 P.M.) prior to the May 2<sup>nd</sup> NVTC Commission meeting at the Navy League Building, 2300 Wilson Blvd., Arlington, Virginia.
3. The Northern Virginia Spring Transportation Meeting (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).

Mr. David Meyer asked if it is staff's intent to only list the projects within the funding limits. Mr. Fye stated that the intent is to present the entire list to the public and receive comments on all of the projects.

Senator Ebbin asked if the other participants in the Northern Virginia Spring Transportation Meeting will have projects for public comment. Ms. Mattice stated that beyond NVTC seeking comments on the I-66 and I-395/95 Commuter Choice programs, the CTB will be accepting



comments on the Six-Year Improvement Program (SYIP). This year NVTA does not have a program to comment on, but will be there to speak to the public, as well as VRE.

Senator Ebbin requested that NVTC's elected officials receive social media packets to amplify public participation. Ms. Watkins, NVTC's designated outreach and program manager for the Commuter Choice program, is putting together media packets and will distribute them to Commissioners.

Mr. Snyder suggested adding "staff recommended" or "draft recommended" to the list of projects. He also asked what specific information the public will receive. Ms. Watkins stated that the public will be able to review the project profiles, including descriptions, maps and scores. All of this information will go live on NVTC's website on April 5<sup>th</sup> following tonight's Commission approval.

Chairman Letourneau observed that a big issue is that many people don't know how I-66 toll revenue is being used. It could help with public frustration to know at least some the revenue is being used for transit.

Mr. Vargas stated that he understands that this is not part of NVTC's responsibility, but he requested an update by email on the status of construction on I-66 Inside the Beltway.

Mr. Skiles moved, with a second by Mr. Smedberg, to authorize a public comment period to solicit comments on the I-66 Commuter Choice FY2020 Proposed List of Eligible Scored Projects. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder and Vargas.

I-395/95 Commuter Choice Program. Chairman Letourneau reviewed the next two action items. Resolution #2379 would approve the I-395/95 Commuter Choice FY2020 Inaugural Program project selection process and technical evaluation criteria. Resolution #2380 would authorize the executive director to initiate the I-395/95 Commuter Choice FY2020 Inaugural Program call for projects.

Mr. Fye stated that 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. 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.

Mr. Fye stated that to meet the accelerated schedule of the Inaugural Program 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. 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 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).

Ms. Bulova moved, with a second by Mr. Smedberg to approve Resolution #2379 (copy attached), which approves the I-395/95 Commuter Choice FY2020 Inaugural Program project selection process and technical evaluation criteria. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas. Mr. Skiles abstained.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #2380 (copy attached), which authorizes the executive director to initiate the I-395/95 Commuter Choice FY2020 Inaugural Program call for projects. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, Letourneau, David Meyer, Ron Meyer, Smedberg, Snyder and Vargas. Mr. Skiles abstained.

#### Legislative and Policy Update

Ms. Seibert gave an update on the Reconvened Session of the Virginia General Assembly held on April 3, 2019. One of the most critical successes was the adoption of a plan to fund transportation improvements to Interstate 81. The plan will raise about \$151 million for the I-81 Corridor Improvement Fund. The new money comes from a 2.1 percent fuel tax increase along the corridor, which amounts to roughly six or seven cents a gallon, as well as some statewide fees. The remaining new funding for the I-81 Corridor comes from raising truck registration fees and diesel and road taxes. Those statewide increases will also benefit the I-64 and I-95 corridors, as well as the Northern Virginia Transportation Authority and other interstate projects. With the creation of the I-81 Corridor Improvement Fund, it frees up approximately \$930 million in Smart Scale funding. Out of that, \$20 million will go directly to NVTa to be spent per NVTa statute but cannot be used for bonds; \$39.2 million will be used for the I-95 corridor for improvements below District 8; \$27.6 million for the I-64 corridor; and \$42 million for all other corridor improvements. Those funds will be administered by the CTB directly.

Mr. LeMunyon arrived at 7:50 P.M.

In response to a question from Delegate LaRock, Ms. Seibert stated that the Commonwealth will establish a new prioritization process for the I-81 corridor and the other interstates. Chairman Letourneau clarified that NVTa evaluation criteria is not changing.

Ms. Mattice gave an update on recent Commonwealth Transportation Board activity. At its March 2019 meeting, the 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 legislation to provide up to \$3 million total to transit agencies negatively affected by changes to the allocation formula.

Ms. Mattice stated that 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, 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. 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.

Ms. Mattice reported that at its March 2019 meeting, the 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. The strategies, which total nearly \$4.5 million, were developed by NVTC in partnership with DRPT, 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.

On the federal level, Ms. Mattice reported that the Trump Administration submitted its FY2020 federal 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. 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.

Ms. Mattice reported that the 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 (PRIIA), 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.

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

Chairman Letourneau stated DRPT Director Mitchell could not attend the meeting, so he directed Commissioners' attention to the written DRPT Report. Todd Horsley of DRPT reported that the Washington Metrorail Safety Commission (WMSC) was certified by the Federal Transit Administration on March 18, 2019 before the Congressionally-mandated deadline. He also reported that the CTB approved mitigation funding for the summer shutdown is now available to transit operators (starting on March 21, 2019).

Mr. LeMunyon asked about the Washington Metrorail Safety Commission. Mr. Smedberg stated that the MSC will take over the federal oversight of WMATA. A briefing on the WMSC will be on the May Commission meeting agenda.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reported that NVTC's offices moved 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. Staff plans to hold an open house, which is currently being planned for the July 11<sup>th</sup> NVTC meeting.

Ms. Mattice introduced three new staff members: Dinah Girma (Program Analyst), Zach Smith (Program Analyst) and Britany Sumpter (Grants Manager).

Ms. Mattice also reviewed several upcoming events including APTA's Transportation Tuesday, where she will be the feature speaker, and the Northern Virginia Spring Transportation Meeting on May 13<sup>th</sup> at the VDOT District Office.

The Financial Report for February 2019 was provided to Commissioners and there were no questions.

Mr. LeMunyon asked about the article in the Executive Director Newsletter about Virginia transit officials' trip to California to explore a tunnel dug by Elon Musk's Boring Company. Ms. Mattice stated that the trip was referenced during a Commonwealth Transportation Board (CTB) Transit and Rail Subcommittee meeting. CTB Board member Scott Kasprovicz, who was part of the team who met with company leaders and toured the tunnel, concluded that nothing they saw would lead them to change their approach to transit in the near term. Mr. Kasprovicz indicated that the Boring Company is decades away from delivering usable, meaningful new transit options. Mr. LeMunyon expressed his interest in a presentation on hyperloop at a future meeting.

Virginia Railway Express

Chairman Letourneau noted Mr. Allen had not arrived yet from PRTC. It was agreed that a Closed Session was not needed.

Ms. Bulova stated that 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.

Ms. Bulova moved, with a second by Mr. Skiles, to approve Resolution #2381 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Bulova, Cook, Ebbin, LaRock, LeMunyon, Letourneau, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder and Vargas.

Mr. Swartz reported that today VRE ran 28 out of 30 trains under Positive Transit Control (PTC). VRE expects to be fully operational under PTC by next week.

Adjournment

Without objection, Chairman Letourneau adjourned the meeting at 8:09 P.M.

Approved this 2<sup>nd</sup> day of May 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer




## 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.

  
Sharon Bulova  
Secretary-Treasurer

  
Matthew F. Letourneau  
Chairman





## 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



## 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.

  
Matthew F. Letourneau  
Chairman

  
Sharon Bulova  
Secretary-Treasurer



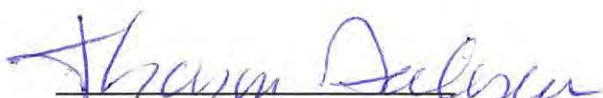



## RESOLUTION #2381

- 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.

  
Sharon Bulova  
Secretary-Treasurer

  
Matthew F. Letourneau  
Chairman

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## Agenda Item #3: Consent Agenda



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** April 25, 2019

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

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

#### **A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code**

At the May meeting the Commission will be asked to authorize the executive director to send a letter to the Comptroller of Virginia certifying receipt of certain documents from WMATA. To date, three of the four required documents have been received by NVTC. The final document is WMATA's annual capital budget. The capital budget was approved by the WMATA Board in March and NVTC staff anticipate receiving the approved budget book in June. Upon receipt of this document, the executive director will send the letter to the Comptroller of Virginia.

#### Background

Virginia's transit omnibus funding bill, [HB1539/SB856 \(2018\)](#), requires that NVTC request certain documents and reports from WMATA related to the transit agency's system budget, financial performance, and operating characteristics. Funding from the Commonwealth Mass Transit Fund to support WMATA is contingent upon NVTC providing an annual certification to the Comptroller that such documents and reports have been received. NVTC must certify to the Virginia Comptroller receipt of the following:

- WMATA's Annual Capital Budget
- [WMATA's Annual Independent Financial Audit](#)
- [WMATA's National Transit Data Annual Profile](#)
- [WMATA's Single Audit Reports - issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards \(2 C.F.R. Part 200\)](#)

WMATA's annual National Transit Database profile for FY2017 was posted on the Federal Transit Administration's (FTA) website in October 2018. WMATA also posted its most recent Comprehensive Annual Financial Report (CAFR). The most recent Independent Auditor's report starts on page three of the report. WMATA also posted its most recent Single Audit Reports for

the fiscal year ended June 30, 2018. These reports were issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards (2 C.F.R. Part 200). These received documents have been posted to [NVTC's webpage](#).

[WMATA's annual capital budget for FY2020](#) was approved by the WMATA Board on March 28, 2019. WMATA staff are finalizing the approved FY2020 full budget book. Upon completion and receipt of the budget book in June 2019, all required documents will be received and NVTC will certify receipt in accordance with state code.

NVTC will continue the certification process annually on a schedule to match WMATA's fiscal year.

**B. Approve [Resolution #2382](#): Proclamation of Support for the 35<sup>th</sup> Annual Public Service Recognition Week Taking Place May 5-11, 2019**

At the May meeting the Commission will be asked to approve [Resolution #2382](#), proclaiming support of [Public Service Recognition Week](#). Celebrated the first full week of May since 1985, Public Service Recognition Week is a time set aside to honor the men and women who serve the nation as federal, state, county, and local government employees. Throughout the nation and the world, public servants use this occasion to educate others about the work they do and why they have chosen public service careers, as well as the many ways government services make life better for residents and visitors.



June XX, 2019

**Chairman**  
Hon. Matthew F. Letourneau

**Vice Chairman**  
Hon. Katie Cristol

**Secretary/Treasurer**  
Hon. Sharon Bulova

**City of Alexandria**  
Hon. Canek Aguirre  
Hon. Elizabeth B. Bennett-Parker

**Arlington County**  
Hon. Katie Cristol  
Hon. Christian Dorsey  
Hon. Libby Garvey

**Fairfax County**  
Hon. Sharon Bulova  
Hon. John C. Cook  
Hon. John W. Foust  
Hon. Catherine M. Hudgins  
Hon. Jeffrey C. McKay

**City of Fairfax**  
Hon. David Meyer

**City of Falls Church**  
Hon. David F. Snyder

**Loudoun County**  
Hon. Matthew F. Letourneau  
Hon. Ron A. Meyer

**Commonwealth of Virginia**  
Hon. Paul C. Smedberg

**Virginia General Assembly**

**Senate**  
Sen. Adam Ebbin

**House of Delegates**  
Del. David LaRock  
Hon. James M. LeMunyon  
Mr. M. David Skiles  
Mr. Raul "Danny" Vargas

**Executive Director**  
Katherine A. Mattice

Mr. David A. Von Moll  
Comptroller of Virginia  
Office of the Comptroller  
Department of Accounts  
P.O. Box 1971  
Richmond, Virginia 23218-1971

Re: Request for Documents under Virginia Code § 33.2-3402

Dear Mr. Von Moll,

The Northern Virginia Transportation Commission (NVTC) certifies receipt of certain documents and reports from the Washington Metropolitan Area Transit Authority (WMATA) as detailed in Section 33.2-3402 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly.

These documents include the following:

- WMATA's Annual Capital Budget;
- WMATA's Annual Independent Financial Audit;
- WMATA's National Transit Database Annual Profile; and
- Single Audit Reports – issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

We have provided links to the documents on our website:  
<<http://www.novatransit.org/wmata/wmata-oversight/>>.

The Commonwealth provides transit capital and operating funding from the Commonwealth Mass Transit Fund to support WMATA. Access to this funding is contingent on upon NVTC providing this annual certification indicating receipt of these documents.

Best regards,

Katherine A. Mattice  
Executive Director

cc: Greg Potts, WMATA  
Jennifer Mitchell, DRPT





**RESOLUTION #2382**

**SUBJECT:** Proclamation of Support for the 35<sup>th</sup> Annual Public Service Recognition Week Taking Place May 5-11, 2019

**WHEREAS:** Many public servants, including military personnel, police officers, firefighters, border patrol offices, embassy employees, health care professions, government employees, and others, risk their lives each day in service to the people of the United States and around the world;

**WHEREAS:** May 5-11, 2019 marks the 35<sup>th</sup> year of celebrating “Public Service Recognition Week” which seeks to show appreciation to the millions of public servants, including federal, state, county, and local employees across the United States;

**WHEREAS:** The dedicated workforce of the cities, counties, and transit operators represented by NVTC provide a vital public service to residents of and visitors to Northern Virginia by providing safe and reliable transit service; and

**WHEREAS:** The public servants who provide and support public transit directly contribute to the economic vitality, quality of life, and environmental sustainability of Northern Virginia.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby proclaims its support for Public Service Recognition Week taking place May 5-11, 2019.

**BE IT FURTHER RESOLVED** that NVTC encourages all residents, businesses, and visitors to recognize the hard work and dedication of public servants across Northern Virginia.

Approved this 2<sup>nd</sup> day of May 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

## Agenda Item #4: Washington Metrorail Safety Commission (WMSC)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** April 25, 2019

**SUBJECT:** Washington Metrorail Safety Commission (WMSC)

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At the May meeting DRPT Director Jennifer Mitchell and former Delegate LeMunyon will be recognized for their efforts to help get the Washington Metrorail Safety Commission (WMSC), the independent safety oversight agency for the Washington Metropolitan Area Transit Authority (WMATA), established. WMSC Chief Executive Officer David Mayer will also brief the Commission on the role and mission of the WMSC.

**A. ACTION ITEM: Approve a Resolution of Commendation: Commend DRPT Director Jennifer Mitchell and Former Delegate James LeMunyon for Their Efforts to Help Establish the Washington Metrorail Safety Commission**

The Commission will be asked to approve a resolution commending DRPT Director Jennifer Mitchell and former Delegate Jim LeMunyon, who were instrumental in helping to establish the Washington Metrorail Safety Commission (WMSC) and to meet the April 15, 2019 certification deadline set by the Federal Transit Administration (FTA).

**B. Presentation by WMSC CEO David Mayer**

The Commission will hear a presentation from Washington Metrorail Safety Commission CEO David Mayer on the scope, responsibilities and priorities of the WMSC. On March 18, 2019, the Federal Transit Administration (FTA) certified the State Safety Oversight Program of the WMSC, which is now responsible for overseeing and enforcing safety practices on Metrorail. The WMSC now reviews and approves WMATA's Metrorail safety and operations plans to ensure the rail system complies with federal and state safety rules and regulations. The WMSC also identifies safety deficiencies and oversees WMATA's efforts to fix these problems.

In 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), requiring that states with rail transit systems identify or establish an independent agency that would ensure that the rail transit systems within their borders adhered to a new safety framework. The deadline was April 15, 2019 to establish an agency to handle the new safety oversight responsibilities and receive federal certification of the oversight program.

The Commonwealth of Virginia, Maryland and the District of Columbia joined together and crafted an agreement creating the Washington Metrorail Safety Commission to serve as the State

Safety Oversight Agency for the Metrorail system and Congress formally approved the compact and it was ratified in August 2017. The Federal Transit Administration certified the State Safety Oversight (SSO) Program of the WMSC on March 18, 2019.





### RESOLUTION OF COMMENDATION

**SUBJECT:** Commend DRPT Director Jennifer Mitchell and Former Delegate James LeMunyon for Their Efforts to Help Establish the Washington Metrorail Safety Commission

**WHEREAS:** In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), requiring all states with rail transit systems to identify or establish an independent agency to ensure that the rail transit systems within their borders adhered to a new safety framework, with a deadline of April 15, 2019 to establish an agency to handle the new safety oversight responsibilities and receive federal certification of the oversight program;

**WHEREAS:** In the 2017 General Assembly Session, Delegate James LeMunyon introduced HB2136 (2017), authorizing Virginia to become a signatory to the Washington Metrorail Safety Commission Interstate Compact, which established an independent state safety oversight authority for the Washington Metropolitan Area Transit Authority (WMATA) Rail System, and was signed into law on March 24, 2017;

**WHEREAS:** During this same time, Department of Rail and Public Transportation (DRPT) Director Jennifer Mitchell served as an unofficial leader for the regional development of Washington Metrorail Safety Commission (WMSC) enabling legislation, using her expertise to help negotiate compromises between Virginia, Maryland, and the District of Columbia to ensure deadlines were met and the requirements of each jurisdiction were reflected in the legislation;

**WHEREAS:** Delegate LeMunyon and Director Mitchell's swift actions during the legislative development phase demonstrated to the U.S. Department of Transportation and the local and congressional delegations that progress was being made on passing the legislation;

**WHEREAS:** In Spring and Summer 2017, the Commonwealth of Virginia, Maryland and the District of Columbia jointly crafted an agreement creating the Washington Metrorail Safety Commission to serve as the state safety oversight agency for the Metrorail system, followed by Congress formally approving the compact which was ratified in August 2017;

**WHEREAS:** Director Mitchell continued to play an instrumental role in establishing the WMSC by assisting with the development of the Interstate Compact and the WMSC Bylaws and operating policies, and by helping to create a timeline and process to recruit Board members and staff and to elect officers, which culminated in the first WMSC meeting on February 7, 2018; and

**WHEREAS:** On March 18, 2019, the Federal Transit Administration (FTA) certified the State Safety Oversight (SSO) Program of the WMSC, which is now responsible for overseeing and enforcing safety practices on Metrorail; reviews and approves WMATA's Metrorail safety plans and operations to ensure the rail system complies with federal and state safety rules and regulations; and identifies safety deficiencies and oversees WMATA's efforts to address deficiencies.

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby commends DRPT Director Jennifer Mitchell and former Delegate James LeMunyon for their efforts to help establish the Washington Metrorail Safety Commission.

**BE IT FURTHER RESOLVED that NVTC** prepare copies of this resolution for presentation to Jennifer Mitchell and James LeMunyon as an expression of its gratitude and in appreciation of their work to make the Metro system safer for all commuters in the Washington, D.C. metropolitan region.

Approved this 2<sup>nd</sup> day of May 2019.

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Matthew F. Letourneau  
Chairman

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



**TO:** Chairman Letourneau and NVTC Commissioners

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

**DATE:** April 25, 2019

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

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At the May meeting the Commission will receive reports from the Chair of the NVTC WMATA Committee as well as the Virginia WMATA Board members.

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

The NVTC WMATA Committee met on April 17<sup>th</sup> to discuss the update to NVTC’s Annual Report on the Performance and Condition of WMATA. Staff provided the committee with their approach towards updating the data, reporting, and policy components of the report and facilitated a work session with the committee to gather their feedback and priorities for the report section “Strategies to Reduce the Growth in Costs and Improve Efficiencies.” Committee members also discussed strategies around parking and fare policy, fare pass products, and the role of Metrobus in the region.

NVTC’s Annual Report to the General Assembly on the Performance and Condition of WMATA is part of NVTC’s new responsibilities as part of the passage of [HB1539/SB856 \(2018\)](#). As directed in §33.2-3403, the report will include the following:

1. The safety and reliability of the rapid heavy rail mass transportation system and bus network.
2. The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system, including farebox recovery, service per rider, and cost per service hour.
3. The financial performance of WMATA related to the operations of the bus mass transportation system, including farebox recovery, service per rider, and cost per service hour.
4. Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations.
5. Use of the funds provided from the WMATA Capital Fund to improve the safety and condition of the rapid heavy rail mass transportation system.
6. Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

NVTC staff will work with jurisdictional staff in April and May to respond to feedback from the committee in preparation for a second work session at the June WMATA Committee meeting.

Staff will prepare the report over the summer in anticipation of Commission action at its October meeting in order to meet the November 1st legislative deadline.

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

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

#### ▪ Ground Lease During Bladensburg Bus Facility Reconstruction

The WMATA Board is anticipated to take action on the [execution of a ground lease to provide temporary bus parking](#) during the demolition and reconstruction of the Bladensburg Bus Facility in Northeast Washington D.C. WMATA staff identified an unimproved property one-half mile from the current Bladensburg facility that will accommodate secure parking for 108 buses while bus facilities are closed and under construction.

#### ▪ Parking Fee Waiver During Summer 2019 Platform Improvement Project

The WMATA Board is anticipated to take action on [waiving parking fees at three parking facilities at stations on the Yellow and Blue Lines during the Platform Improvement Project](#). WMATA staff recommends waiving parking fees for the parking facilities at the Franconia-Springfield, Huntington and Van Dorn Street Metrorail stations in order to ease impact of the station closure for Metrorail riders and encourage riders to take advantage of the express and local shuttles operating from those stations. The estimated revenue loss associated with the free parking is \$2 million, and this loss will be offset by the transfer of capital funding designated for revenue losses due to major capital projects. There is no anticipated operating subsidy impact to the jurisdictions.

### **2. Other WMATA News**

#### ▪ WMATA Puts Downtown Headquarters Site on the Market

[WMATA has put its downtown DC headquarters site](#) - the Jackson Graham Building (JGB) – on the market for development under a long-term ground lease. The 1.1-acre property, adjacent to the Gallery Place-Chinatown district, will be leased by WMATA with potential future real estate revenues supporting bus and rail operations and ensure long-term financial stability of the organization. The leasing of the JGB site is part of a broader effort to consolidate office space and move to a new central office site near L’Enfant Plaza. WMATA projects this office consolidation strategy will save taxpayer \$130 million over the next 20 years. WMATA commits to vacating the Jackson Graham Building by December of 2022.

#### ▪ Planned Metrorail Capital Work

*Orange Line Station Shutdowns (April 27-28, 2019)*

[WMATA will close Vienna and Dunn Loring stations](#) to conduct switch maintenance on April 27-28, 2019. West Falls Church will be the terminus point for rail service on the Orange Line and bus shuttles will replace trains between Vienna and Dunn Loring.

### *Blue and Yellow Line Station Shutdowns (May 4-5, 2019)*

On the weekend of May 4 - 5<sup>th</sup>, WMATA will close all Metrorail stations south of National Airport in preparation for the Summer 2019 Platform Improvement Project. In addition to the construction preparation work conducted by WMATA's contractor, Kiewit, Metrobus will take the opportunity to practice running the same shuttles that will be available during the main summer shutdown starting May 25<sup>th</sup>. During the weekend of May 4-5<sup>th</sup>, WMATA will run the Blue Line local shuttle while DASH will run the Yellow Line local shuttle and local bus service will also be available to customers.

### *2019 Summer Shutdown Extended to September 8, 2019*

Following extensive inspections and engineering analysis, WMATA has identified additional work that is necessary to address repairs and other issues at the Braddock Road Station. To address the issue, [WMATA announced that the summer shutdown of six Blue and Yellow Line stations south of Ronald Reagan Washington National Airport will be extended by six days](#), through Sunday, September 8<sup>th</sup>. Free express and local shuttle bus service planned for the summer will remain available for customers until the stations reopen and train service resumes.

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

The following tables show WMATA ridership by mode in Virginia and parking utilization for March 2019. When evaluating ridership statistics, it is important to note any major service disruptions due to planned capital projects or weather. On the weekend of March 2-3, 2019, WMATA closed the six stations on the Blue and Yellow Lines south of National Airport Station.

<b>WMATA Virginia Ridership March 2019</b>			
	<b>March 2018</b>	<b>March 2019</b>	<b>Percent Change (2018-2019)</b>
<b>Metrorail</b>			
<b>Total<sup>1</sup></b>	7,736,669	7,843,751	1%
<b>Weekday Average<sup>2</sup></b>	280,480	292,790	4%
<b>Saturday Average<sup>2</sup></b>	110,313	119,675	8%
<b>Sunday Average<sup>2</sup></b>	77,650	76,518	-1%
<b>Metrobus</b>			
<b>Total<sup>1</sup></b>	1,396,542	1,384,842	-1%
<b>Weekday Average<sup>1</sup></b>	57,448	56,005	-3%
<b>MetroAccess<sup>1</sup></b>			
<b>Total</b>	27,873	30,708	10%

Source: WMATA

1: Unlinked Passenger Trips

2: Based on station entries and exits

<b>WMATA Virginia Parking Facility Usage (Weekday)</b> <b>March 2018 and 2019</b>				
<b>Station/Lot</b>	<b>Mar 2018</b>	<b>Y-T-D FY2018</b>	<b>Mar 2019</b>	<b>Y-T-D FY2019</b>
<b>Huntington*</b>	69%	68%	85%	72%
<b>West Falls Church</b>	52%	45%	64%	54%
<b>Dunn Loring**</b>	68%	71%	49%	44%
<b>Vienna</b>	71%	71%	82%	72%
<b>Franconia</b>	55%	55%	60%	55%
<b>Van Dorn</b>	102%	103%	105%	100%
<b>East Falls Church</b>	110%	113%	116%	115%
<b>Wiehle-Reston East</b>	88%	89%	104%	93%
<b>Northern Virginia Total</b>	68%	68%	75%	67%

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.

**TO:** Chairman Letourneau and NVTC Commissioners

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

**DATE:** April 25, 2019

**SUBJECT:** Commuter Choice Program

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At the May meeting the Commission will be asked to authorize staff to brief the Commonwealth Transportation Board (CTB) on the projects considered for funding under the FY2020 I-66 Commuter Choice program at their May 2019 workshop. In addition, staff will provide an update on the evaluation of proposals for the I-66 Commuter Choice Market Research and Marketing Communication Strategy contract.

**A. ACTION: Authorize the Executive Director to Present to the Commonwealth Transportation Board Projects Considered for Funding under the FY2020 I-66 Commuter Choice Program**

The Commission will be asked to authorize the executive director to brief the Commonwealth Transportation Board on projects being considered for funding under the FY2020 I-66 Commuter Choice program at their May 14<sup>th</sup> workshop (see Table 1). NVTC anticipates that up to \$20 million will be available for projects under this round of I-66 Commuter Choice funding. The CTB will be asked to approve NVTC's proposed FY2020 I-66 Commuter Choice Program of Projects at its June 19<sup>th</sup> Action Meeting following NVTC's action on June 6<sup>th</sup>.

The public comment period for the FY2020 I-66 Commuter Choice Program will still be active during the CTB May 14<sup>th</sup> workshop. As such, the CTB will be briefed on the complete list of project applications, the availability of funds, the scoring criteria being used by NVTC to evaluate the projects, as well as a summary of public comments received to date. In addition, the CTB will be provided the [FY2020 Project Profiles](#), which includes project descriptions, maps and scores, as well as the [FY2020 I-66 Commuter Choice Program Application Technical Evaluations](#), which includes detailed project scoring.

After the public comment period closes on May 15, 2019, staff will provide a summary of the comments to NVTC's Program Advisory Committee and the Commission for consideration. At the June 6<sup>th</sup> meeting the Commission will be asked to approve the FY2020 I-66 Commuter Choice Program of Projects and refer it to the CTB for approval and adoption into the FY2020-2025 Six-Year Improvement Program (SYIP).

Under the [Amended and Restated Memorandum of Agreement Transform 66: Inside the Beltway Project](#) (MOA), NVTC is responsible for selecting and administering multimodal projects that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor. Each

project selected for funding must benefit the toll-paying users of the facility, attain one or more of the improvement goals identified in the MOA, and be an eligible project type. The MOA states “provided that NVTC complies with the criteria established [by the MOA] ... the CTB shall consider, approve, and allocate toll revenue for such [projects].”

**Table 1: FY2020 I-66 Commuter Choice Projects**

Applicant	FY2020 I-66 Commuter Choice Application Title	Score (Max 100 Points)	Funding Request
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
NVTC	Program Administration, Evaluation, and Oversight	-	\$ 400,000
NVTC	I-66 Commuter Choice Marketing and Outreach	-	\$ 400,000
<b>TOTAL FUNDING REQUEST</b>			<b>\$32,867,339</b>



**B. Market Research and Marketing Communication Strategy Contract Update**

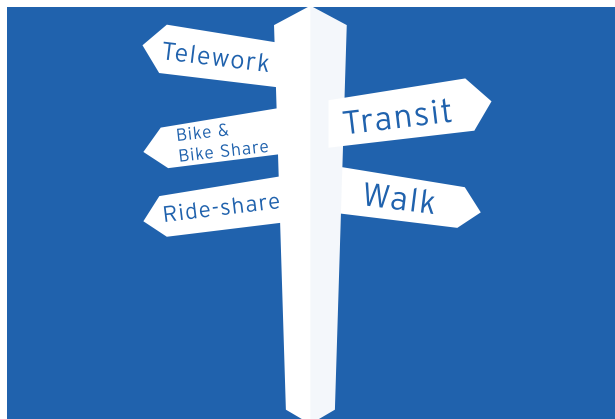
NVTC received eight proposals in response to a Request for Proposals for consulting service to conduct market research and develop a strategic marketing communications plan for the I-66 Commuter Choice program. Staff reviewed the scored proposals with the evaluation committee, comprised of communications and marketing staff from Arlington, Fairfax and Loudoun counties. NVTC staff is conducting in-person interviews with the three agencies with the highest scores and will seek Commission authorization for contract award at the June meeting. Funding for this project was approved under the [FY2018 Commuter Choice program](#).

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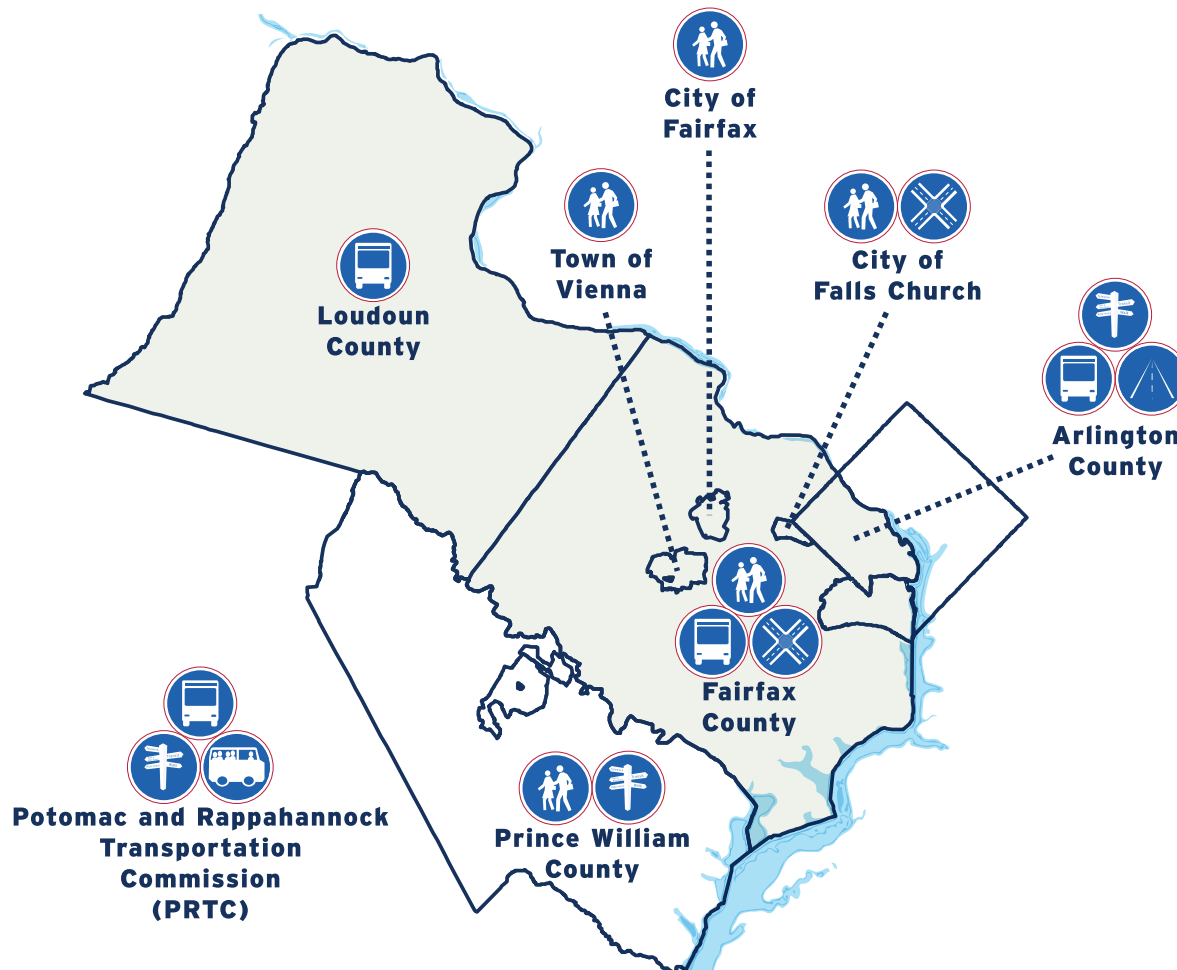
**Commuter  
Choice**  
INSIDE THE BELTWAY

# FY 2020 PROJECT PROFILES



## About the proposed projects of the FY 2020 Commuter Choice program

NVTC encourages members of the public to review the 20 project applications in this document for the FY 2020 I-66 Commuter Choice program and submit comments on the eligible and scored projects. The public comment period will run from April 5, 2019 until 5:00 p.m. on May 15, 2019. The Call for Projects, issued in January 2019 resulted in \$32.8 million in funding requests from Arlington County, Fairfax County, Loudoun County, Prince William County, the Cities of Fairfax and Falls Church, the Town of Vienna and transit provider, Potomac and Rappahannock Transportation Commission (PRTC).



Applicants requested funds to support projects in the following categories:



ACCESS TO TRANSIT



NEW OR ENHANCED BUS SERVICE



INTERSECTION SAFETY



ROADWAY OPERATIONS



TRANSPORTATION DEMAND MANAGEMENT (TDM)

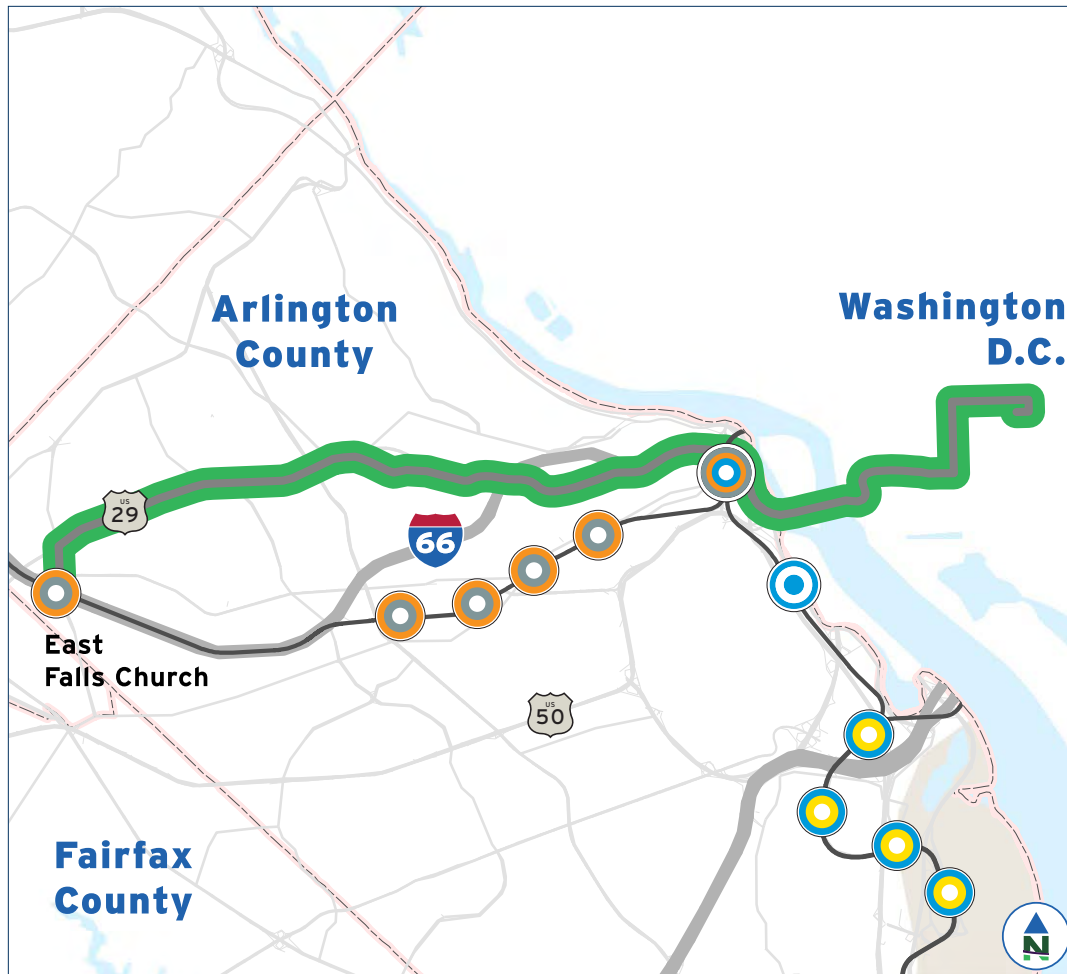


VANPOOL OR CARPOOL

## ARLINGTON COUNTY

### Enhanced Bus Service on Metrobus 3Y: Lee Highway - Farragut Square

This project increases the peak-period frequency of Metrobus 3Y, a peak-direction route that operates between the East Falls Church Metro and downtown Washington, D.C. via Lee Highway.



#### APPLICATION SCORES

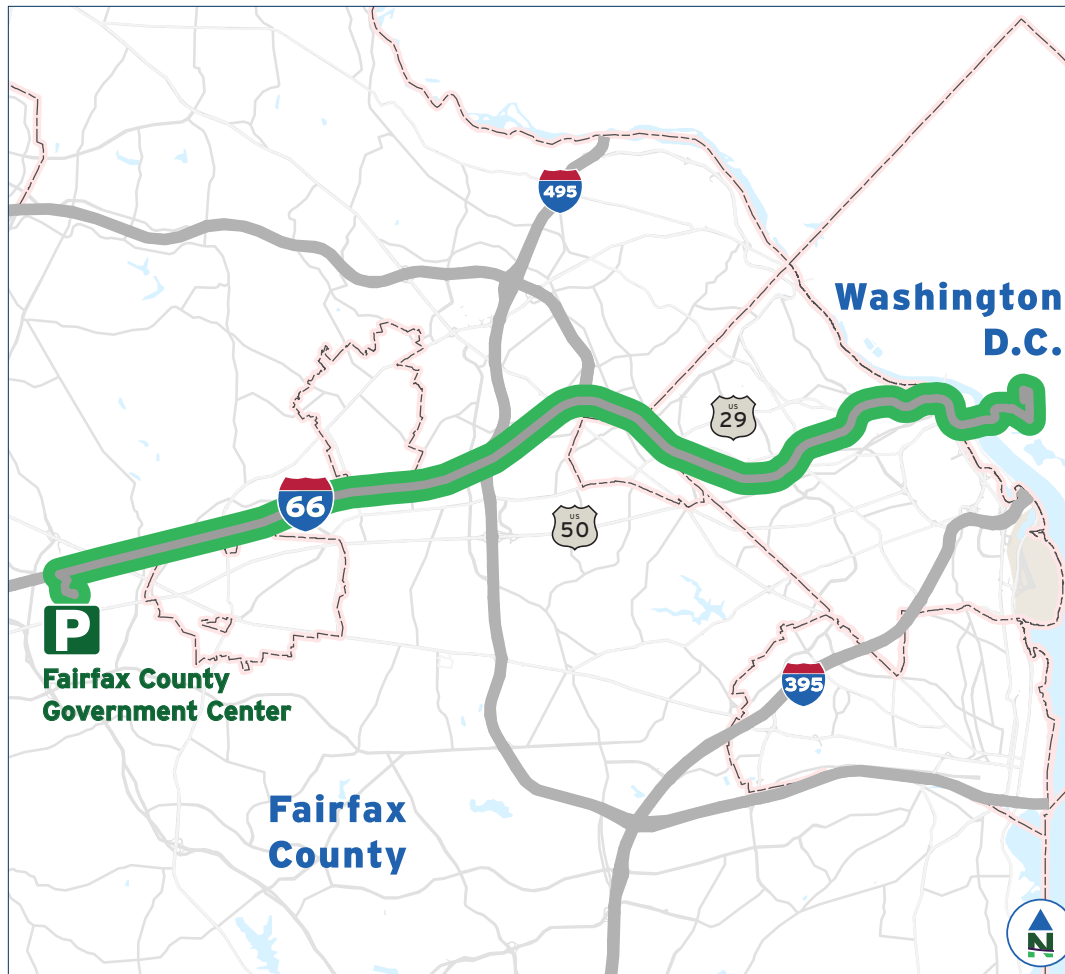
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	55
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	95

FUNDING REQUEST \$ 1,040,000

## FAIRFAX COUNTY

### Enhanced Bus Service from Government Center to D.C.

This project enhances the service of the in-demand 699 on 66 bus, which runs from the Fairfax County Government Center to major employment areas in Washington, D.C. including the George Washington University campus, U.S. Department of State, and the World Bank. By adding three morning and three evening peak-direction trips to the existing 10 trips in each direction per day, the project offers commuters more travel choices.



#### APPLICATION SCORES

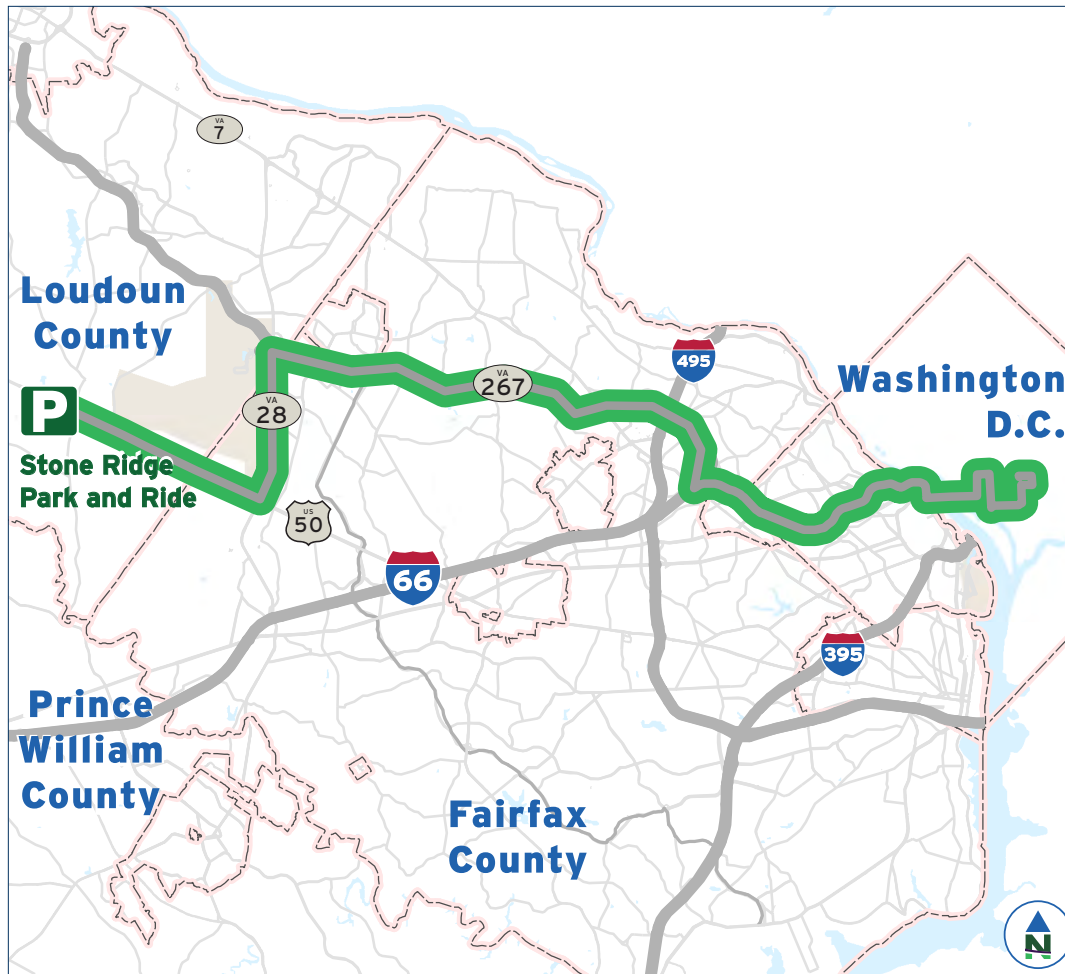
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	55
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	95

FUNDING REQUEST \$ 1,939,500

## LOUDOUN COUNTY

### Enhanced Bus Service from Stone Ridge to D.C.

This project will fund operating costs to run two additional morning and two additional evening peak-direction buses from the Stone Ridge Park and Ride lot to major employment areas Washington, D.C. including the State Department and the Ronald Reagan Building and International Trade Center.



#### APPLICATION SCORES

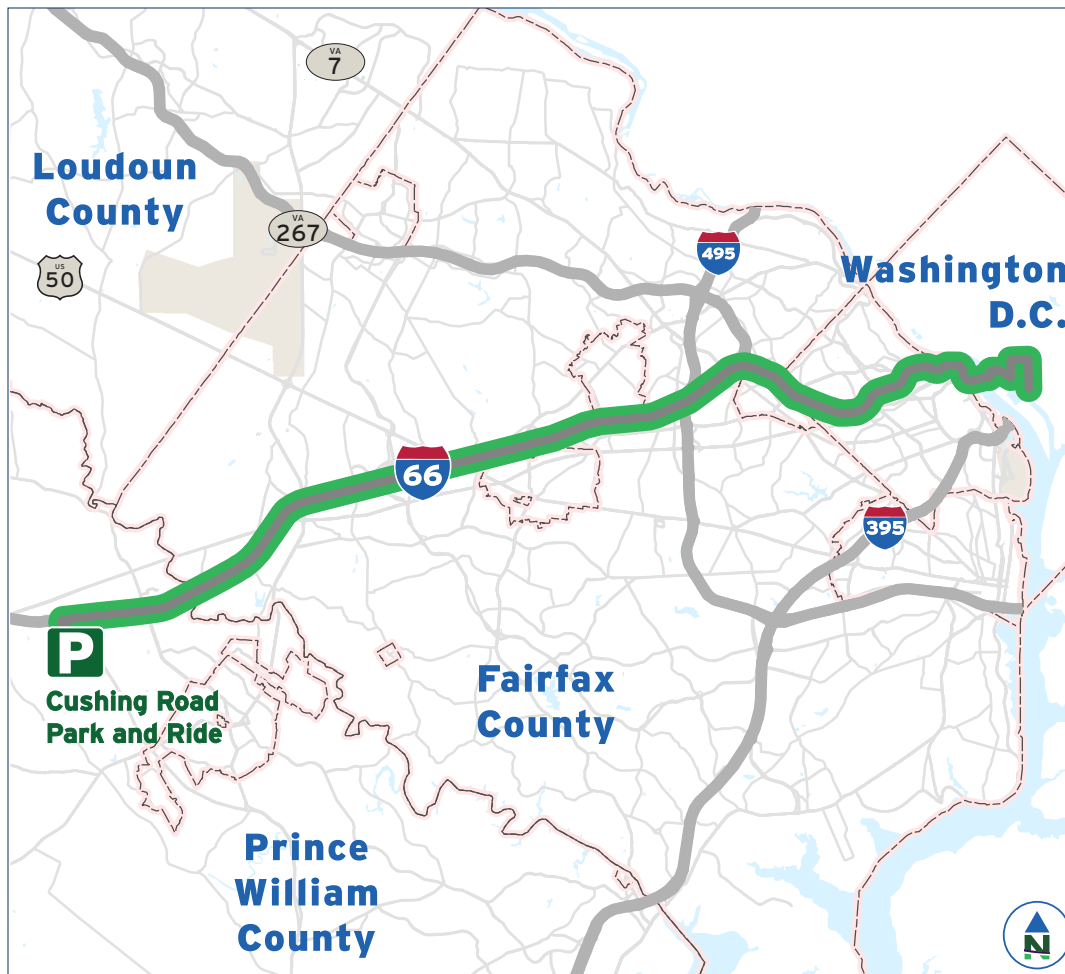
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	49
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	94

FUNDING REQUEST \$ 532,031

## PRTC / OMNIRIDE

### Enhanced Bus Service from Gainesville to D.C.

This project will fund the purchase of two new buses and operating costs to run two additional morning and two additional evening peak-direction buses between the Cushing Road Gainesville Commuter Lot and Washington, D.C.



#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	55
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	<b>85</b>

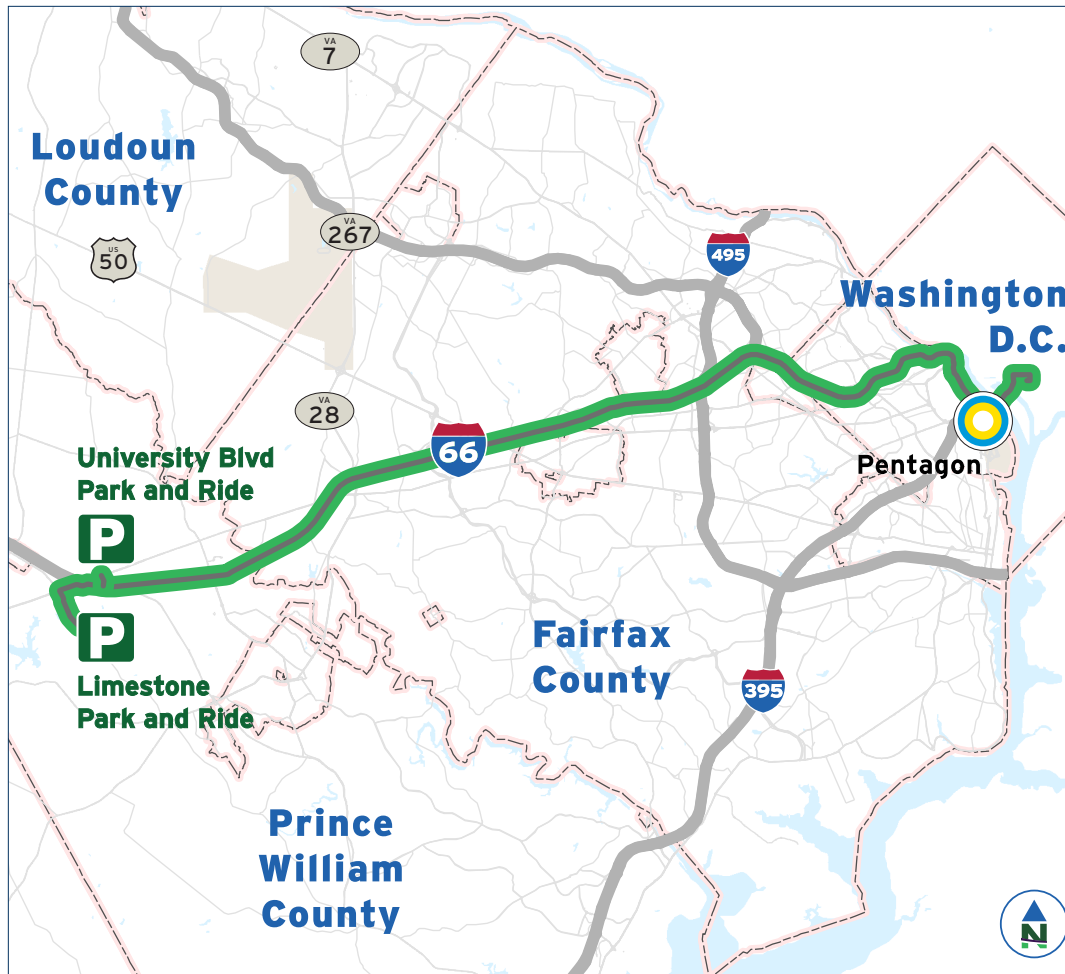
FUNDING REQUEST \$ 1,519,100



## PRTC / OMNIRIDE

### Enhanced Bus Service from Gainesville to Pentagon

Funded in the inaugural year of the Commuter Choice program, this project supports and enhances the Gainesville to Pentagon OmniRide Express bus, which averages 300 daily riders. Funds will also cover the purchase of three new buses and add eight trips to the route.



#### APPLICATION SCORES

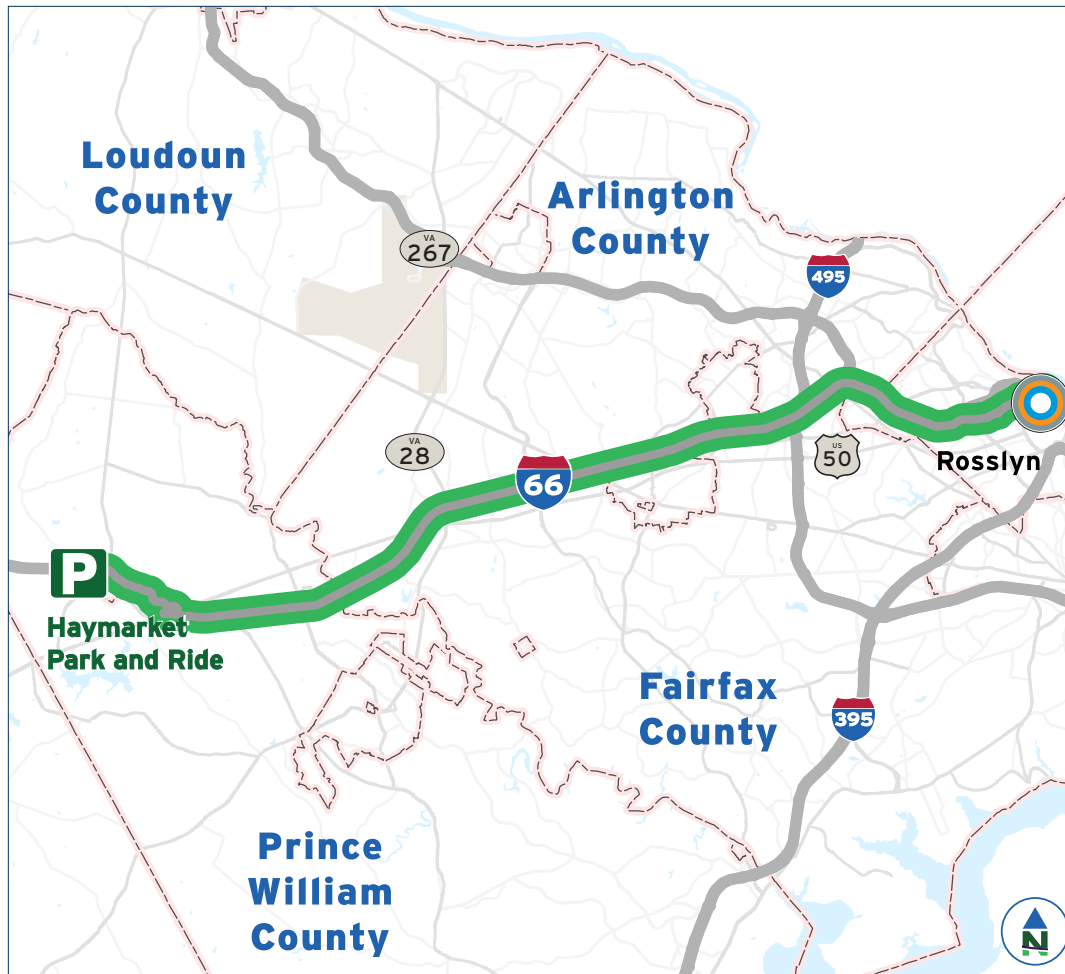
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	49
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	84

FUNDING REQUEST \$ 4,671,700

## PRTC / OMNIRIDE

### New Bus Service from Haymarket to Rosslyn

This project will fund a new express bus service between the Haymarket Park and Ride lot and the Rosslyn-Ballston corridor. Completed in December 2018, this new lot offers 230 parking spaces and access to buses that connect to four Metrorail stations and the Arlington campus of George Mason University.



#### APPLICATION SCORES

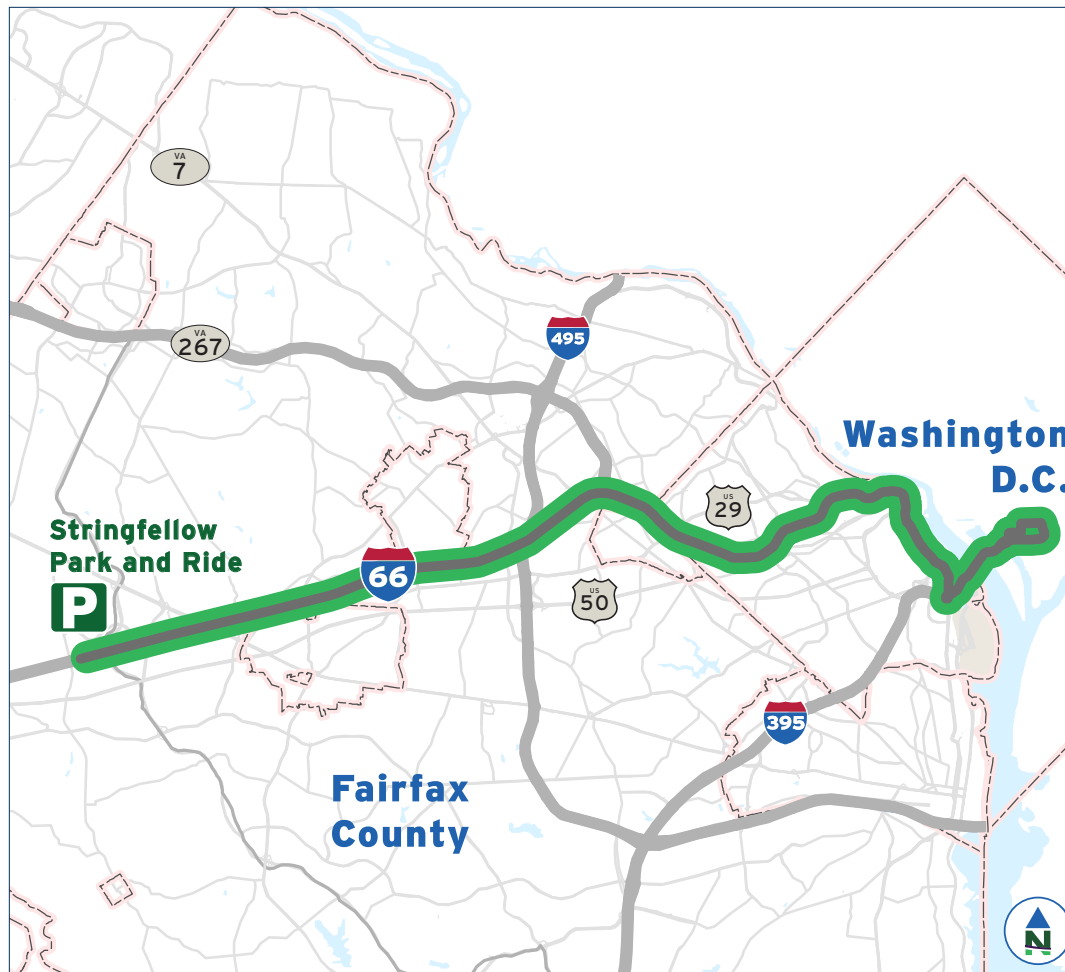
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	43
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	<b>78</b>

FUNDING REQUEST \$ 776,700

## FAIRFAX COUNTY

### New Bus Service from Stringfellow to Constitution Center

This project will fund the purchase of six new buses and operating costs for new express bus service from the Stringfellow Park and Ride to the Constitution Center in Washington, D.C. The route will feature 10 morning and 10 evening peak-direction trips and provide access to major employment areas in Washington, D.C. including federal agencies along the National Mall and Seventh Street SW.



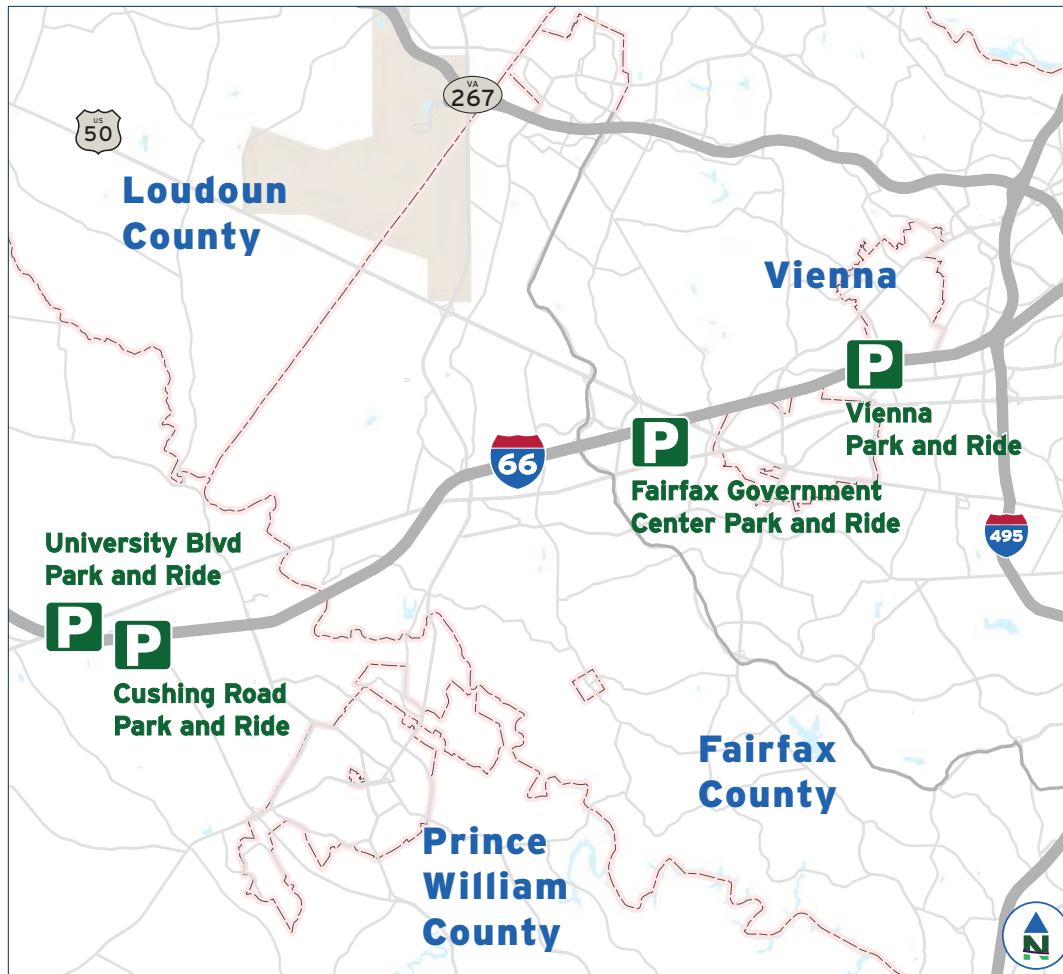
#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	55
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	73

FUNDING REQUEST \$ 4,326,000

## PRTC / OMNIRIDE I-66 Slug Line Campaign

This project will encourage the regional tradition of slugging in the I-66 corridor and includes the development of a marketing and communications plan to promote slug lines at four commuter lots. The marketing plan will consist of social media management, engagement with regional stakeholders and outreach to the public.



### APPLICATION SCORES

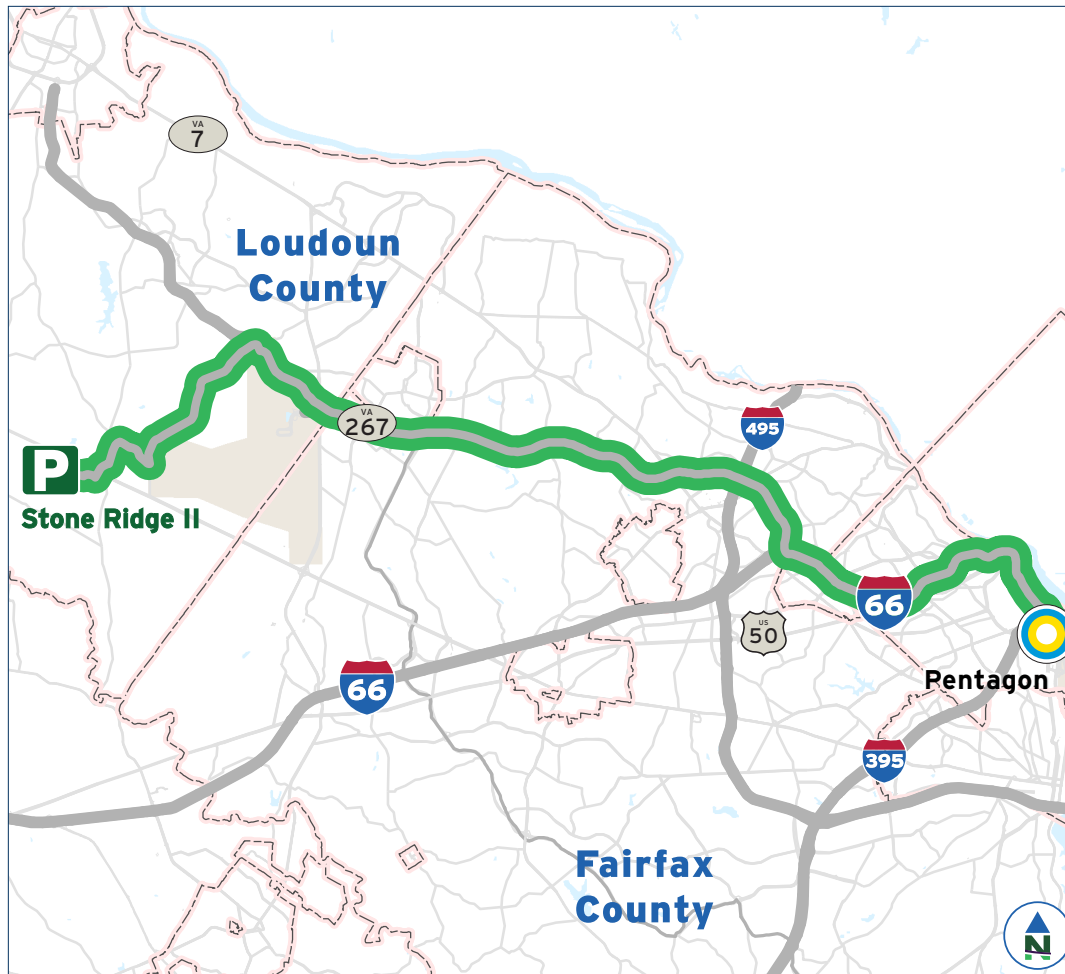
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	38
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	20
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	73

FUNDING REQUEST \$ 287,800

## LOUDOUN COUNTY

### New Bus Service from Stone Ridge to Pentagon

This project will fund operating costs for new express bus service from the Stone Ridge II Park and Ride lot to the Pentagon and capital costs for a new bus. The route will feature two morning and two evening peak-direction trips.



#### APPLICATION SCORES

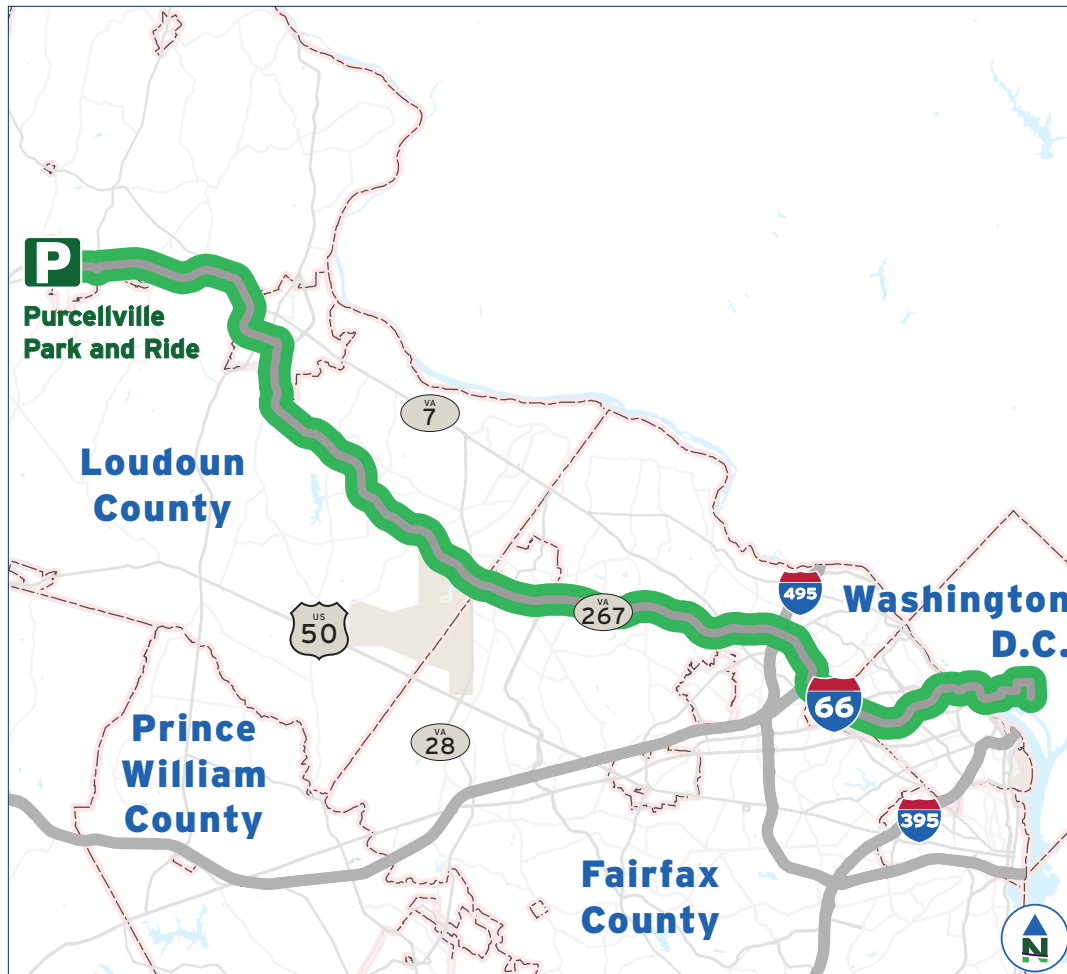
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	49
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	72

FUNDING REQUEST \$ 1,257,226

## LOUDOUN COUNTY

### New Bus Service from Purcellville to D.C.

This project will fund the operating costs for new express bus service from the Purcellville Park and Ride lot to major employment areas in Downtown Washington, D.C. including the State Department and the Ronald Reagan Building and International Trade Center and the purchase of a new bus. The route will feature one morning and one evening peak-direction trip.



#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	46
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	<b>69</b>

**FUNDING REQUEST \$ 949,482**



## PRINCE WILLIAM COUNTY New TDM Outreach to the I-66 Corridor

In a partnership with the Virginia Railway Express (VRE), the Virginia Department of Transportation (VDOT) and the Potomac and Rappahannock Transportation Commission, Prince William County will establish a transportation demand management (TDM) program to target commuters traveling along the I-66 corridor. The TDM program will determine the best strategies to increase awareness and promote travel choices in the region.



### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	38
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	76

FUNDING REQUEST \$ 200,000

## ARLINGTON COUNTY

## Expanded TDM Outreach to the I-66 Corridor

Funded in previous fiscal years of the Commuter Choice program, this project will continue to support the marketing and outreach efforts of Arlington County Commuter Services (ACCS) for three years. ACCS will continue to conduct a successful commuter program that works to ease congestion, move more commuters in fewer vehicles, maximize efficiencies of transportation systems and increase ridership on transit.



## APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	41
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	64

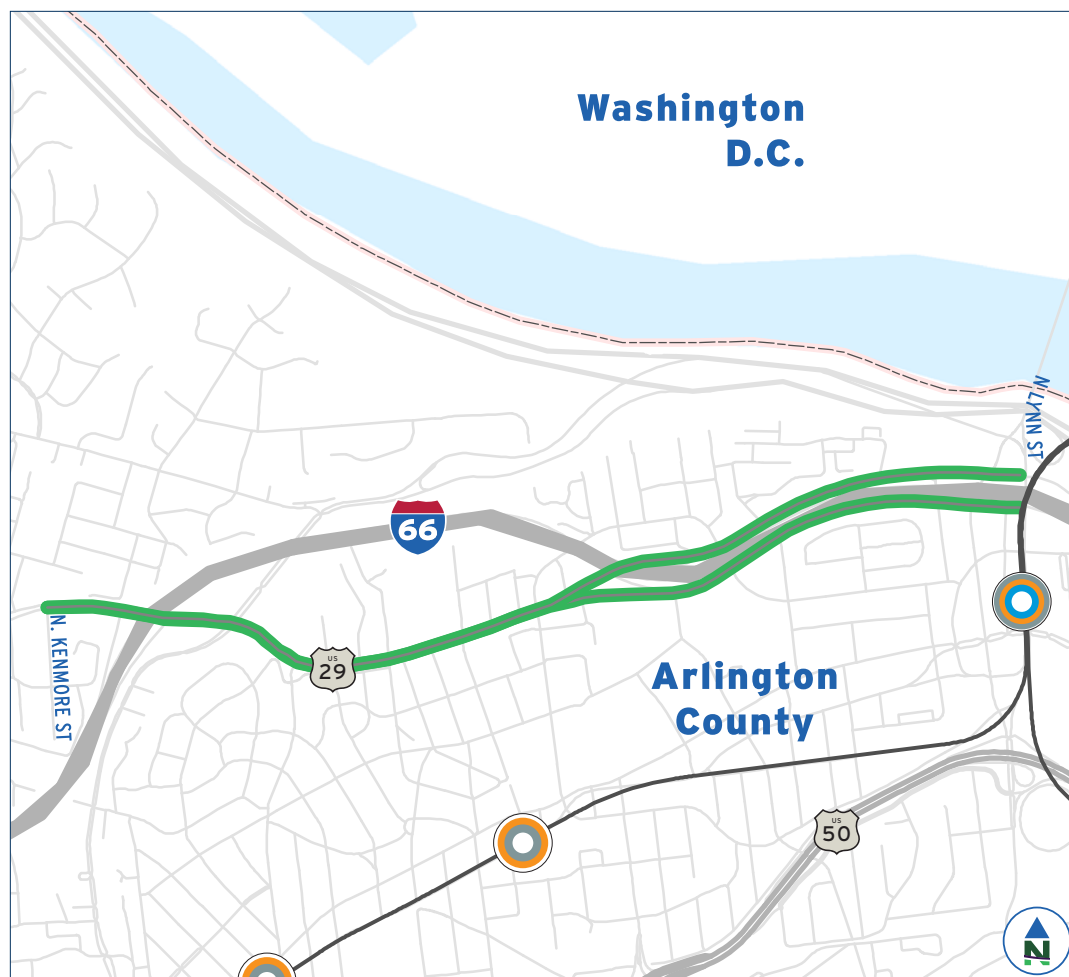
FUNDING REQUEST \$ 1,350,000



## ARLINGTON COUNTY

### Lee Highway HOV & Bus-Only Lane in Rosslyn

This project will design and construct peak-period, peak-direction High-Occupancy Vehicle (HOV)/bus-only lanes on Lee Highway (US 29) through pavement treatment, restriping, and signage. The project focuses on a segment of Lee Highway that during peak periods carries up to 25 Arlington Transit (ART), Metrobus and Loudoun County Transit buses per hour.



#### APPLICATION SCORES

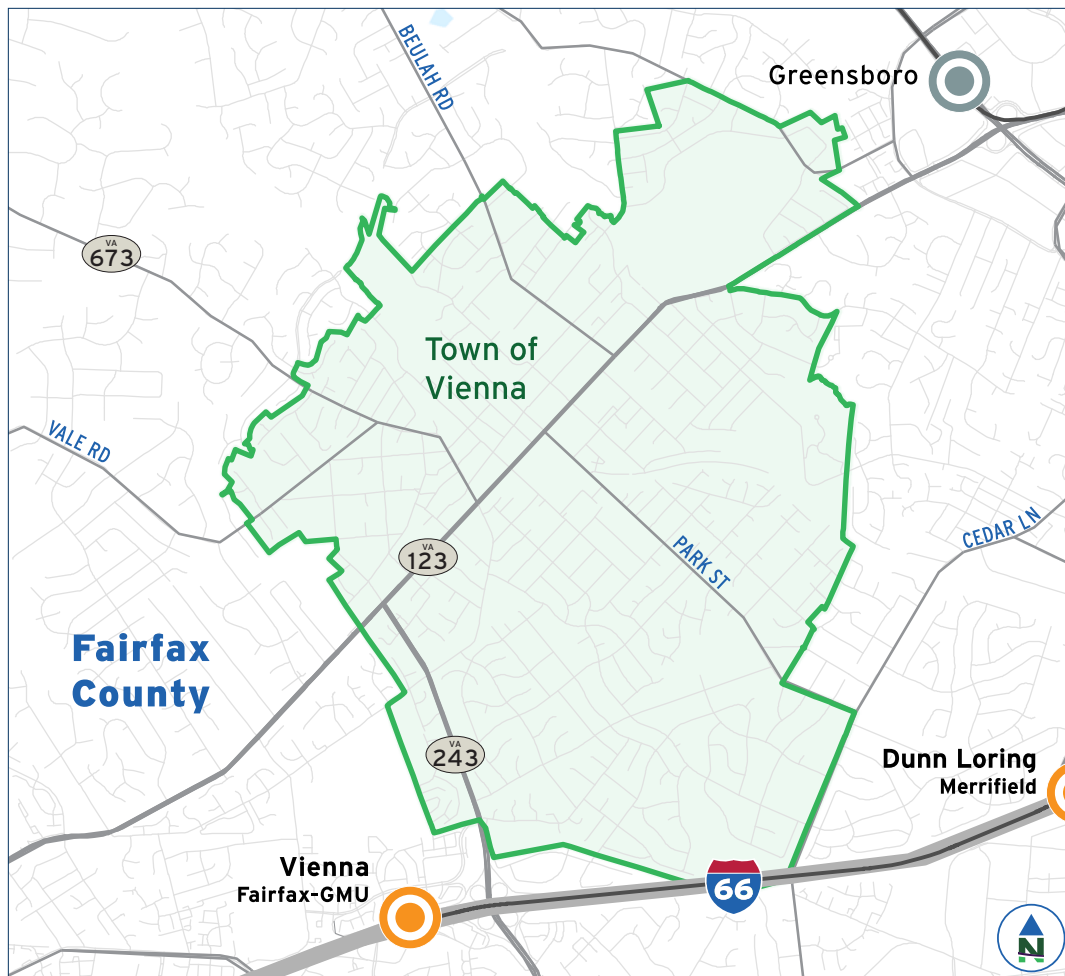
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	40
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	13
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	58

FUNDING REQUEST \$ 1,500,000

## TOWN OF VIENNA

### Bike Share Implementation

This project would add up to four bike share stations in the Town of Vienna. These stations would add to the extensive Capital Bikeshare network and help Vienna residents and visitors connect to Metrorail, commuter buses and regional trails.



#### APPLICATION SCORES

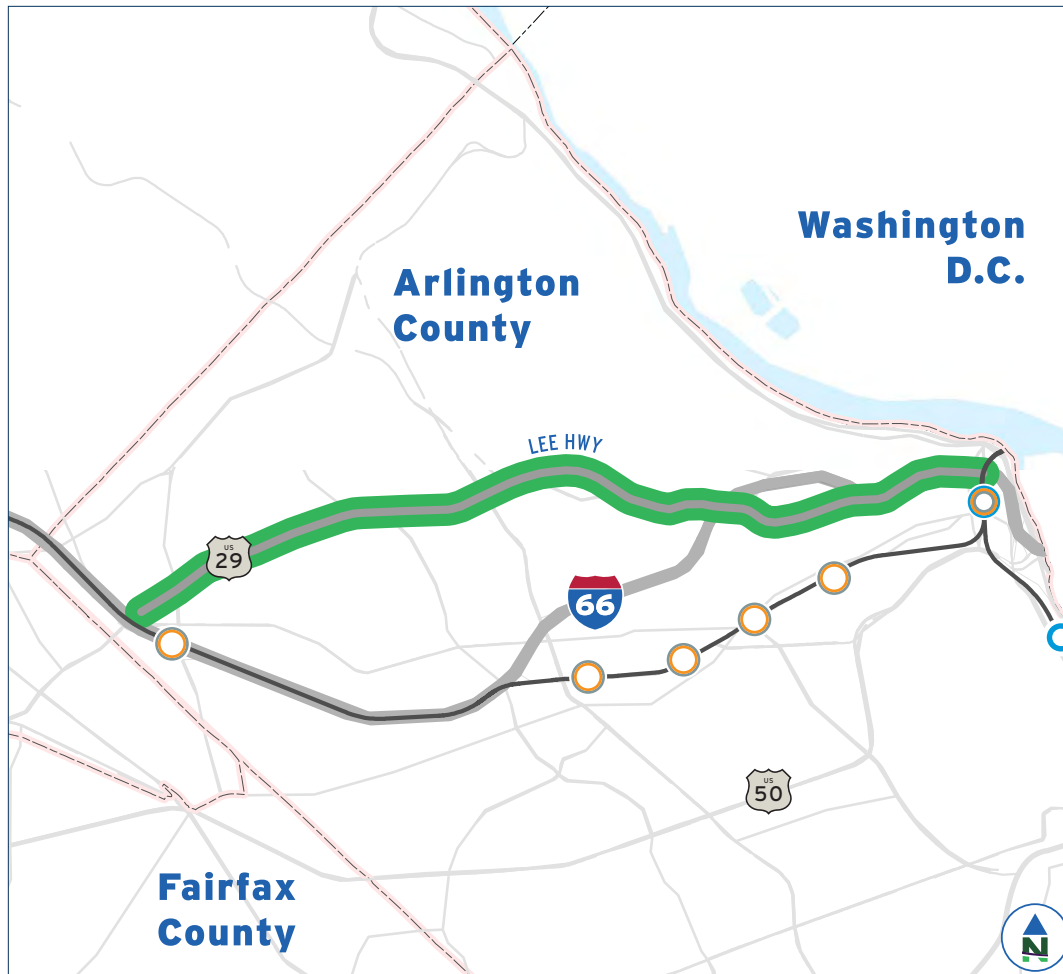
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	29
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	10
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	56

**FUNDING REQUEST \$ 550,000**

## ARLINGTON COUNTY

### Vehicle Presence Detection Enhancements on Lee Highway

This project will add infrared technology and video communications to 15 intersections along Lee Highway (US 29) to enhance vehicle detection and data collection efforts. The data will allow real-time adjustments to signal timing, improved operations at intersections and monitoring of travel conditions.



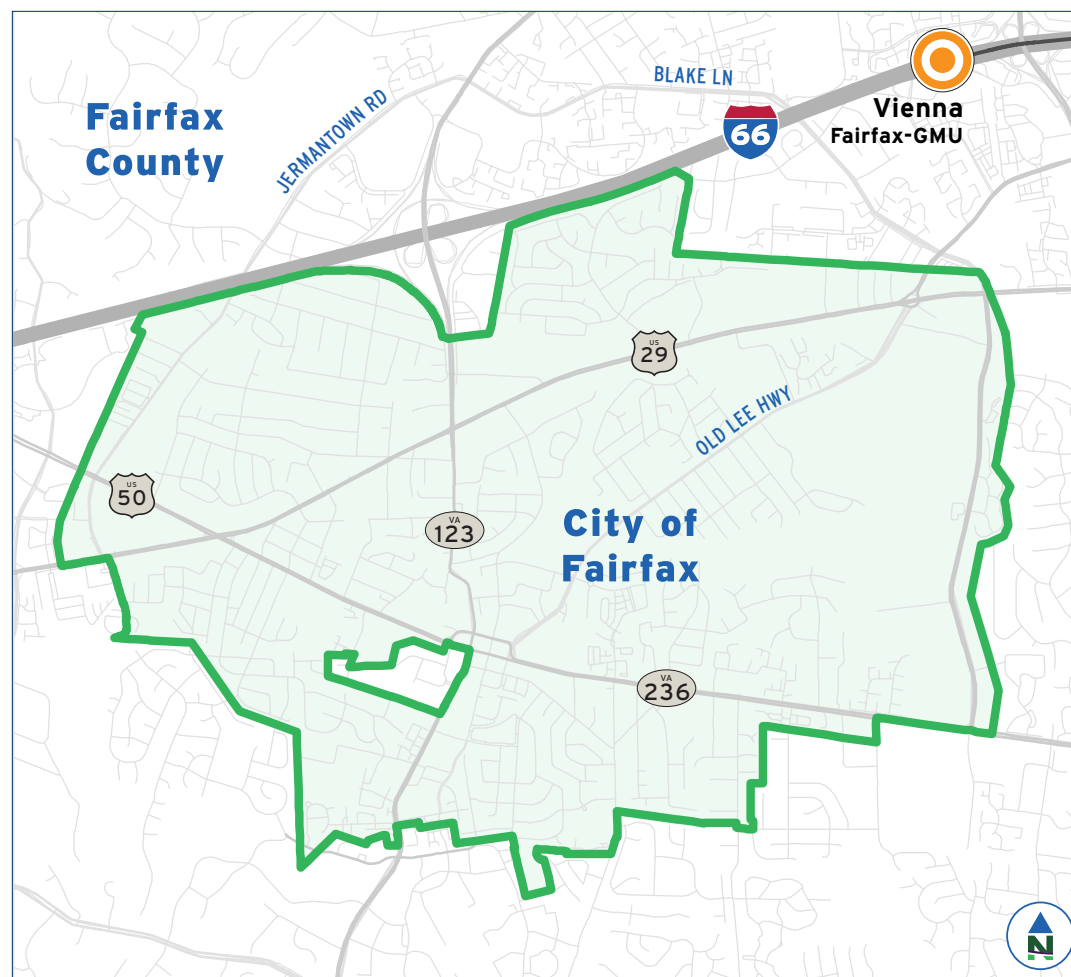
#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	29
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	51

FUNDING REQUEST \$ 300,000

## CITY OF FAIRFAX Bike Share Implementation

This project would support the start-up operating costs and add up to 10 bike share stations in the City of Fairfax. These stations would add to the extensive Capital Bikeshare network and help Fairfax residents and visitors connect to Metrorail, commuter buses and regional trails.



### APPLICATION SCORES

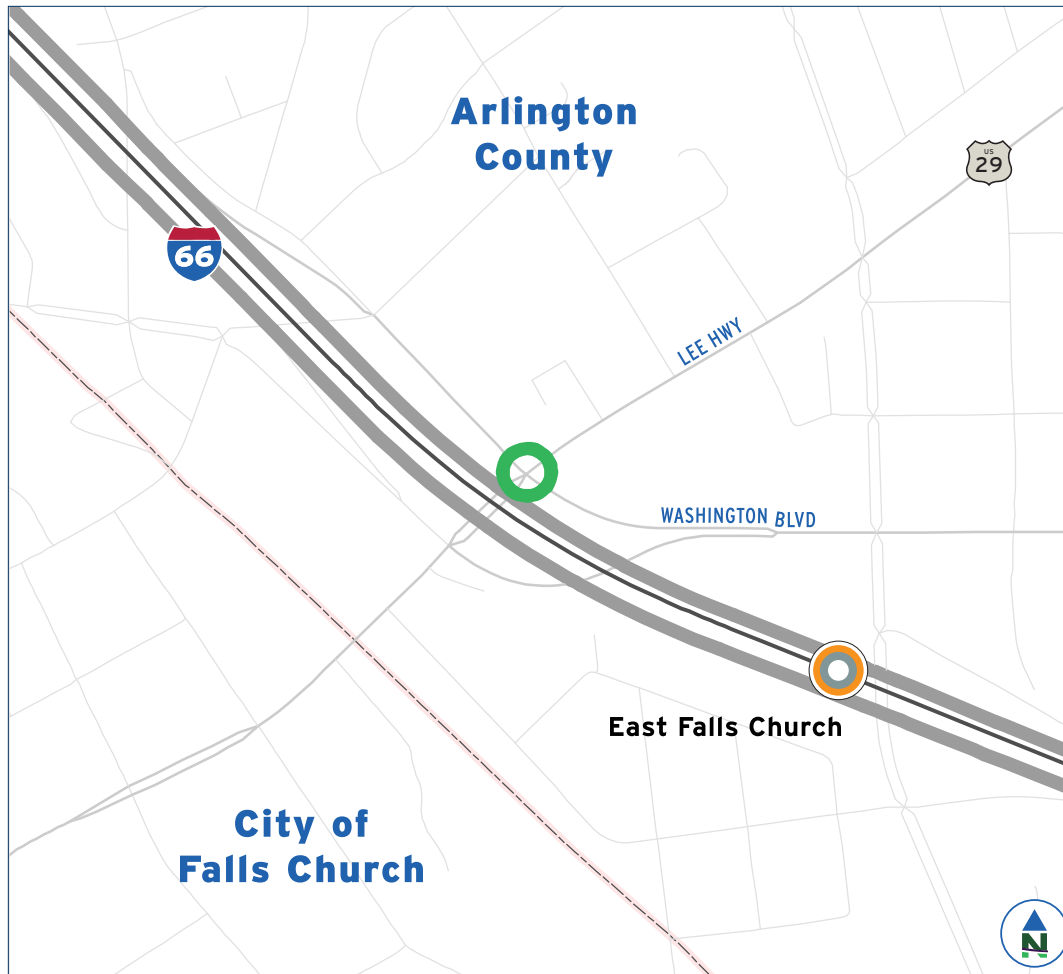
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	29
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	51

**FUNDING REQUEST \$1,085,000**

## ARLINGTON COUNTY

### Lee Highway and Washington Blvd Intersection Improvements

This project will design and construct an additional northwest-bound, left-turn lane on Lee Highway at Washington Blvd. The left-turn lane will improve safety and capacity for pedestrians and vehicles turning to access I-66.



#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	26
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	15
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	48

FUNDING REQUEST \$ 400,000

## FAIRFAX COUNTY

### Trail Access to Vienna Metrorail Station

This project would enhance access to and from transit by partially funding approximately 4,600 feet of shared-use trail to connect pedestrians and bicycle users to the Vienna Metrorail station and other activity centers and trails along the I-66 corridor.



#### APPLICATION SCORES

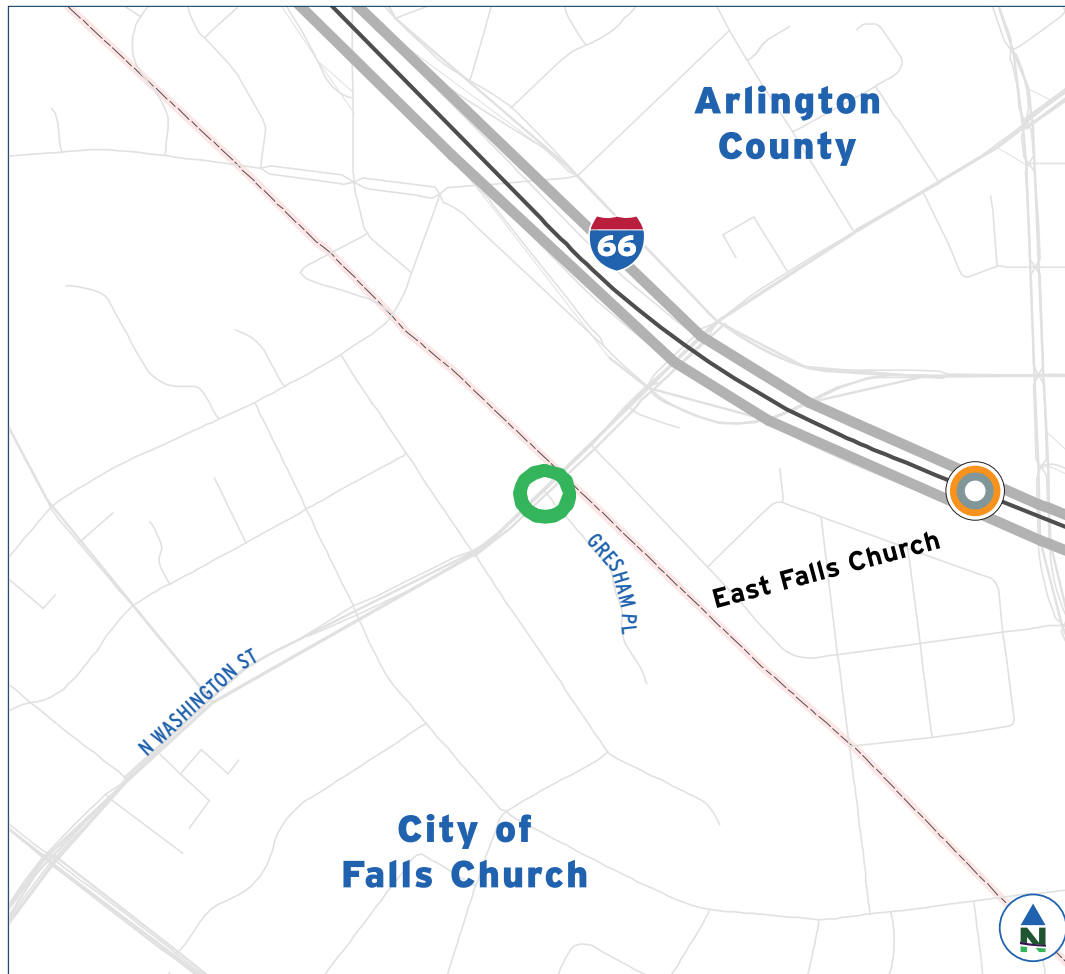
MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	35
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	47

**FUNDING REQUEST \$ 3,000,000**

## CITY OF FALLS CHURCH

### N. Washington St & Gresham Place Intersection Improvements

An area without crosswalks and pedestrian signals, the intersection of N. Washington Street and Gresham Place will benefit from enhanced connectivity and access between downtown Falls Church and the East Falls Church Metrorail station. The intersection improvements include signal replacement, traffic calming and other improvements for pedestrians and bicycle users.



#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	20
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	42

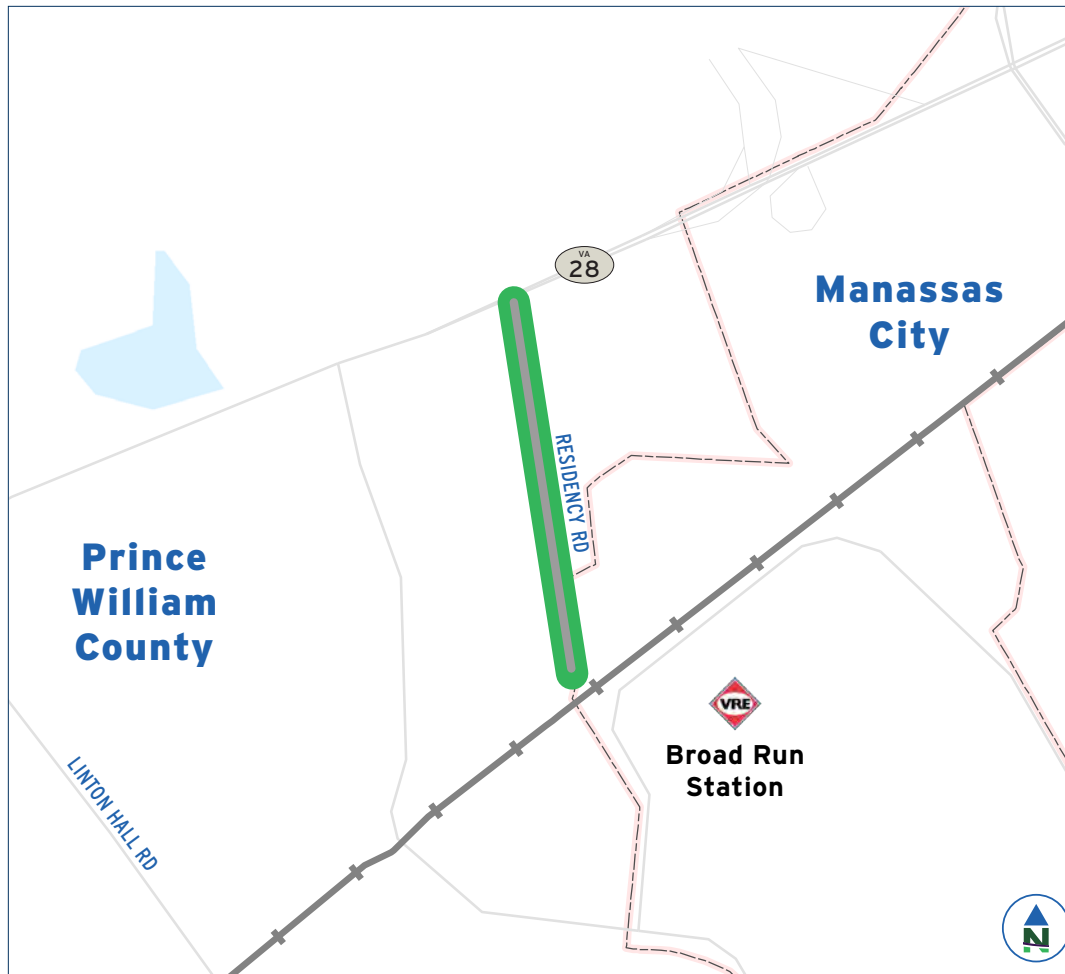
**FUNDING REQUEST \$ 1,500,000**



## PRINCE WILLIAM COUNTY

### Residency Road Trail Access to VRE Broad Run Station

This project will cover the costs of designing and constructing 3,200 feet of shared-use trail to connect pedestrians and bicycle users to the Virginia Railway Express Broad Run station.



#### APPLICATION SCORES

MEASURE	SCORE
<b>Technical Merit</b> (up to 55 points) Expected ability of the project to address some or all I-66 Improvement Goals	29
<b>Cost Effectiveness</b> (up to 15 points) The impact created per million dollars of toll revenue investment	5
<b>Regional Priority</b> (up to 20 points) How closely the project aligns to regional priorities recommended by a working group of jurisdictional representatives	7
<b>Applicant Preference</b> (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
<b>TOTAL APPLICATION SCORE</b> (up to 100 points)	41

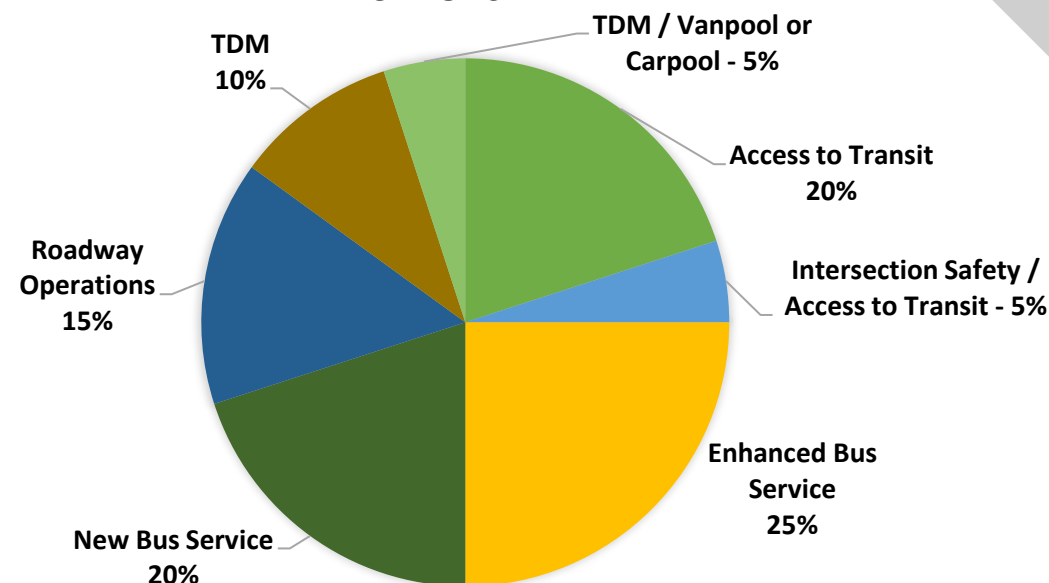
**FUNDING REQUEST \$ 4,882,800**

## DRAFT FY2020 I-66 Commuter Choice Program Application Technical 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  
April 25, 2019

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## Agenda Item #7: Virginia Railway Express (VRE)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** April 25, 2019

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

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At the May meeting the VRE Chief Executive Officer will update the Commission on VRE activities. There are no action items. The [minutes of the April 12<sup>th</sup> VRE Operations Board meeting](#) and the [VRE CEO Report for April 2019](#) are attached.

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**MINUTES**  
**VIRGINIA RAILWAY EXPRESS**  
**OPERATIONS BOARD MEETING**

**April 12, 2019**

14700 Potomac Mills Road, Woodbridge, VA 22192

**Members Present**

\*Preston Banks (PRTC)  
 \*Elizabeth Bennett-Parker (NVTC)  
 \*Maureen Caddigan (PRTC)  
 \*John Cook (NVTC)  
 \*Katie Cristol (NVTC)  
 \*Mark Dudenhefer (PRTC)  
 \*Matt Kelly (PRTC)  
 \*Jeanine Lawson (PRTC)  
 \*Wendy Maurer (PRTC)  
 \*Martin Nohe (PRTC)  
 \*Pamela Sebesky (PRTC)  
 \*Gary Skinner (PRTC)

**Jurisdiction**

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

**Members Absent**

Sharon Bulova  
 Jennifer Mitchell (DRPT)

Fairfax County  
 Commonwealth of Virginia

**Alternates Present**

\*Michael McLaughlin (DRPT)  
 Todd Horsley (DRPT)

Commonwealth of Virginia  
 Commonwealth of Virginia

**Alternates Absent**

Canek Aguirre (NVTC)  
 Ruth Anderson (PRTC)  
 Pete Candland (PRTC)  
 Jack Cavalier (PRTC)  
 Hector Cendejas (PRTC)  
 Libby Garvey (NVTC)  
 Jason Graham (PRTC)  
 Jeff McKay (NVTC)  
 Cindy Shelton (PRTC)  
 Paul Trampe (PRTC)  
 Mark Wolfe (PRTC)

City of Alexandria  
 Prince William County  
 Prince William County  
 Stafford County  
 City of Manassas Park  
 Arlington County  
 City of Fredericksburg  
 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**

Doug Allen – VRE  
Monica Backmon – NVTA  
Paolo Belito – Prince William County  
Matt Cheng – NVTC  
Rich Dalton – VRE  
Karen Finucan Clarkson - VRE  
Chris Henry – VRE  
Pierre Holloman – Arlington County  
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  
Ryan McManus – Prince William County  
Becky Merriner – PRTC  
Kristin Nutter – VRE  
Aimee Perron Siebert – Hillbridge Group  
Mark Schofield – VRE  
Steve Sindiong – City of Alexandria

Chair Cristol called the meeting to order at 9:17 A. M. The Pledge of Allegiance and the Roll Call followed.

### **Approval of the Agenda – 3**

Ms. Maurer 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, Caddigan, Cook, Cristol, Dudenhefer, Kelly, Lawson, Maurer, McLaughlin, Nohe, Sebesky, and Skinner.

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

Ms. Caddigan moved, with a second by Mr. Kelly, to approve the minutes from March 15, 2019. The vote in favor was cast by Members Banks, Bennett-Parker, Caddigan, Cook, Cristol, Kelly, Lawson, McLaughlin, Nohe, Sebesky, and Skinner. Mr. Dudenhefer and Ms. Maurer abstained.

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

- Chair Cristol announced there will be a new process for the CEO's evaluation this year.
- The CEO Evaluation committee meeting has been changed from May to June.
- Chair Cristol reminded the members of the Finance Committee (formerly the "Capital Committee") they will meet next month after the Board Meeting.

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

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

- VRE held Annual Roadway Worker Protection certification and recertification classes for staff, contractors and other personnel who work on or around platforms and yards.
- Mr. Allen asked Mr. Dalton to brief the Board on the status of PTC Implementation.
  - As of April 11<sup>th</sup>, all VRE trains are operating under PTC.
  - Chair Cristol recognized the immensity and complexity of PTC Implementation, and congratulated Mr. Dalton and his team on achieving this milestone.
- Preliminary Average Daily Ridership for March was 18,559.
- On-time Performance was 82% for the month of March.
- Mr. Allen introduced VRE's new Public Affairs Administrator, Karen Finucan Clarkson.
- VRE's Automatic Parking Counter system has been installed at all locations where VRE provides parking.



- Parking data is linked and accessible on the website and VRE Mobile.
- Ms. Perron Seibert briefed the Board on the conclusion of the 2019 session of the Virginia General Assembly and issues related to or impacting VRE; specifically, a new source of funding the state can use for transportation projects.

### **Public Comment Time – 7**

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

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

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

- Authorization to Issue an Invitation for Bids for Construction of the Lifecycle Overhaul and Upgrade Facility– 8A
- Authorization to Issue a Request for Proposals for New Passenger Railcars Through a Joint Procurement with Chicago Metra – 8B

### **Action Items – 9**

#### **Authorization to Execute a Contract for Enterprise Resource Planning Implementation Management and Development Services – 9A**

Ms. Maurer moved, with a second by Ms. Sebesky, to authorize the CEO to execute a contract with Computer Aid, Inc. for Enterprise Resource Planning implementation planning and development services.

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

#### **Authorization to Execute a Contract for Repair and Overhaul of Passenger Car HVAC Assemblies – 9B**

Mr. Nohe moved, with a second by Ms. Sebesky, to authorize the CEO to execute a contract with TTA Systems, LLC for repair and overhaul of passenger railcar HVAC assemblies, renewing the components and modifying the assemblies to use R-407C refrigerant.

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

#### **Authorization to Execute a Contract for Mail Order Ticketing Services – 9C**

Mr. Nohe, moved, with a second by Mr. Dudenhefer, to authorize the CEO to execute a contract with The Convention Store, to provide the service of sale and delivery of VRE Fare Media to passengers by mail.

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

#### Authorization to Execute a Sole Source Contract for the Sale of VRE Fare Media – 9D

Mr. Skinner moved, with a second by Ms. Maurer, to authorize the CEO to execute a sole source contract with The Convention Store, for the sale of VRE fare media at its Connector and Commuter Store locations.

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

#### **Information Items – 10**

##### Fare Collection System Update– 10A

- The Scheidt & Bachmann ticket machines are undergoing an upgrade to ensure EuroPay Mastercard Visa compliance for chip-enabled credit cards.
- The new hardware is on site and ready for installation.
- Recently, the system servers were migrated to a cloud environment hosted by Scheidt & Bachmann and shifts some of the data security compliance requirements to S&B.
- Staff will bring an action item to the Operations Board in May to execute a new contract with Scheidt & Bachmann to incorporate the current preventative and remedial maintenance support, system hosting, and a required upgrade to the back-end system; allowing VRE to update the outdated Terms and Conditions and transition from the old design/build agreement to a new maintenance and support agreement.

##### Spending Authority Report – 10B

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

- A Task Order in the amount of \$70,731 to Vanesse Hangen Brustlin, under the General Planning Consulting Services Contract, to provide site and real estate research services as well as stakeholder coordination in order to develop a L'Enfant station and track base map.
- A Task Order in the amount of \$51,476 to RPI Group under the Installation and Integration of Security Camera and Access Control System Contract to provide general program management, installation and network support.

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

Chair Cristol adjourned the meeting, without objection, at 10:02 A.M.

Approved this 17<sup>th</sup> day of May 2019

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Katie Cristol  
Chair

---

John Cook  
Secretary

## CERTIFICATION

This certification hereby acknowledges the minutes for the April 12, 2019 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

A handwritten signature in black ink, appearing to read "Leslie M. Lamb". The signature is fluid and cursive, with the first name "Leslie" being more prominent.

Lezlie M. Lamb

**Virginia Railway Express  
Operations Board**

**Resolution  
8A-04-2019**

**Authorization to Issue an Invitation for Bids for  
Construction of the Lifecycle Overhaul and Upgrade Facility**

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

**WHEREAS**, a lifecycle maintenance strategy requires VRE to build a new Lifecycle Overhaul and Upgrade Facility dedicated specifically to perform these activities; and,

**WHEREAS**, the construction will include essential elements for a functioning Lifecycle and Overhaul Facility;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for Construction of the Lifecycle Overhaul and Upgrade Facility.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
8B-04-2019**

**Authorization to Issue a Request for Proposals for New Passenger  
Railcars through a Joint Procurement with Chicago Metra**

**WHEREAS**, VRE has identified a need to purchase additional passenger railcars to increase seating capacity on both the Fredericksburg and Manassas lines; and,

**WHEREAS**, the purchase of additional passenger railcars is part of a program of projects to increase capacity and ridership on both the Fredericksburg and Manassas lines; and,

**WHEREAS**, VRE staff will work with Chicago Metra to incorporate VRE's requirements within their Request for Proposals for the purchase of additional passenger railcars to increase capacity for both organizations;

**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 or equipment; and,

**BE IT FURTHER RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals through a joint procurement with Chicago Metra for new passenger railcars.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
9A-04-2019**

**Authorization to Execute a Contract for Enterprise Resource Planning  
Implementation Management and Development Services**

**WHEREAS**, VRE's existing information technology systems, which support enterprise resources, are currently unable to support the growing needs of the organization, or future expansion outlined in the adopted VRE System Plan 2040; and,

**WHEREAS**, an analysis has been performed that identified existing gaps within information systems supporting VRE's enterprise resources; and,

**WHEREAS**, implementation management and development services are necessary to support VRE staff during procurement and implementation of an Enterprise Resource Planning solution;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Computer Aid, Inc. of Harrisburg, Pennsylvania for Enterprise Resource Planning Implementation Management and Development Services in the amount of \$525,105, plus a 10% contingency of \$52,510, for a total not to exceed \$577,615.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
9B-04-2019**

**Authorization to Execute a Contract for Repair and  
Overhaul of Passenger Car HVAC Assemblies**

**WHEREAS**, VRE has a need for the repair and overhaul of HVAC assemblies; and,

**WHEREAS**, the VRE Operations Board authorized the CEO to issue an Invitation for Bids for Repair and Overhaul of Passenger Car HVAC Assemblies; and,

**WHEREAS**, a competitive solicitation process was conducted; and,

**WHEREAS** it was determined TTA Systems, LLC was the lowest responsive-responsible bidder;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with TTA Systems, LLC of Hornell, NY for the Repair and Overhaul of Passenger Car HVAC Assemblies in the amount of \$2,505,600, plus a 10% contingency of \$250,560, for a total amount not to exceed \$2,756,160.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair



**Virginia Railway Express  
Operations Board**

**Resolution  
9C-04-2019**

**Authorization to Execute a Contract for Mail Order Ticketing Services**

**WHEREAS**, on July 21, 2017, the VRE Operations Board authorized the Chief Executive Officer to issue a Request for Proposals for the Sale of VRE Fare Media; and,

**WHEREAS**, on August 17, 2017, an RFP was issued, and proposals were due on September 13, 2017; and,

**WHEREAS**, evaluation of the proposal received was performed by the Technical Evaluation Team, and was found to meet the requirements of the solicitation; and,

**WHEREAS**, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, the process used by the staff was in accordance with law and the staff recommendation appears to be reasonable;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with The Convention Store, Inc. (TCS) of Millersville, Maryland for the sale of VRE fare media through a ticket-by-mail program at a commission rate of 7.25% of sales, plus a fixed fee of \$15 for each Transit Link Card sold. The contract will be for a base of two years and three option years, with the VRE CEO exercising the option years at his discretion.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair

**Virginia Railway Express  
Operations Board**

**Resolution  
9D-04-2019**

**Authorization to Execute a Sole Source Contract  
for the Sale of VRE Fare Media**

**WHEREAS**, VRE passenger tickets can be purchased through many different sales channels, including on-platform ticket vending machines, mail order, the VRE Mobile app, and 'brick and mortar' vendors located at or near the stations; and,

**WHEREAS**, where possible VRE contracts for 'brick and mortar' sales with pre-existing commuter services vendors that also provide fare media for other regional public transportation providers; and,

**WHEREAS**, through its existing contracts with Fairfax and Arlington Counties, The Convention Store, Inc. provides commuter services, including fare media sales, at vendor locations located at or near VRE stations;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Sole Source Contract with the Convention Store, Inc. of Millersville, Maryland, for the sale of VRE fare media at its connector and commuter store locations for a commission of 5.2% of sales. The contract will be for a base of two years and three option years, with the VRE CEO exercising the option years at his discretion.

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

  
John Cook  
Secretary

  
Katie Cristol  
Chair

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# CEO REPORT

APRIL 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 | APRIL 2019

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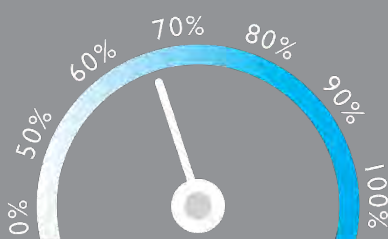
RIDE ISSUE 1, 2019 .....19



VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

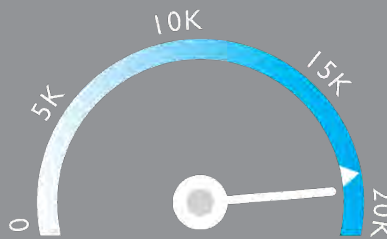


# SUCCESS AT A GLANCE



**PARKING  
UTILIZATION**

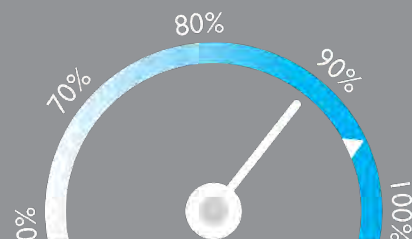
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



**AVERAGE DAILY  
RIDERSHIP**

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

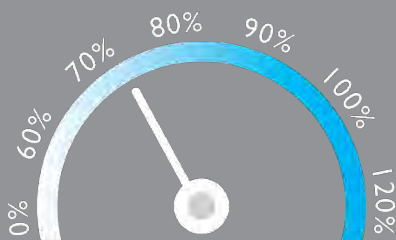
▲ Same month, previous year.



**ON-TIME  
PERFORMANCE**

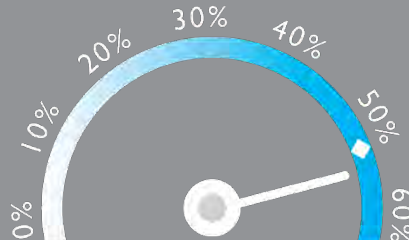
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

**FEBRUARY 2019**

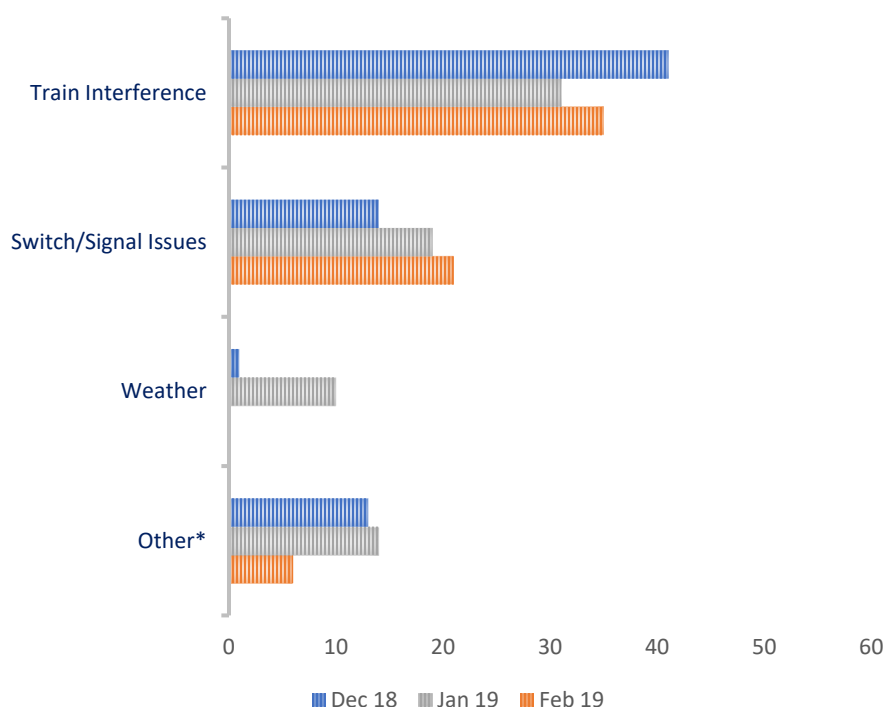


# ON-TIME PERFORMANCE

## OUR RECORD

	February 2019	January 2019	February 2018
Manassas Line	89%	88%	96%
Fredericksburg Line	90% (89.9%)	89%	95%
System Wide	89%	88%	95%

## PRIMARY REASON FOR DELAY



VRE operated 576 trains in February.

Our on-time rate for February was 89%.

Sixty-two of the trains arrived more than five minutes late to their final destinations. Thirty-three of those late trains were on the Manassas Line (89%), and 29 of those late trains were on the Fredericksburg Line (89.9%).

The Fredericksburg and Manassas Lines both finished the month just below goal. Snow caused a service cancellation on the 20<sup>th</sup>, but weather was not a factor affecting on-time performance this month. While train interference continues to be the largest cause for delays, we also experienced an increase in switch/signal issues in February.

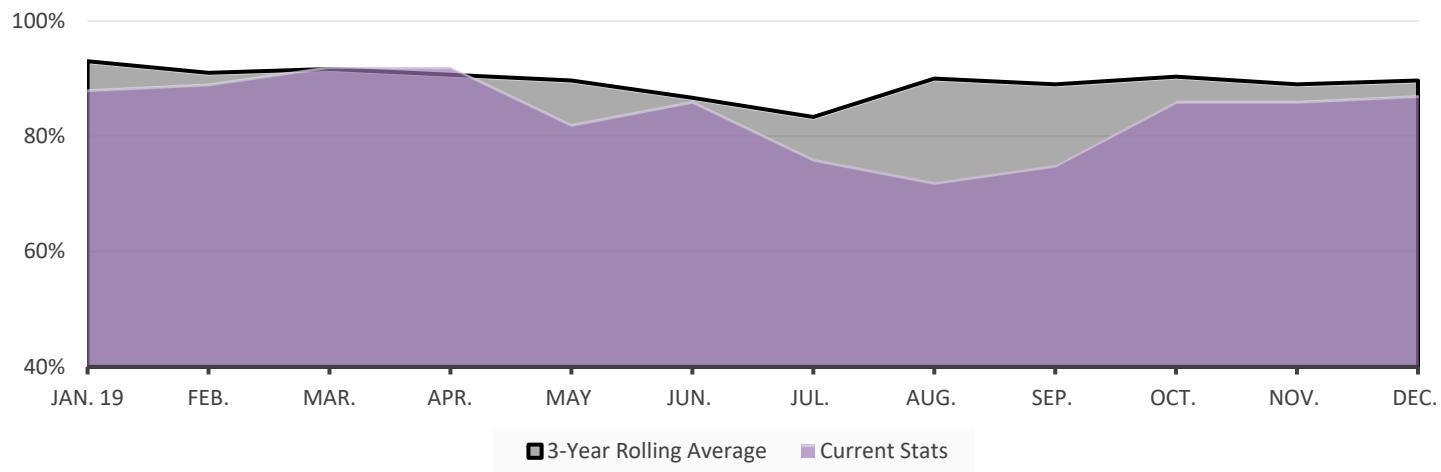
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

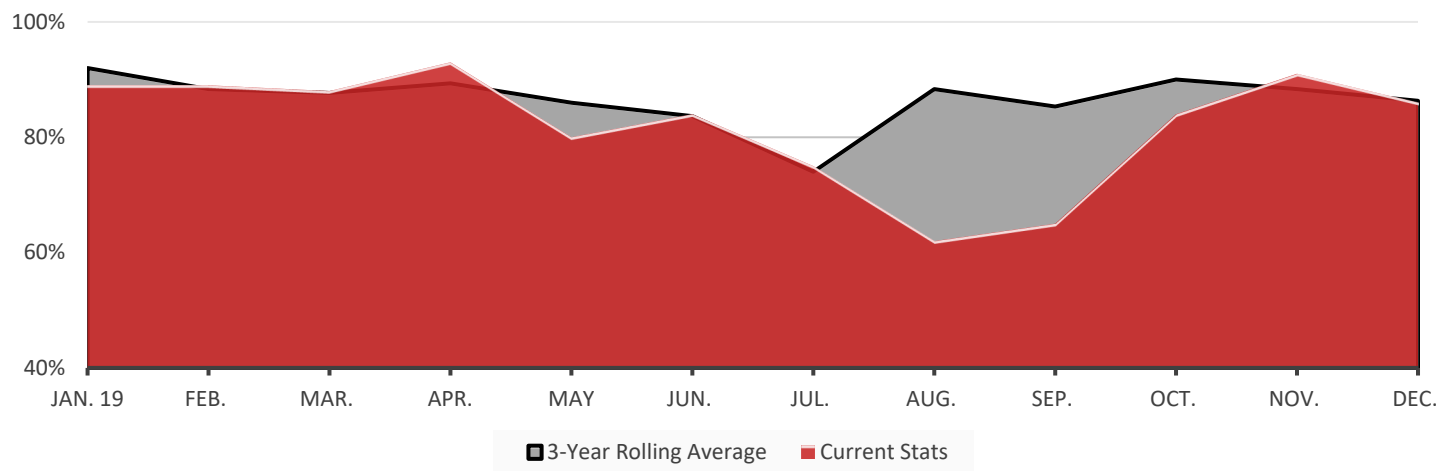
	System Wide			Fredericksburg Line			Manassas Line		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
Total late trains	69	74	62	37	36	29	32	38	33
Average minutes late	14	23	13	15	29	11	14	17	14
Number over 30 minutes	5	10	2	3	6	0	2	4	2

ON-TIME PERFORMANCE

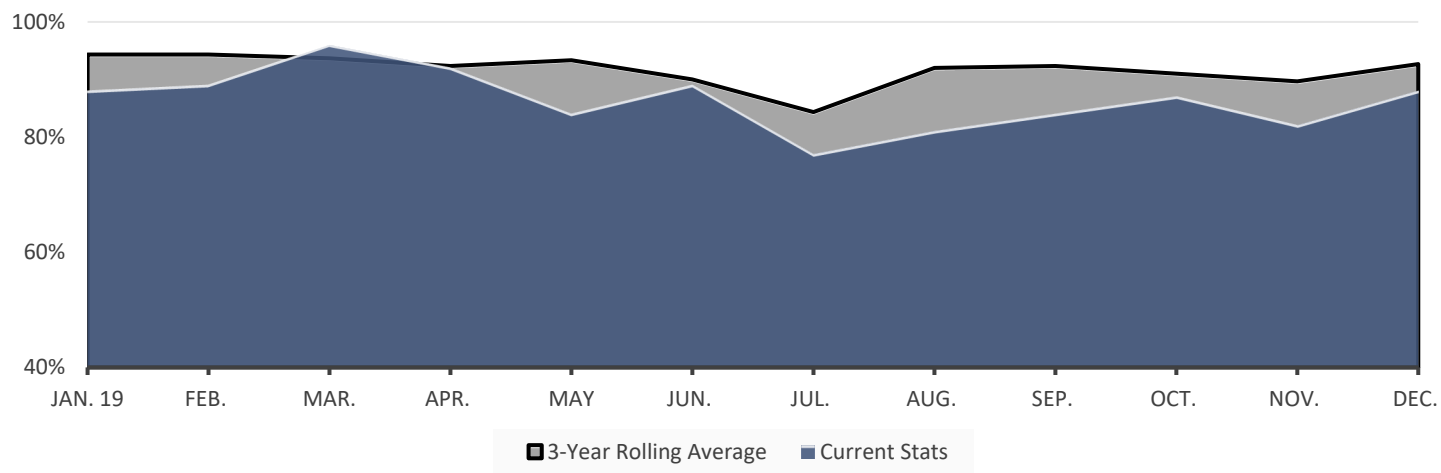
VRE SYSTEM



FREDERICKSBURG LINE

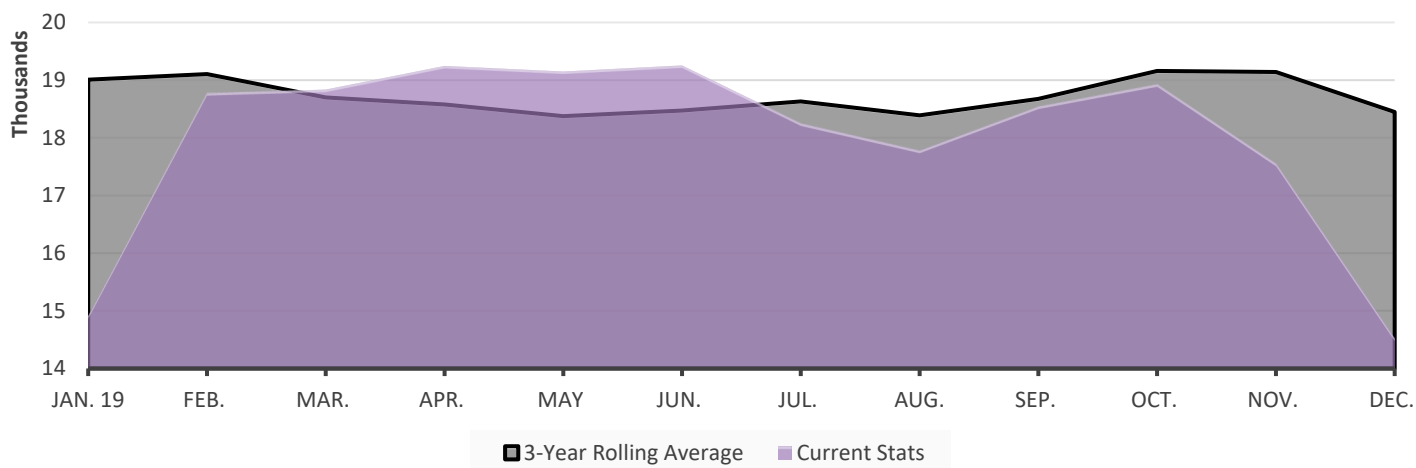


MANASSAS LINE

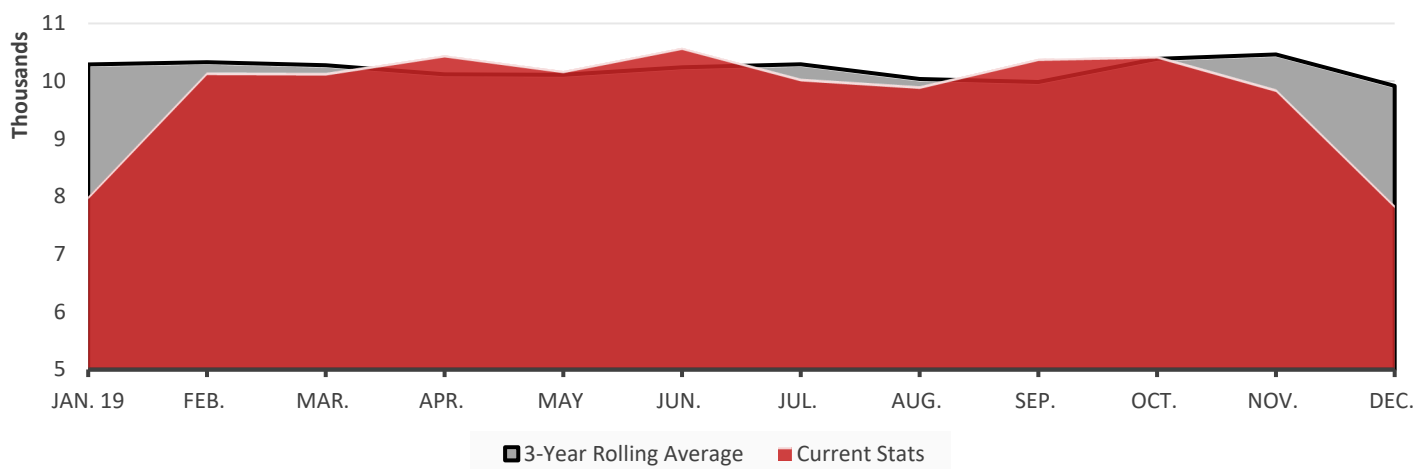


# AVERAGE DAILY RIDERSHIP

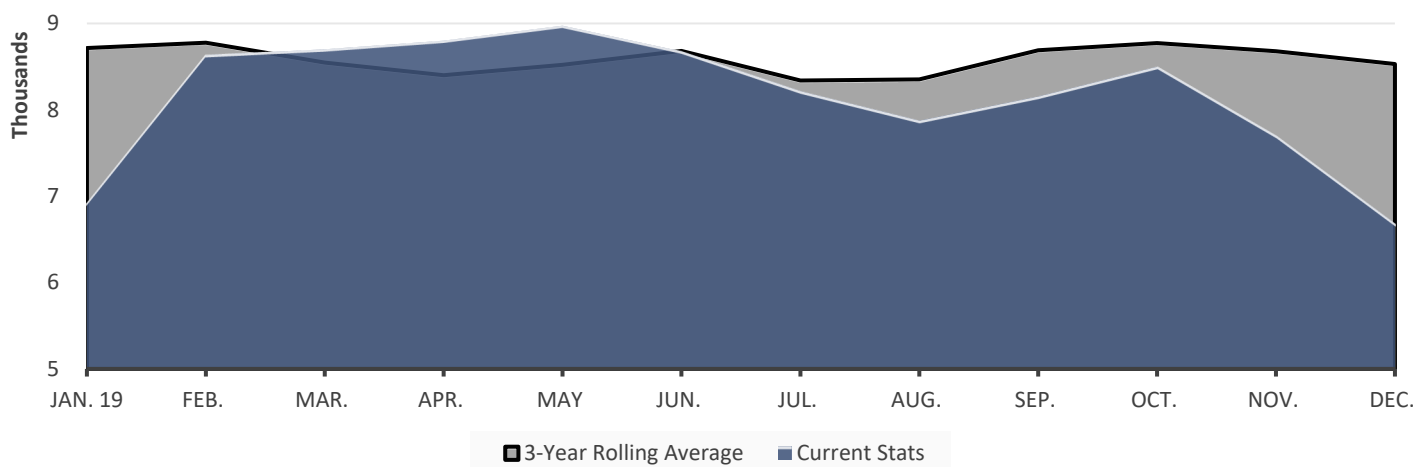
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



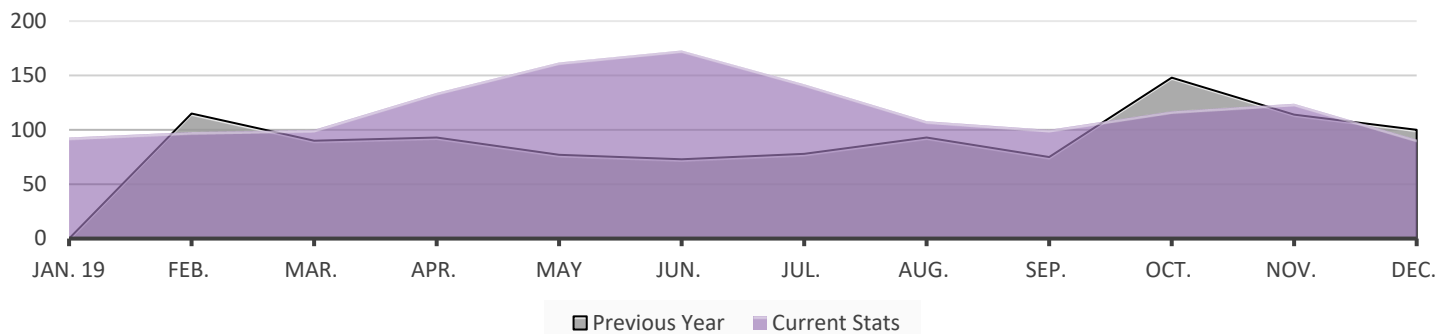
## RIDERSHIP UPDATES

Average daily ridership (ADR) in February was approximately 18,800.

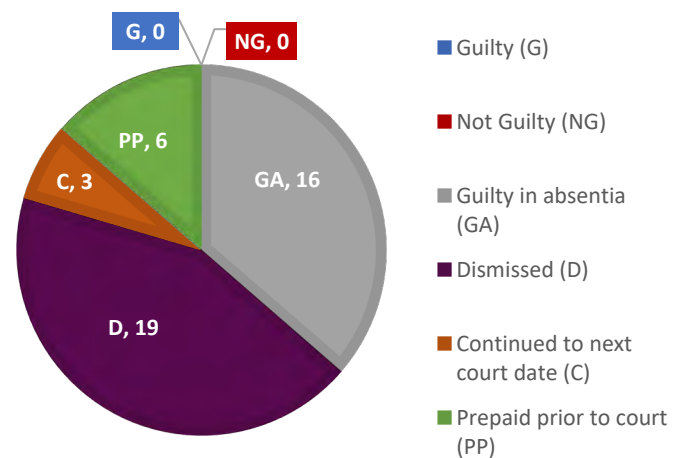
	February 2019	January 2019	February 2018
Monthly Ridership	337,964	298,263	363,591
Average Daily Ridership	18,776	14,913	19,136
Full Service Days	18	20	19
"S" Service Days	0	0	0

## SUMMONSES ISSUED

## VRE SYSTEM

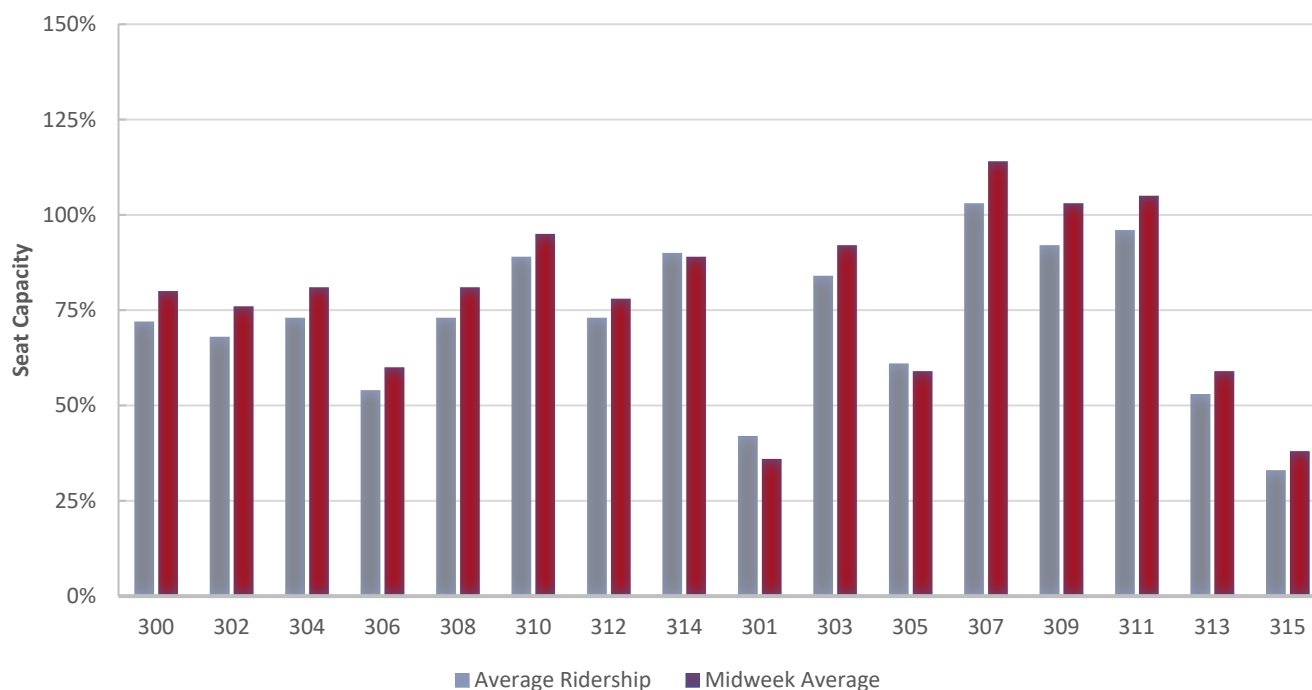
SUMMONSES WAIVED  
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	20
One-time courtesy	5
Per the request of the conductor	17
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	3
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>45</b>

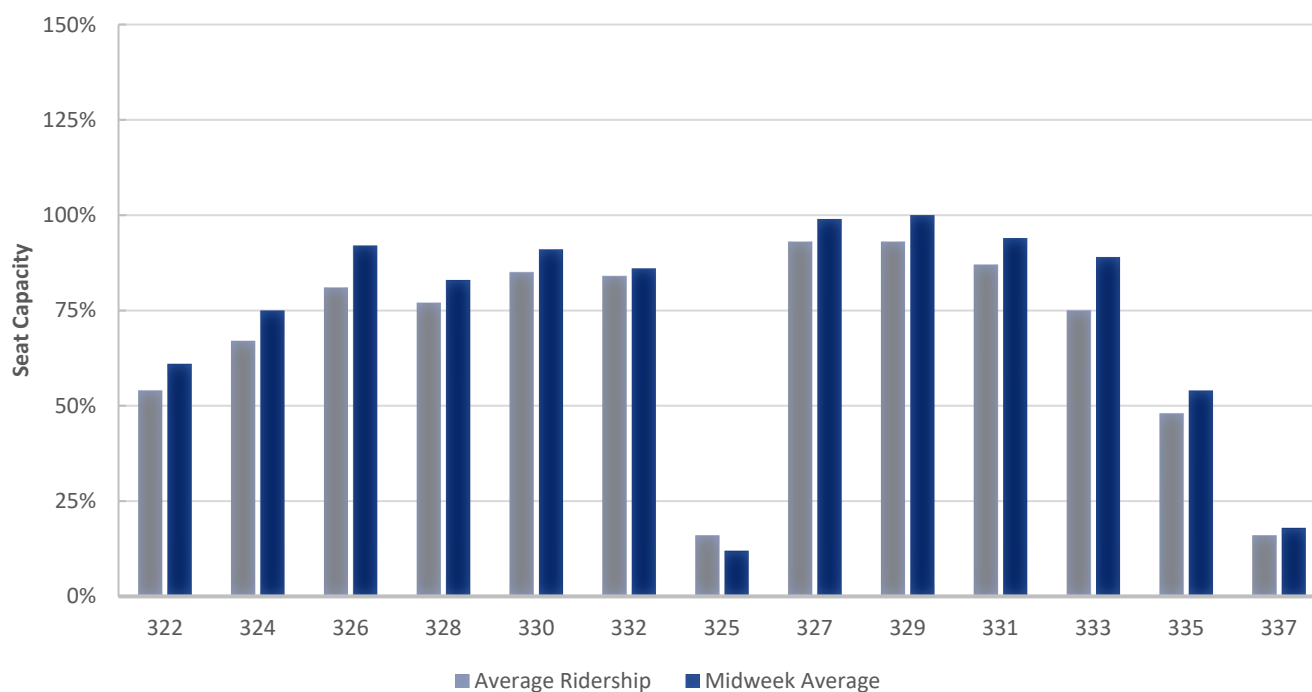
MONTHLY SUMMONSES  
COURT ACTION

# TRAIN UTILIZATION

## FREDERICKSBURG LINE

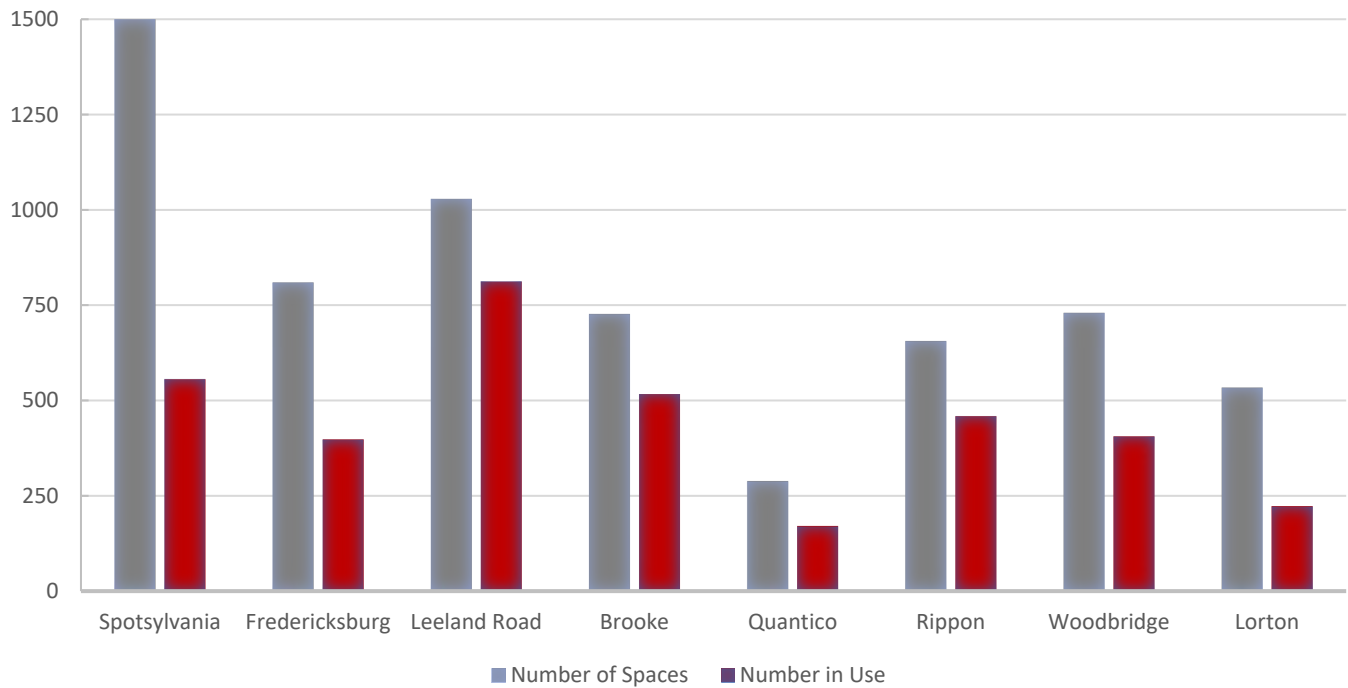


## MANASSAS LINE

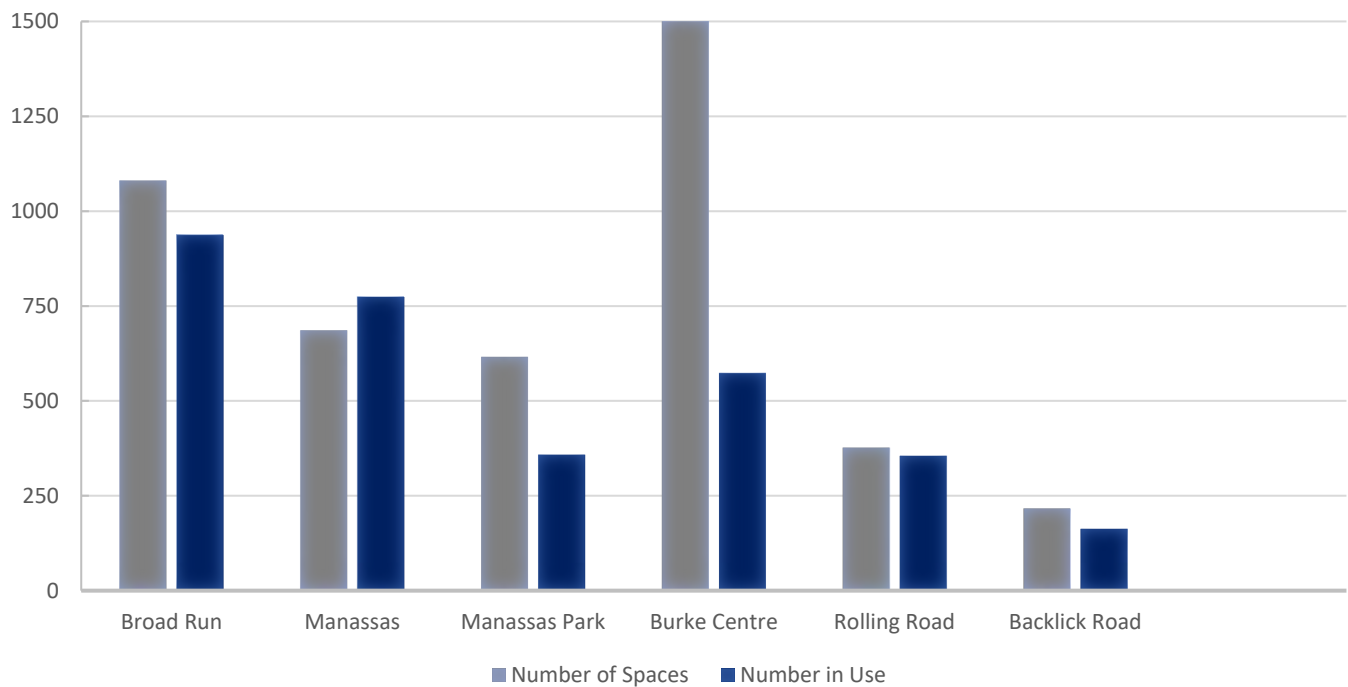


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



# FINANCIAL REPORT

Fare revenue through the first eight months of FY 2019 is approximately \$360,000 below budget (an unfavorable variance of -1.3%) and is 1.9% 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 majority of customers who had preordered multi-ride passes. Since late January, ridership and revenue have returned to pre-shutdown levels.

The operating ratio through February is 54%, 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 February 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 February 28, 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	3,341,481	3,222,400	27,623,593	27,984,000	(360,407)	-1.3%	42,400,000
Other Operating Revenue	4,007	17,100	304,847	148,500	156,347	105.3%	225,000
<b>Subtotal Operating Revenue</b>	<b>3,345,488</b>	<b>3,239,500</b>	<b>27,928,441</b>	<b>28,132,500</b>	<b>(204,059)</b>	<b>-0.7%</b>	<b>42,625,000</b>
Jurisdictional Subsidy (1)	-	-	17,767,748	17,767,748	-	0.0%	13,116,039
Federal/State/Other Jurisdictional Subsidy	2,459,271	2,513,832	20,451,741	20,627,997	(176,256)	-0.9%	31,388,025
Appropriation from Reserve/Other Income	-	75,240	-	653,400	(653,400)	0.0%	990,000
Interest Income	137,453	15,200	876,189	132,000	744,189	563.8%	200,000
<b>Total Operating Revenue</b>	<b>5,942,211</b>	<b>5,843,772</b>	<b>67,024,118</b>	<b>67,313,645</b>	<b>(289,527)</b>	<b>-0.4%</b>	<b>88,319,064</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	6,382,813	6,013,546	51,350,947	54,664,537	3,313,591	6.1%	82,050,714
Debt Service	510,344	510,273	4,082,919	4,082,185	(734)	0.0%	6,222,350
Other Non-Departmental Expenses	-	3,496	11,737	30,360	18,623	0.0%	46,000
<b>Total Operating Expenses</b>	<b>6,893,156</b>	<b>6,527,315</b>	<b>55,445,602</b>	<b>58,777,083</b>	<b>3,331,480</b>	<b>5.7%</b>	<b>88,319,064</b>
<b>Net income (loss) from Operations</b>	<b>(950,945)</b>	<b>(683,543)</b>	<b>11,578,516</b>	<b>8,536,562</b>	<b>3,041,953</b>		<b>-</b>
<b>Operating Ratio</b>			<b>54%</b>	<b>51%</b>	<b>Budgeted</b>	<b>52%</b>	<b>Goal</b>
						<b>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 fascia and soffit at Woodbridge Station east building
2. Replacement of gutters and downspouts at Rippon Station
3. Replacement of Spotsylvania Station poster case
4. Manassas Park Station parking lot pothole repairs

## Projects scheduled to be completed this quarter:

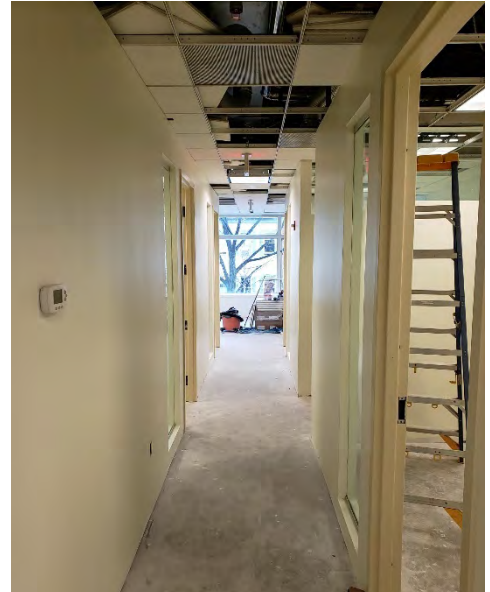
1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to platform concrete at L'Enfant Station
3. Issuance of IFB for painting of Franconia-Springfield Station
4. Repairs to erosion near Leeland Road Station retaining walls
5. Repairs to platform concrete at Manassas Station
6. Issuance of IFB for pavement repairs and striping at Rippon and Leeland Road Stations and Fredericksburg Lot G
7. Installation of automated parking count system at stations with parking lots

## Projects scheduled to be initiated this quarter:

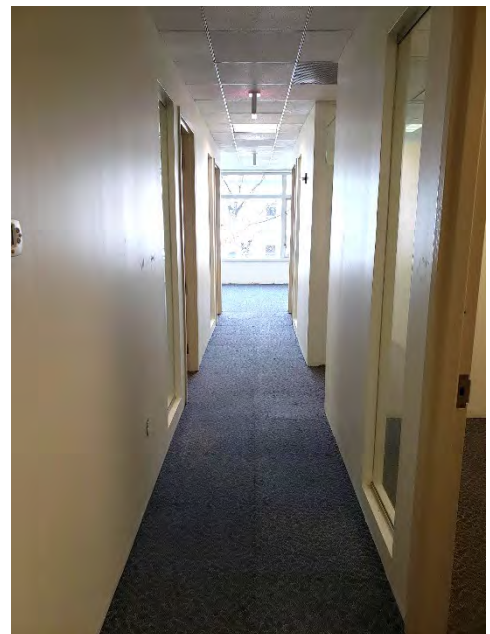
1. Design of Phase 2 renovations to Alexandria Headquarters Suite 202
2. Design of platform widening at L'Enfant Station
3. Replacement of signage at additional stations (locations TBD)

## 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



*VRE Suite 201 Renovations In Progress*



*VRE Suite 201 Renovations Nearly Complete*

# 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
- State Government Relations Services
- Engineering and Environmental Services for the VRE Crystal City Station Improvements

# 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—Amtrak comments on concept design will be addressed during preliminary design; environmental documentation submitted to FTA for approval

Projects or project phases scheduled to be completed this quarter:

3. Brooke Station Improvements – Draft 30% Complete Plans
4. Lorton Station Improvements – Draft 60% Complete Plans
5. Franconia-Springfield Station Improvements – Draft 60% Complete Plans

Projects or project phases scheduled to be initiated this quarter:

6. Invitation for Bids (IFB) for Rolling Road Station Improvements
7. Final design and construction of temporary platform for Quantico Station Improvements
8. Project Development for L'Enfant Station Improvements
9. RFP advertised for LOU Construction Management

Ongoing projects:

10. Broad Run Expansion (BRX)
11. Manassas Park Parking Improvements
12. Rolling Road Station Improvements
13. Crossroads Maintenance and Storage Facility (MSF) – Land Acquisition
14. Lifecycle Overhaul & Upgrade Facility (LOU)
15. Leeland Road Station Improvements
16. Brooke Station Improvements
17. Quantico Station Improvements
18. Rippon Station Improvements
19. Lorton Station Improvements
20. Franconia-Springfield Station Improvements

21. Alexandria Station Improvements
22. Alexandria Station Track I Access (Slaters Lane)
23. Crystal City Station Improvements
24. L'Enfant Train Storage Track - South
25. L'Enfant Station Improvements
26. New York Avenue Midday Storage Facility
27. Potomac Shores VRE Station – *design by others*
28. Long Bridge Project Environmental Impact Statement (EIS) - *study by others*
29. Washington Union Station Improvements Environmental Impact Statement (EIS) - *study by others*
30. 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; percentage complete based on VRE Operations Board authorization

<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 <sup>1</sup>	Project Completion Date		
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	●	VRE Ops. Board approved revised design contract; design underway.
7,000,000	7,000,000	-	467,500	270,000	60%	2nd QTR 2019	●	Materials being delivered to site.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	●	Design work on east platform only; west platform improvements unfunded.
13,000,000	13,000,000	-	*	341,361	30%	4th QTR 2022	●	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	417,438	30%	4th QTR 2022	●	PE design and EC complete; FD start pending with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	382,584	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	-	*	298,998	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 3rd QTR 2019.
15,527,090	15,527,090	-	*	311,604	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 execution 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. Real estate research in progress under LONP.

## TRACK AND INFRASTRUCTURE

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

## MAINTENANCE AND STORAGE FACILITIES

L'Enfant Train Storage Track - South	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work and	◆	◆	◆	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; percentage complete based on VRE Operations Board authorization

<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 <sup>1</sup>	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%	3rd QTR 2019	 CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	 Completion of FD pending completion of land acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	5%	TBD	 On-going discussions with property owner; purchase offer to the owner pending.
89,666,508	89,666,508	-	3,588,305	1,467,308	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.
14,191,833	14,191,833	-	10,294,079	7,984,451	80%	4th QTR 2018	 Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,222,796	4,468,476	90%	4th QTR 2022	 Completion of PE design and EC underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	3rd QTR 2019	 Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.



VIRGINIA RAILWAY EXPRESS MAGAZINE

# RIDE

ISSUE I, 2019

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**ONLINE FORUM ACTIVITY (PAGE 7)**



VIRGINIA RAILWAY EXPRESS  
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## IT'S THE LAW: VALIDATE BEFORE BOARDING

Don't wait to validate on VRE Mobile until the conductor asks for tickets. Your screen flashes for five minutes after validating to alert the conductor of your validation time.



## ADVERTISING IN RIDE MAGAZINE

ADVERTISING REVENUE COVERS  
PRODUCTION AND PRINTING COSTS.



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Editor in Chief: Cindy King

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Access RIDE online at  
[VRE.org/RIDE](http://VRE.org/RIDE)



# FROM THE CEO

## NEW YEAR, NEW COMMUNICATION EFFORTS



DOUG ALLEN  
Chief Executive Officer

Some riders feel we send too many Train Talk e-mails, others say we don't send enough ... while of course for others, we send just the right amount. As part of our New Year, New Communications efforts, we're sending more update e-mails, however we're also giving you more control over the type of information you receive from us. As we move further into 2019 and categorize our alert e-mails, you can more easily update your subscription preferences from the "subscription preferences" link in the footer of all Train Talk emails. If you're someone who does not care to receive system VRE News, simply opt out. Or if you do not follow when a train's GPS is not working, opt out of the support system notifications.

You'll also notice this year that we're incorporating courtesy reminders, FAQs, and safety guidelines in Train Talk e-mails and into our social media posts. This is in response to rider requests, and we hope the additional exposure of the messages increases awareness of these topics among all riders.

Additionally, you may have noticed that our website, [vre.org](http://vre.org), has a new look. Our new menu allows you to dive deeper into our site with less clicks, and you can now get a quick overview of holidays, special events and more through the operational calendar on the homepage. Additional website improvements are coming, so please be on the lookout for those in the coming months.

Sincerely,

DOUG ALLEN  
Chief Executive Officer  
Virginia Railway Express



**RIDE**  
MONTHLY VRE RIDER E-NEWSLETTER



**Train Talk meets RIDE  
magazine. Look for the next  
newsletter in your inbox.**

Cover image: RIDE magazine enthusiasts boarding in Spotsylvania.





# LONG BRIDGE

## STUDY TO IMPROVE RAILROAD CAPACITY

### WHAT IS THE LONG BRIDGE?

The Long Bridge is the only railroad bridge connecting Virginia to Washington, D.C. As such, our trains must use the bridge between Crystal City, L'Enfant and Washington Union Station. This steel truss bridge built in 1904 has only two tracks, resulting in a system bottleneck with the competing rail time needs of CSX freight trains, Amtrak intercity passenger trains, and our commuter rail service.

### THE LONG BRIDGE PROJECT

The Long Bridge Project aims to provide additional railroad capacity as the need to increase the number of trains in the region grows, as well as improve the reliability of railroad service through the area. To address the capacity issues and improve resiliency long-term, the project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District.

### LONG BRIDGE AND NEPA

The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. NEPA is an “umbrella” law that encourages integrated compliance with other environmental laws so that a proposed project’s impacts are comprehensively evaluated before implementation.

The Long Bridge Project’s compliance with NEPA will include preparation of a Draft Environmental Impact Statement (EIS) that will be made available for public comment. The Federal Railroad Administration (FRA) is the lead Federal agency for the EIS. The District Department of Transportation (DDOT) is the local lead agency.

## PROJECT ACTIVITY

In November 2018, the FRA and DDOT announced a project approach to be analyzed in the Draft Environmental Impact Statement (DEIS) currently under development. The DEIS will analyze retaining the current two-track bridge in addition to building a new two-track crossing upstream (from the existing bridge) – providing a total of four tracks in the Long Bridge corridor.

A separate bicycle and pedestrian bridge between the proposed new Long Bridge and the existing WMATA Yellow Line bridge will also be analyzed in an effort to mitigate impacts to publicly-owned park land.

## VRE'S INVOLVEMENT

VRE is a cooperating agency in the environmental process and continues to collaborate with the FRA, DDOT, CSX Transportation (the owner of the bridge), and the Virginia Department of Rail and Public Transportation.

VRE will continue to work with the DEIS study partners, with the goal of publishing a Draft EIS in the Summer of 2019. This will be followed in the Spring of 2020 by a Final EIS and Record of Decision signaling the completion of the environmental process.



For more, visit:

[longbridgeproject.com](http://longbridgeproject.com)

### DEIS Alternatives Recommended

1. Satisfy Purpose and Need:
  - a. Add railroad capacity
  - b. Provide network connectivity
  - c. Enhance Railroad resiliency and redundancy
2. Retain existing two track bridge and construct new two track bridge upstream. Estimated conceptual costs: \$1.3 to \$1.6 B; 5 years to construct
3. Potential Section 4(f) Mitigation

### Mitigation

Construct new and independent bike/pedestrian crossing between new Long Bridge and existing WMATA Yellow Line bridge

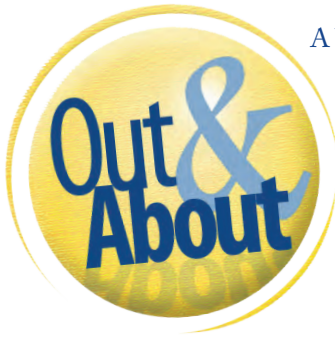
### Schedule

1. Publish Draft EIS Summer 2019
2. Publish Final EIS Spring 2020 and execute Record of Decision (Includes mitigation commitments)

### Funding/Project Delivery Options

1. Identify project sponsor
2. Find funding for final design and construction
3. Explore project delivery options





### A WORLD AT WAR ART EXHIBIT (FREE)

Through April

9:00 AM – 5:00 PM

The National Museum of the Marine Corps,

18900 Jefferson Davis Hwy.,

Triangle, VA 22172

Learn more: [usmcmuseum.com](http://usmcmuseum.com)

### OCCOQUAN PEEP SHOW (FREE)

April 20 from 11 AM - 4 PM

Over 20 businesses display creative dioramas using Easter peeps. Visit each participating shop (designated with yellow balloons) to view what amazing things the peeps will be doing and vote for your favorite display! Hosted by the Occoquan Merchant Guild. The Town invites the Occoquan community to participate in crafting and displaying their own Peep diorama creations with the Town of Occoquan Community Peeps Contest! Winners will receive a \$25 gift certificate to any business in town!

### WASHINGTON'S MONUMENTS CRUISE TO THE CHERRY BLOSSOMS

Recurring weekly on Saturday and Sunday until April 28

Departs from Cameron & Union Streets, Alexandria, VA

Traverse the Potomac River from Old Town Alexandria and cruise past the cherry blossoms in Washington, D.C. on the Washington's Monuments Cruise by Potomac Riverboat Company. View and listen to the history of the iconic monuments, memorials and bridges as the D.C. region awakens to spring. See beautiful cherry blossom trees as you glide past Hains Point and head onward to Georgetown. The cruise is 45 minutes one-way and approximately 90 minutes round-trip and is offered Saturdays and Sundays beginning March 23, 2019 and throughout peak cherry blossom season.

### ONE LOVE: CELEBRATION OF LIFE WITH THE ARTS (FREE)

April 26 from 6:00 PM - 10:00 PM

One Love is a trans-formative 3-day multi-media art event that is a celebration of life and our diverse artistic community. The event is designed to give artists a platform to perform, share and leverage their art to the betterment of the community, while raising awareness and inspiring hope for the love of all artistic platforms.



## PROJECTS FOR THE RIDE ... TO KNIT OR CROCHET?

One of our conductors asked us to write a story about the types of projects people do while riding the train. He commented he's seen a number of people over the years knitting, crocheting, and working on needlepoint projects. Here's a shout out to our experienced crafters onboard – way to enjoy your ride by creating something!

If you're not yet using your ride to craft, but would like to, we'd like to offer some insight on the differences between knitting and crocheting to help guide your choice on a first project.

### Knitting

Both knitting and crocheting use yarn, but knitting is done with two knitting needles and the stitches are loops. Knitting can be easier to learn than crocheting, and produces smaller stitches. Only two stitch types are used: the knit and purl. The process requires moving stitches from one needle to the other, then back again. Knitting requires patience, but many patterns are available.

### Crocheting

Crocheting is performed with just one crochet hook and the stitches look bumpier than knitting. Crochet stitches build from each other and range from short and small to tall and twisty. The most common stitches are the single crochet and double crochet stitches. Crocheting is perfect for creative types who don't mind making mistakes.



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# FREDERICKSBURG STATION HISTORY

Fredericksburg sits on the banks of the Rappahannock, at the head of river navigation, which has made it an important site since colonial times. The Virginia General Assembly established a fort in the area in 1676, just south of the present city. In 1720, the Assembly established a new county, Spotsylvania (after the governor) and established Fredericksburg in 1728 as a river port for the 18-century settlers. Named for Frederick, Prince of Wales, son of George II, the streets bore names of the royal family.

The city is closely associated with George Washington, whose family moved in 1738 to a farm in Stafford County, across the Rappahannock from Fredericksburg, so that Augustine Washington could live closer to the Accokeek Creek Iron Furnace, which he managed. The house—uncovered finally in an archaeological dig in July 2008—was central to the Washington family from the 1740s until 1772, when Mary Washington moved across the river to Fredericksburg.

Rail service has been important in Fredericksburg since the Richmond, Fredericksburg and Potomac Railroad (RF&P) was chartered in 1834 to run a line from Richmond up to the Potomac River at Aquia Creek. The original Fredericksburg train station was a ground-level stationhouse, and the area adjacent to the tracks was once Fredericksburg's industrial and commercial corridor.

Throughout the Civil War, control of the railroad through Fredericksburg was of strategic importance due to its position midway between Washington, D.C. and Richmond, Virginia, the opposing capitals.

During the Battle of Fredericksburg in early December of 1862, the town sustained significant damage due to bombardment and looting at the hands of Federal troops, who were in turn devastated at Confederate hands. After the war, Fredericksburg recovered its position as a center of local trade and expanded.

By 1872, rail connections went through to Washington, D.C., giving this portion of Virginia an all-rail route from Richmond and across the Potomac to Washington.

Concerned about rapid and safe transport of goods during World War I, the Federal Government established the Railway Express

Agency (REA) in 1917 to utilize existing railroad for small package and parcel transit. The REA expanded rapidly with small offices across the country, and with railroads as a catalyst for then-modern concepts like standardization of time through time zones and accelerated delivery, many came to depend on the REA for their shipping needs.

The Fredericksburg REA office was constructed around 1927, replacing a two-story wood frame American Railway Express Depot structure and taking on an odd shape as a result of a spur line that branched off the main rail line. Fredericksburg's REA office, or better known as the "Railway Express Depot," used the nearby RF&P tracks until REA dissolved in 1975.

The "Fredericksburg Railway Express Depot" is one in a series of railroad buildings that represents an era of unprecedented national interconnection. The RF&P railroad company buildings in Fredericksburg included architectural detailing reflecting the prosperity and dominance of the railroad in the national economy. The Railway Express Depot, however, was more utilitarian and traditional for a train/warehouse district, although the building exhibits excellent brickwork. The exterior of the building remains relatively unchanged, and the interior has been renovated within the city's historical guidelines.

The Railway Express Depot is recognized as a contributing building to the Fredericksburg Historic District. The Fredericksburg Historic District is listed on both the Virginia Landmarks Register and the National Register of Historic Places.

Today, Fredericksburg is a rapidly growing region in Northern Virginia; however, it still retains its 40-block historic district. For example, one block from the Rappahannock River waterfront, sits the 1910 brick railroad station structure built by the RF&P, which has most recently been occupied by the German restaurant, Bavarian Chef. This, along with the surrounding memorial battlefield monuments has led Fredericksburg to be aptly nicknamed, "America's most historic city." RF&P was succeeded by CSX after the RF&P ceased operating in 1991.



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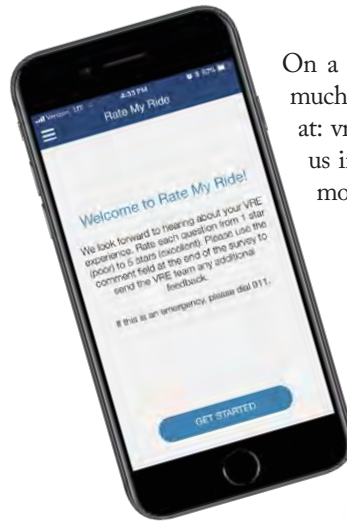
**703-684-1001**

# VRE MOBILE UPDATE

VRE is currently working with developers on an updated version of our mobile app, VRE Mobile, to be released later this year. The refreshed app will feature:

- Protection against accidental validation of multiple tickets
- More intuitive process for purposeful multiple ticket validation
- Improved ticket purchase flow

Plus, the app will be designed to more quickly introduce future updates like transportation options and fares for the first and last mile of a trip.



On a related note, we're happy to announce the much awaited results of the Rate My Ride survey at: [vre.org/RateMyRide](http://vre.org/RateMyRide). Please continue to rate us in VRE Mobile, and check the webpage for monthly updates on how we're scoring.



# RECENT **ONLINE FORUM** ACTIVITY



Nathan  
from VA

**Is that bridge slowing us down fixed yet?**

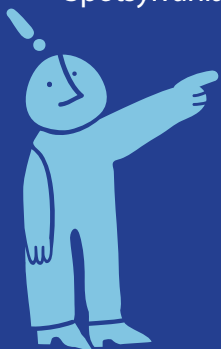
*VRE Response: If you are referring to the bridge on Track 1 south of Alexandria, it was replaced and back in service in mid December.*



Ryder from  
Spotsylvania

**The yellow steps for the short platforms ... they are often stashed in the luggage rack.**

*VRE Response: The step boxes should be stored in the luggage rack, however, if the space is needed, the conductor will move it to another location.*



Jessica from  
Woodbridge

**Can we have more trains running at different times? Why does it (service) stop going into DC at 8:25am?**

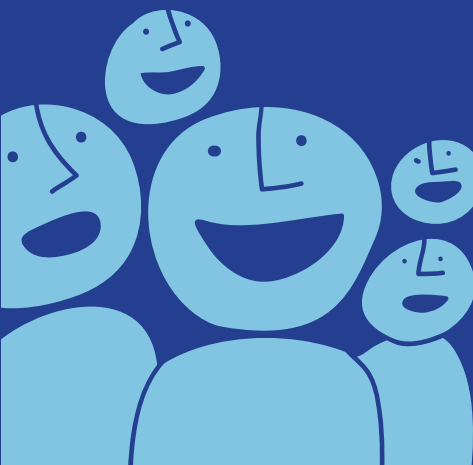
*VRE Response: Thanks for the questions Jessica. Our current schedules are set-up to match the peak demand for commuters. While we are always reevaluating the service, we have not seen enough demand either later in the mornings for inbound service, or later in the evenings for return service.*

**If I can get WiFi on an airplane, why is it impossible on the VRE?**

*VRE Response: The dead spots throughout our service area which you experience when trying to use your cell phone would create an inconsistent, poor quality WiFi experience. We'll look at WiFi when a viable solution for the poor coverage can be found.*



Anon from  
Manassas



Have questions? Join VRE's **Online Forum** the first Wednesday of each month at noon.  
[vre.org/chatterbox](http://vre.org/chatterbox)

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Gustav Holst's

**THE PLANETS**



with  
guest  
narrator  
**LeVar  
Burton**

**Saturday, March 23**

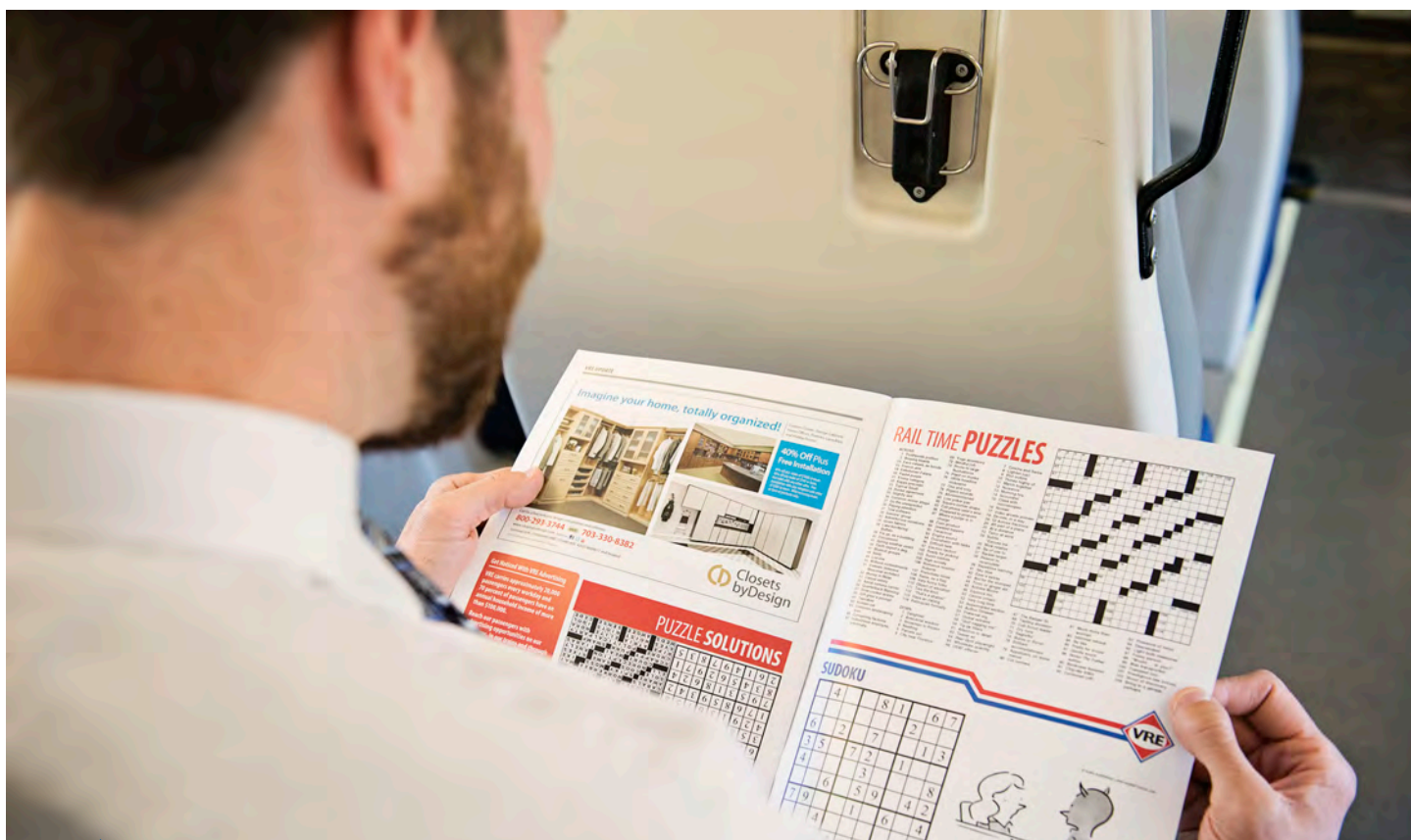
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## PUZZLE SOLUTIONS

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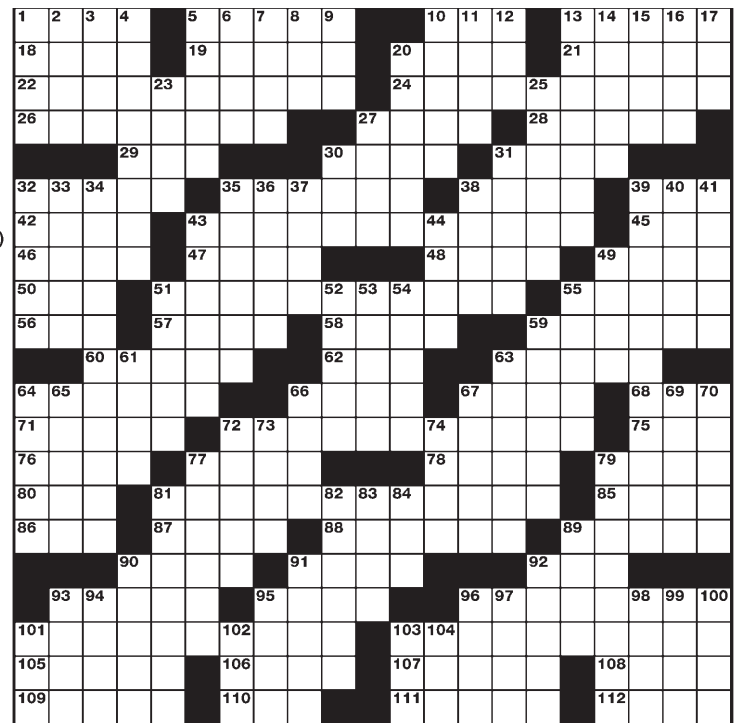
# RAIL TIME PUZZLES

## ACROSS

- 1 Sound boosters  
5 Temporary money  
10 Beverage made from bags  
13 Cookbook direction  
18 Angler's buy  
19 Like 10 Across not in bags  
20 VHS successor  
21 Arch city of song  
22 Legally Blonde actor  
24 First European to reach New Zealand  
26 Component parts  
27 Line of rotation  
28 People from Mayo  
29 Droll wit  
30 The Bruins' sch.  
31 Nile queen nickname  
32 Roomy auto  
35 Unpleasant atmosphere  
38 Certain Scot  
39 Catch red-handed  
42 General Bradley  
43 Commodore who visited Japan  
45 Symbol of wisdom  
46 Bit of dialogue  
47 "... it would seem"  
48 WWW addresses  
49 Aunt Millie's alternative  
50 Common Arab prename  
51 Scrooge's partner  
55 Snicker sound  
56 Some sandwiches' surroundings  
57 Poetic "soon"  
58 Perched upon  
59 Problem's solution  
60 Green garnishes  
62 "Dose" people  
63 Bodybuilder's muscle  
64 Legendary
- 66 Sooty spot  
67 Natural deicer  
68 Munich automaker  
71 Admired ones  
72 Andrews Oscar role  
75 Neptune's domain  
76 Certain bird calls  
77 Matter under investigation  
78 Improve, as a skill  
79 Antlered beast  
80 Caterer's vessel  
81 MSNBC host  
85 Hand over formally  
86 Persevere with, with "out"  
87 Pentathlete's sword  
88 On one's feet  
89 Went wrong  
90 The Warners, for short  
91 Cookbook direction  
92 Confucianism concept  
93 Descendant  
95 Sticks on snow  
96 Superman story regular  
101 "Imagine" singer  
103 Herzog novelist  
105 Disney mermaid  
106 Anaconda cousins  
107 Zinc ointment  
108 Other than that  
109 Sounds from stethoscopes  
110 Saddler's tool  
111 Embattled  
112 Turns green, perhaps
- 7 One of the *Friends* friends  
8 Starter like equi-  
9 Farm structure  
10 Knee-ankle link  
11 *Diary* (Twain book)  
12 Verizon's ISP  
13 In a frugal manner  
14 Timex competitor  
15 Equips for combat  
16 Remini of *Kevin Can Wait*  
17 Dragon's home  
20 CPA's expertise  
23 Withdraw gradually  
25 Mosaic artists  
27 Anvil vendor of cartoons  
30 Show to a seat, informally  
31 Singer Simon  
32 Renewable energy  
33 Post of etiquette  
34 Early American folk hero  
35 Former Philippine leader  
36 "Your show is starting"  
37 Small step  
38 *Pretty Woman* star  
39 Legendary lexicographer  
40 "That's too bad!"  
41 More forlorn  
43 Expressed dismay  
44 Fruit's edible matter  
49 What's left  
51 Most common presidential prename  
52 With great ardor  
53 Enjoyed immensely  
54 Beau of the Bard  
55 Wide-head fasteners  
59 TV promo promise

## DOWN

- 1 Up to the task  
2 Injure severely  
3 Toll road  
4 Goblets, for instance  
5 David's launcher  
6 Revolver innovator



- 61 Reformer's targets  
63 Draw closer to  
64 Fig-bearing tree  
65 Venerate  
66 Not booked  
67 China from England  
69 Victor at Gettysburg  
70 Carried on  
72 Ceremonial clubs  
73 ESPN's Arthur  
74 Academia designations
- 77 *The Untouchables* villain  
79 Paged (up or down)  
81 Backgammon do-overs  
82 Cato and Cassius  
83 Sports docs' tests  
84 Bubble wrap's interior  
89 Lessen, as stress  
90 IQ test pioneer  
91 Scandinavian toast  
92 Himalayan region
- 93 Carrying a grudge  
94 "Pet" that's a plant  
95 Chilly powder  
96 San \_\_ Obispo, CA  
97 Chaucer-era "ancient"  
98 One on your side  
99 Wine's bouquet  
100 Shes in leas  
101 Mocking remark  
102 Court group  
103 Cry audibly  
104 Hatchet, for instance

# SUDOKU

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## Agenda Item #8: Department of Rail and Public Transportation (DRPT)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** April 25, 2019

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

---

At the May meeting DRPT Director Jennifer Mitchell will give her report. 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: April 22, 2019

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

The Commonwealth Transportation Board (CTB) met on April 9 & 10, 2019 in Richmond. DRPT presented the Draft FY 2020-25 Six Year Improvement Program (SYIP) to the CTB at its workshop on April 9. The Draft SYIP was made available to the public on the same day and can be found at: <http://www.drpt.virginia.gov/media/2745/fy-2020-drpt-draft-syip.pdf>. As FY 20 is the first year that DRPT will allocate state funding through its new MERIT prioritization systems for both performance based state transit operating assistance and transit capital program prioritization, DRPT staff summarized the outcomes of both allocation processes to the CTB. The DRPT staff presentation to the CTB on the draft SYIP can be found at: [http://www.ctb.virginia.gov/resources/2019/apr/ctb\\_workshop\\_meeting\\_april\\_2019.pdf](http://www.ctb.virginia.gov/resources/2019/apr/ctb_workshop_meeting_april_2019.pdf).

Written comments on both DRPT and VDOT's draft SYIPs can be submitted by mail or e-mail through May 27, 2019. Comments on DRPT's draft SYIP can be submitted to: Public Information Office, Virginia Department of Rail and Public Transportation, 600 East Main Street, Suite 2102, Richmond, VA 23219 or to [DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov).

Comments on both DRPT and VDOT's draft SYIPs can also be provided at the 2019 Spring Transportation Meeting on May 13 at the VDOT NOVA District Office in Fairfax (4975 Alliance Drive). The 2019 Spring Transportation Meeting will serve as the joint public meeting with NVT, NVTC and VRE that the CTB is now required to hold each year per § 33.2-214.3 of the Code of Virginia. The formal public meeting will begin at 6 p.m. and will be preceded by an Open House at 5 p.m. at which each organization will have information available for review and comment related to their individual project evaluation processes. The Office of Intermodal Planning and Investment (OIPI) will also participate in the Open House portion of the evening with information and opportunities to comment on the next update to VTrans, the statewide multimodal transportation plan.

*DRPT.Virginia.gov*

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

In addition to the presentation on the draft SYIP, DRPT staff also gave a comprehensive update on the status of the Long Bridge project to the CTB at its workshop on April 9, which is available at: [http://www.ctb.virginia.gov/resources/2019/apr/pres/8\\_long\\_bridge.pdf](http://www.ctb.virginia.gov/resources/2019/apr/pres/8_long_bridge.pdf). 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.

The CTB will hold its May 2019 meetings in Crystal City on May 14 & 15.

DRPT staff is evaluating mid-cycle grant applications as they are received from the City of Alexandria, Fairfax County, NVTC and PRTC for state assistance with local transportation mitigation strategies in response to the Summer 2019 Metro Platform Improvement Program. The CTB approved funding for each of these entities at its meeting on March 21, which is also the date the funding became eligible for expenditure. 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 has initiated an update to the I-66 Corridor Transit/TDM Plan that was completed in 2015 as part of the planning and environmental work performed for the Transform 66: Outside the Beltway project. The purpose of this planning effort is to develop an updated program of Transit/TDM services to be funded with the annual dedicated revenues that are available through the project concession agreement. The current plan includes a program of significantly enhanced peak period, point-to-point commuter bus service in the I-66 corridor that will utilize the new Park & Ride Lots and Express Lanes that are being constructed outside the Beltway. The updated plan will give consideration to how it can complement NVTC's I-66 Commuter Choice Program as well as new consideration to the support of commuter rail in the corridor. DRPT held a Kick-Off webinar with its Regional Stakeholder Group on April 4 and will continue to meet with the group throughout the summer and early fall to receive their input. DRPT plans to have a revised program of potential investment strategies completed by September 1 and an updated plan document completed in November. DRPT is currently soliciting public input on the plan update through an online survey that is available at <https://i66plan.metroquest.com/>. DRPT will present more information on the update to the I-66 Corridor Transit/TDM Plan at a future NVTC meeting.

**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** April 25, 2019

**SUBJECT:** Executive Director Report

---

At the May 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 I-66 Commuter Choice public comment period; NVTC staff activity at various events; the Commonwealth Transportation Board's funding of mitigation strategies for Metrorail's summer station shutdown; NVTC's assistance in a farebox pilot; and the upcoming Northern Virginia Spring Transportation Meeting.

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

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

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# Executive Director Newsletter

May 2019



Online surveys, listening sessions, public meetings, and digital forums are great ways of engaging the public. For NVTC, we engage with the community through a number of different means, especially now that we hold the responsibility of funding projects that can help commuters along the I-66 and I-395/95 corridors.

This month, NVTC is engaged in a variety of public outreach efforts focused on receiving input on projects that could be funded under the I-66 Commuter Choice program. With more than \$32 million in applications for a \$20 million program, the competition for funding is strong. As such, NVTC technical staff evaluated each project for its technical merits and have shared those scores with the public through our Commuter Choice website.

Public engagement on the potential I-66 Commuter Choice projects started long before we received the project applications in January. Each of the projects considered for funding stem from the transportation plans developed by each jurisdiction, as a part of their planning efforts. From Arlington to Loudoun County, the projects submitted by each applicant come from a public planning process. Our outreach under the I-66 Commuter Choice program serves as an additional avenue for the public to participate in the process and ensure the projects become a reality.

Our public engagement efforts are in full swing. We are in the process of conducting three open houses and public meetings – the first in Falls Church on April 23, the second at NVTC's Commission meeting on May 2, and the final on the eve of the Commonwealth Transportation Board's spring meeting in Fairfax on May 13, alongside our partners at the Northern Virginia Transportation Authority, Virginia Railway Express, Virginia Department of Rail and Public Transportation, and the Virginia Department of Transportation.

Our outreach efforts are also aimed at reaching those who are not able to attend our public meetings. When public comment for the I-66 Commuter Choice program opened on April 5, NVTC launched an online campaign through Facebook and Twitter and engaged Commissioner staff and other local elected officials to get the word out about this project funding opportunity. To date, we have received over two dozen online comments on projects considered for funding.

At the time of this writing, we are half-way through our public comment period and are excited to see the online and in-person engagement on the I-66 Commuter Choice thus far. We look forward to continued engagement with NVTC on this and other programs as we help improve the commutes and transportation options for our communities.

**Executive Director**

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



## Key Dates

May 2	<a href="#"><u>NVTC Monthly Meeting</u></a>
May 9	<a href="#"><u>WMATA Board Meeting</u></a>
May 13	<a href="#"><u>Northern Virginia Spring Transportation Meeting</u></a>
May 14-15	<a href="#"><u>CTB Monthly Meeting</u></a>
May 15	<a href="#"><u>Transportation Planning Board</u></a>
May 17	<a href="#"><u>VRE Operations Board Meeting</u></a>
May 23	<a href="#"><u>WMATA Board Meeting</u></a>
Jun. 6	<a href="#"><u>NVTC Monthly Meeting</u></a>

## I-66 Commuter Choice Public Comment Kicks-Off

Last month, NVTC kicked off the public comment period for the [FY2020 I-66 Commuter Choice program](#). NVTC staff is using new methods to engage the public by partnering with nonprofit groups and industry experts to spread the word and by using a geotargeted social media campaign to reach people who frequently travel through the corridor. NVTC is also hosting two events, including the public hearing at the start of the May Commission meeting, to receive public comment in person. Information and details about how to comment and Open House events are listed [here](#) on the NVTC website. We are encouraging members of the public to review each project and provide feedback before the deadline on May 15.



**Commute along I-66?  
Let's talk choices!**

**TELL US WHAT YOU THINK OF THE PROJECT APPLICATIONS!**

**Submit comments by:**

- Attending an Open House and submitting your comments in person.
- Using the web form at <https://bit.ly/CommuterChoiceComment>
- Sending an email to [comment@commuterchoice.org](mailto:comment@commuterchoice.org)
- Leaving a voice message at (703) 239-4719

## FY2020 I-66 Commuter Choice Program Projects and Scores

Applicant	FY2020 I-66 Commuter Choice Application Title	Application Score (Max 100 Points)	Funding Request
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
NVTC	Program Administration/Oversight, Marketing/Outreach	-	\$ 800,000
<b>TOTAL FUNDING REQUEST</b>			<b>\$32,867,339</b>



## NVTC Assists Regional Partners With Farebox Pilot

With NVTC's assistance, several of our regional partners are collaborating with WMATA in testing new farebox upgrades to extend the useful life of fareboxes. Fairfax County Connector, DASH, and Loudoun County Transit are participating in a pilot program to test new fare box upgrades on several buses this spring. WMATA hosted a session in March at its Automated Fare Collection Lab to

update regional partners on the status of the program and to prepare for the upcoming pilot. While work is ongoing to extend the useful life of existing fareboxes, regional transit providers are evaluating future fare collection technology options.

## Two NVTC Commissioners Participate in ITE Panel

NVTC Commissioners Christian Dorsey and Senator Adam Ebbin took part in a panel discussion at the recent Institute of Transportation Engineers (ITE) Southern and Mid-Colonial Districts Joint Annual Meeting held in Crystal City. The topic of discussion was Amazon's decision to locate their sought-after HQ2 in Northern Virginia. The panel was organized by NVTC's Dan Goldfarb, who recently finished his term as immediate past president of the Mid-Colonial District ITE. Other panelists included Stewart Schwartz, executive director of the Coalition for Smarter Growth and Andrew VanHorn, Executive Vice President of Development for JBG SMITH.

The discussion focused on the role that transportation played in the selection of Crystal City as the location for Amazon HQ2, in particular the importance of multimodal transportation choices. A key topic of the

discussion was the interaction between housing, transportation, and large economic development projects like HQ2. The panelists also touched on the subject of why the Crystal City HQ2 site was successful here and not in New York City, highlighting the need for coordination between the state and local governments. The morning panel was moderated by John Porcari, Former Deputy Secretary of USDOT.



## NVTC Executive Director Presents at ATPA's Transportation Tuesday



NVTC Executive Director Kate Mattice was the featured speaker at April's edition of the American Public Transportation Association's (APTA) Transportation Tuesday. The monthly event which brings together public transportation professionals and media outlets in the greater Washington region, features a guest speaker for a presentation followed by Q&A. Ms. Mattice's presentation focused on the important role that NVTC plays in the transportation landscape of Northern Virginia and the National Capital region as well as highlighted some of NVTC's programs, such as Commuter Choice. After her presentation she received

many thoughtful questions which initiated an insightful conversation about the status of NVTC projects and the work NVTC does with our regional partners.





## OmniRide Pilots Double-Decker Bus

OmniRide [piloted a double-decker commuter bus](#) in April in an effort to improve service on its commuter routes. The buses feature 81 seats, up from 57 on a typical OmniRide bus. While the double-decker buses are used by other commuter bus services around the country, OmniRide is the first to employ them in the National Capital Region. Before welcoming passengers, OmniRide staff examined all express routes to ensure that the taller bus could safely navigate the route. Pas-

sengers lucky enough to catch the double-decker bus did not have to pay a fare, however they were asked to fill out a survey to help OmniRide understand the passenger experience of the bus. Operators and mechanics will also provide their own evaluations of the vehicle.



## VRE Now Running All Trains on Positive Train Control

Virginia Railway Express is now [running all trains under Positive Train Control \(PTC\)](#) as of April 11, 2019. PTC is a safety mechanism designed to step in and control train speeds and stops if an engineer does not take suitable action for a given situation. The implementation of PTC required coordination with CSX and Norfolk Southern, VRE's host railroads. The hosts were required to install the compatible equipment along the right of way while VRE installed the technology in its locomotives and cab control cars as well as provided training for operators. The installation of PTC is required under the Positive Train Control Enforcement and Implementation Act of 2015. VRE is the 7th of 41 railroads to successfully install the new technology.



## NVTC to Host a Session at the VTA Annual Conference

NVTC will host a panel discussion at this month's [Virginia Transit Association \(VTA\)](#) Annual Conference. The session, titled Mobile Solution for Virginia Transit Agencies: Challenges and Opportunities, will feature discussion on the work that NVTC and peers from around the state are undertaking to advance transit ticketing technology and the lessons learned thus far. The panel will feature NVTC's Patricia Happ along with OmniRide's Bob Schneider, Hampton Roads Transit's Alesia Cain, and Greater Richmond Transit Company's Rob Taggart and will be moderated by NVTC's Allan Fye. The conference will take place on May 29-30 in Portsmouth at the Renaissance Portsmouth-Norfolk Waterfront Hotel. Information about the conference can be found [here](#).






## Commonwealth Supports Mitigation Plans for Summer Shutdown

For the past several months, NVTC staff have worked tirelessly with WMATA, the Virginia Department of Rail and Public Transportation (DRPT), local transit providers, emergency services, and local governments to plan for the summer's long [shutdown of all Blue and Yellow Line service south of National Airport](#). As the shutdown begins, a comprehensive plan is in place to provide



Northern Virginians and others with quality supplemental service to serve regional needs during the closure. DRPT has made available over \$3.6 million of state funding for local providers to offer improved service through the summer. Details of the supplemental service plan can be found in the map below and in [DRPT's presentation to the CTB](#).

### Northern Virginia Supplemental Service




#### Alexandria/DASH

-  Enhanced AT3 & AT4 Service
-  Expanded King Street Trolley and Water Taxi Service
-  Bus & HOV changes on Washington St



#### Fairfax Connector

-  Additional 393/394 Express Bus Service
-  Promotion of existing Connector routes and Fairfax commuter options

#### OmniRide/PRTC

-  Free Shuttle - Dale City Commuter Lot to Rippon VRE
-  Free Shuttle - Lake Ridge Commuter Lot to Woodbridge VRE
-  Promotion of existing, underutilized express commuter routes to Pentagon, Rosslyn, DC

#### Virginia Railway Express (VRE)

-  Utilization/promotion of existing train capacity at Franconia-Springfield and King-Street/Old Town Stations
-  Subsidized Amtrak step-up fare available



Source: CTB Supplemental Service Plan





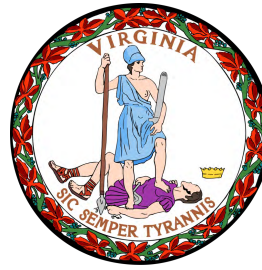
## I-66 Commuter Choice



New bicycle facilities at the Manassas Train Depot and Virginia Railway Express Station were constructed last month with support from I-66 Commuter Choice funding. The project will improve multimodal access to one of VRE's key stations as well as downtown Manassas. The facilities include new sheltered U-style bike racks and bicycle lockers in a nearby parking garage. The glass awnings covering the bike racks will provide a modern update to the 105-year-old station.



## NOVA Spring Transportation Meeting



The Commonwealth Transportation Board (CTB) will host NVTC, the Northern Virginia Transportation Authority (NVTA), and VRE on May 13th for the [Northern Virginia Spring Transportation public meeting](#). The meeting will provide the public with an opportunity to share comments on projects recommended for funding in the Commonwealth's Six-Year Improvement Program (SYIP) and the I-66 Commuter Choice FY2020 List of Scored Projects. The meeting will be held at the Northern Virginia District office of the Virginia Department of Transportation located at 4975 Alliance Dr, Fairfax, VA 22030 and will begin at 6:00 p.m.



## VRE/MARC Run-Through Study



The Commonwealth of Virginia and the State of Maryland are jointly funding a study of the feasibility of VRE or MARC Trains running through service on each other's tracks. The hypothetical service could provide more seamless regional connections but would have to traverse the crowded Long Bridge. The study is being hosted through the National Capital Region Transportation Planning Board (TPB) and will cost \$100,000.



## Washington Metrorail Safety Commission



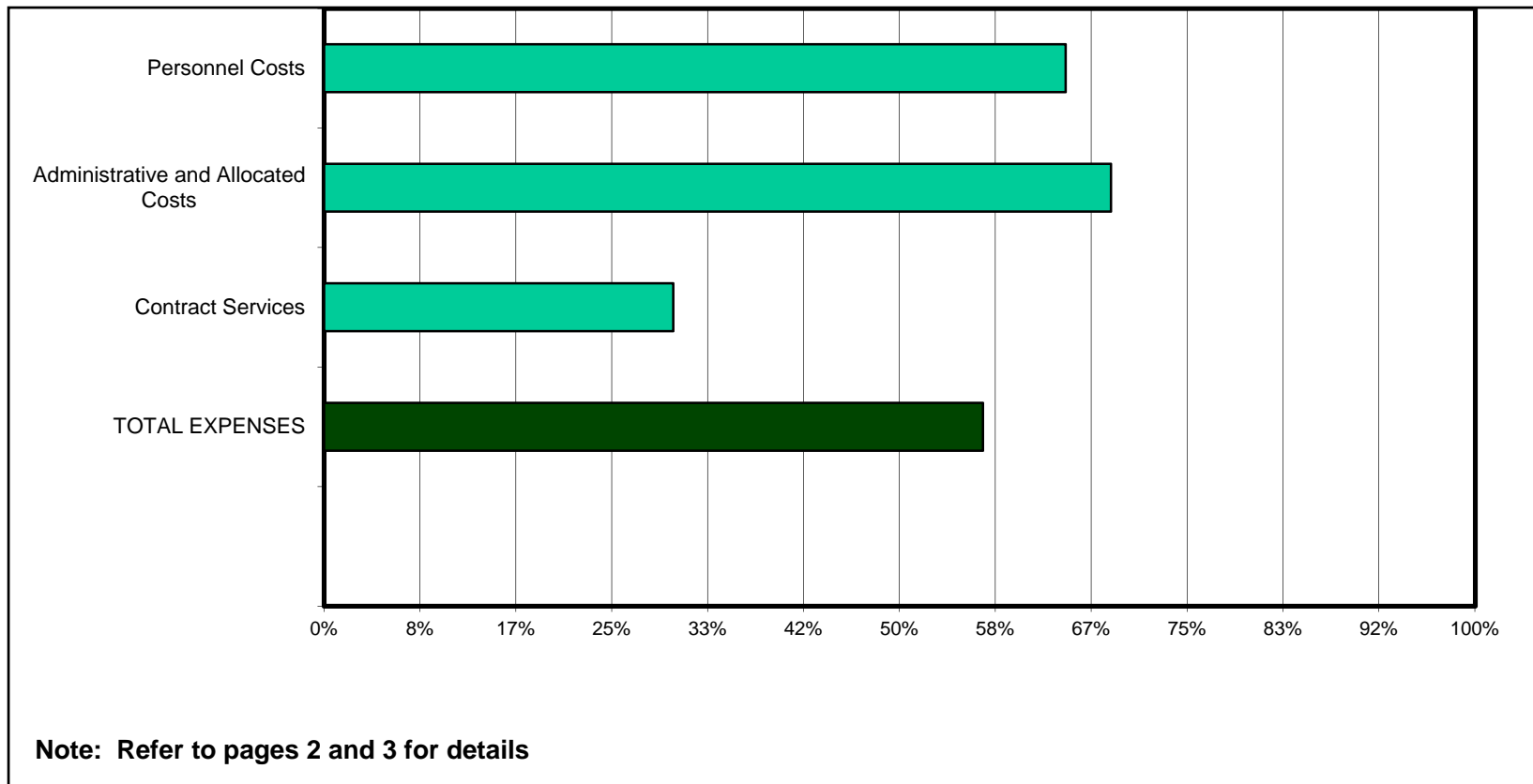
The newly certified [Washington Metrorail Safety Commission \(WMSC\)](#) began its first actions this past month. The new oversight commission investigated several incidents, beginning with an incident where trains took a turn down the wrong line at Rosslyn. The WMSC is investigating another incident in Virginia where trains near Wiehle-Reston East became "uncoupled" or where cars became separated. The WMSC was recently given oversight authority by the Federal Transit Administration on March 18, 2019.



# Northern Virginia Transportation Commission

Financial Reports  
March, 2019

Percentage of FY 2019 NVTC Administrative Budget Used  
March 2019  
(Target 75% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March, 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	\$ 128,442.25	\$ 1,052,313.29	\$ 1,634,700.00	\$ 582,386.71	35.6%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>128,442.25</u>	<u>1,052,313.29</u>	<u>1,634,700.00</u>	<u>582,386.71</u>	<u>35.6%</u>
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	12,286.53	73,458.71	110,300.00	36,841.29	33.4%
Group Health Insurance	7,797.89	79,027.88	157,300.00	78,272.12	49.8%
Retirement	11,747.00	105,723.00	126,900.00	21,177.00	16.7%
Workmans & Unemployment Compensation	101.25	1,034.45	5,600.00	4,565.55	81.5%
Life Insurance	317.80	3,258.52	6,200.00	2,941.48	47.4%
Long Term Disability Insurance	596.73	5,157.57	7,900.00	2,742.43	34.7%
Total Benefit Costs	<u>32,847.20</u>	<u>267,660.13</u>	<u>414,200.00</u>	<u>146,539.87</u>	<u>35.4%</u>
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	1,100.00	9,300.00	13,700.00	4,400.00	32.1%
<i>Rents:</i>	<i>21,481.07</i>	<i>189,363.89</i>	<i>256,000.00</i>	<i>66,636.11</i>	<i>26.0%</i>
Office Rent	19,923.12	174,797.34	236,300.00	61,502.66	26.0%
Parking & Transit Benefits	1,557.95	14,566.55	19,700.00	5,133.45	26.1%
<i>Insurance:</i>	<i>466.00</i>	<i>5,094.00</i>	<i>7,000.00</i>	<i>1,906.00</i>	<i>27.2%</i>
Public Official Bonds	100.00	1,800.00	2,200.00	400.00	18.2%
Liability and Property	366.00	3,294.00	4,800.00	1,506.00	31.4%
<i>Travel:</i>	<i>1,838.83</i>	<i>20,492.03</i>	<i>35,900.00</i>	<i>15,407.97</i>	<i>42.9%</i>
Conference / Professional Development	1,247.42	9,927.07	19,800.00	9,872.93	49.9%
Non-Local Travel	-	1,200.93	4,300.00	3,099.07	72.1%
Local Travel, Meetings and Related Expenses	591.41	9,364.03	11,800.00	2,435.97	20.6%
<i>Communication:</i>	<i>677.14</i>	<i>9,080.79</i>	<i>14,700.00</i>	<i>5,619.21</i>	<i>38.2%</i>
Postage	237.24	1,168.87	1,500.00	331.13	22.1%
Telephone and Data	439.90	7,911.92	13,200.00	5,288.08	40.1%
<i>Publications &amp; Supplies</i>	<i>1,887.78</i>	<i>20,141.46</i>	<i>32,000.00</i>	<i>11,858.54</i>	<i>37.1%</i>
Office Supplies	237.66	1,504.32	2,700.00	1,195.68	44.3%
Duplication and Paper	1,650.12	8,542.14	9,300.00	757.86	8.1%
Public Engagement	-	10,095.00	20,000.00	9,905.00	49.5%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	2,181.42	15,167.94	36,800.00	21,632.06	58.8%
Furniture and Equipment (Capital)	-	6,467.10	20,100.00	13,632.90	67.8%
Repairs and Maintenance	349.00	738.50	1,000.00	261.50	26.2%
Computer Operations	1,832.42	7,962.34	15,700.00	7,737.66	49.3%
 <i>Other General and Administrative:</i>	 663.64	 8,107.98	 8,700.00	 592.02	 6.8%
Memberships	80.75	1,104.50	1,400.00	295.50	21.1%
Fees and Miscellaneous	582.89	5,083.48	5,800.00	716.52	12.4%
Advertising (Personnel/Procurement)	-	1,920.00	1,500.00	(420.00)	-28.0%
Total Administrative Costs	<u>30,295.88</u>	<u>276,748.09</u>	<u>404,800.00</u>	<u>128,051.91</u>	<u>31.6%</u>
 <u>Contracting Services</u>					
Auditing	-	17,710.00	31,200.00	13,490.00	43.2%
Contract Services and Support - Commuter Choice	1,392.45	75,071.45	527,800.00	452,728.55	85.8%
Contract Services and Support - Other	3,750.00	97,593.19	120,000.00	22,406.81	18.7%
Legal	2,916.67	26,250.03	35,000.00	8,749.97	25.0%
Total Contract Services	<u>8,059.12</u>	<u>216,624.67</u>	<u>714,000.00</u>	<u>497,375.33</u>	<u>69.7%</u>
 Total Gross G&A Expenses	<u>\$ 199,644.45</u>	<u>\$ 1,813,346.18</u>	<u>\$ 3,167,700.00</u>	<u>\$ 1,354,353.82</u>	<u>42.8%</u>



**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**March, 2019**

			Virginia LGIP			
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	G&A / Project	Trusts
RECEIPTS						
5	DMV	Motor Vehicle Fuels Sales tax receipts				\$ 2,635,224.37
5	DRPT	CROC funding receipt			\$ 1,250,000.00	
8	DRPT	Capital grant receipt				18,036.00
14	VRE	Reimbursement for staff support		7,155.14		
14	Staff	Expense reimbursement		1.60		
19	VRE	Reimbursement for staff support		7,168.87		
19	Alexandria	Local match - Route 7		30,000.00		
21	DRPT	Capital and operating assistance - WMATA				12,856,088.00
28	DRPT	Technical assistance - New fare collection			15,892.00	
28	DRPT	Technical assistance - Route 7			23,645.00	
	Banks	Investment earnings		17.00	44,062.70	368,876.55
			-	44,342.61	1,333,599.70	15,878,224.92
DISBURSEMENTS						
1-31	Various	G&A expenses	(161,940.35)			
4	Loudoun County	Commuter Choice project reimbursement			(160,872.00)	
5	VRE	Grant revenue			(1,250,000.00)	
7	Kittleson	Consulting - Route 7	(14,258.00)			
31	Banks	Service charges	(49.73)	(8.23)		
			(176,248.08)	(8.23)	(1,410,872.00)	-
TRANSFERS						
4	Transfer	From LGIP to LGIP (NTD collection)			52,614.93	(52,614.93)
4	Transfer	From LGIP to checking	175,000.00		(175,000.00)	
29	Transfer	From LGIP to checking	200,000.00		(200,000.00)	
			375,000.00	-	(322,385.07)	(52,614.93)
NET INCREASE (DECREASE) FOR MONTH			\$ 198,751.92	\$ 44,334.38	\$ (399,657.37)	\$ 15,825,609.99

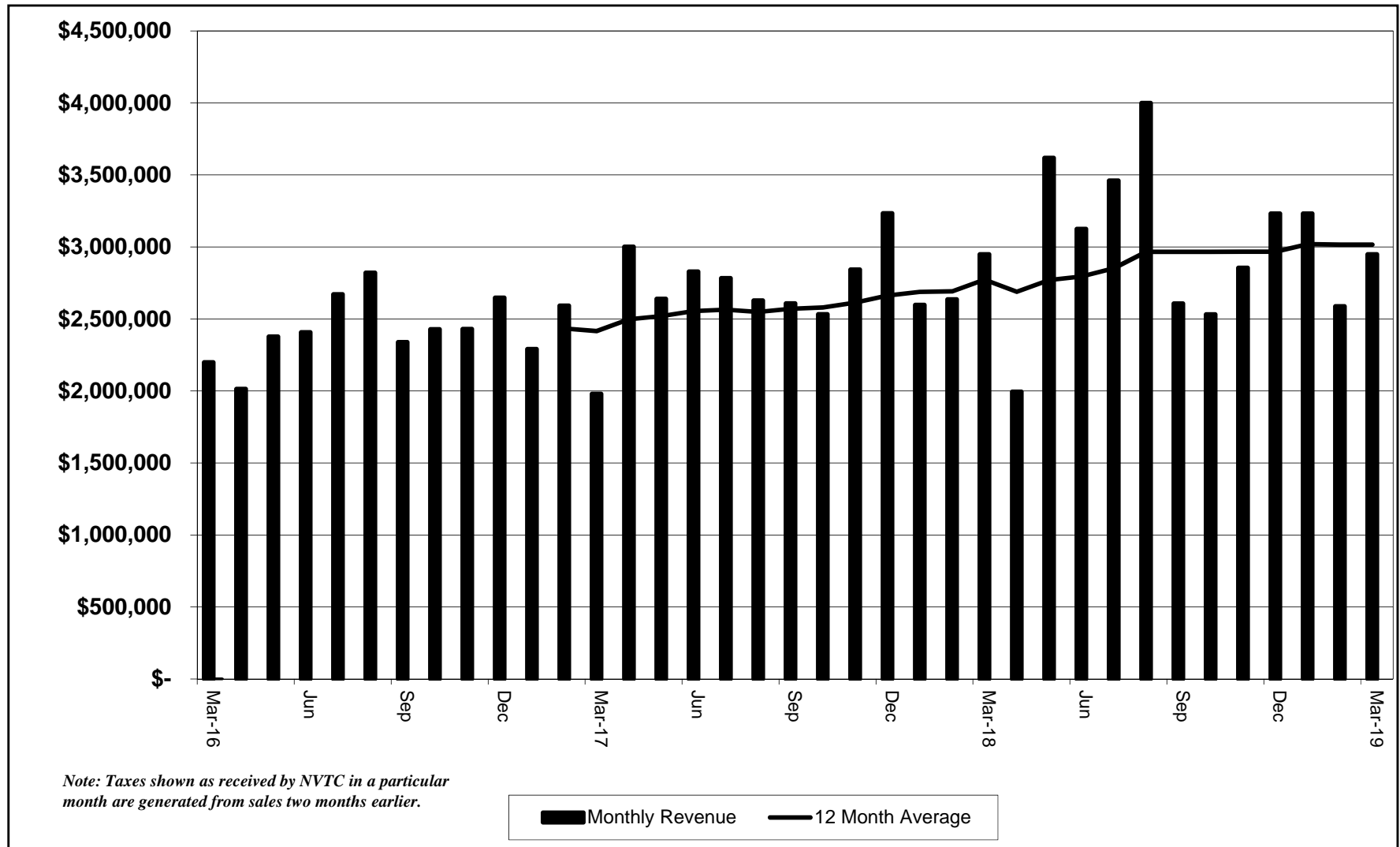
**NVTC  
INVESTMENT REPORT  
March, 2019**

Type	Rate	Balance 2/28/2019	Increase (Decrease)	Balance 3/31/2019	Balance			
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund	
<b><u>Cash Deposits</u></b>								
Wells Fargo: NVTC Checking	N/A	\$ 40,297.80	\$ 198,751.92	\$ 239,049.72	\$ 239,049.72	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.200%	81,548.11	44,334.38	125,882.49	125,882.49	-	-	
<b><u>Investments</u></b>								
Bank of America: Virginia Local Government Investment Pool (LGIP)	2.604%	182,352,747.25	15,425,952.62	197,778,699.87	20,010,885.08	149,458,966.32	28,308,848.47	
		<u>\$ 182,474,593.16</u>	<u>\$ 15,669,038.92</u>	<u>\$ 198,143,632.08</u>	<u>\$ 20,375,817.29</u>	<u>\$ 149,458,966.32</u>	<u>\$ 28,308,848.47</u>	

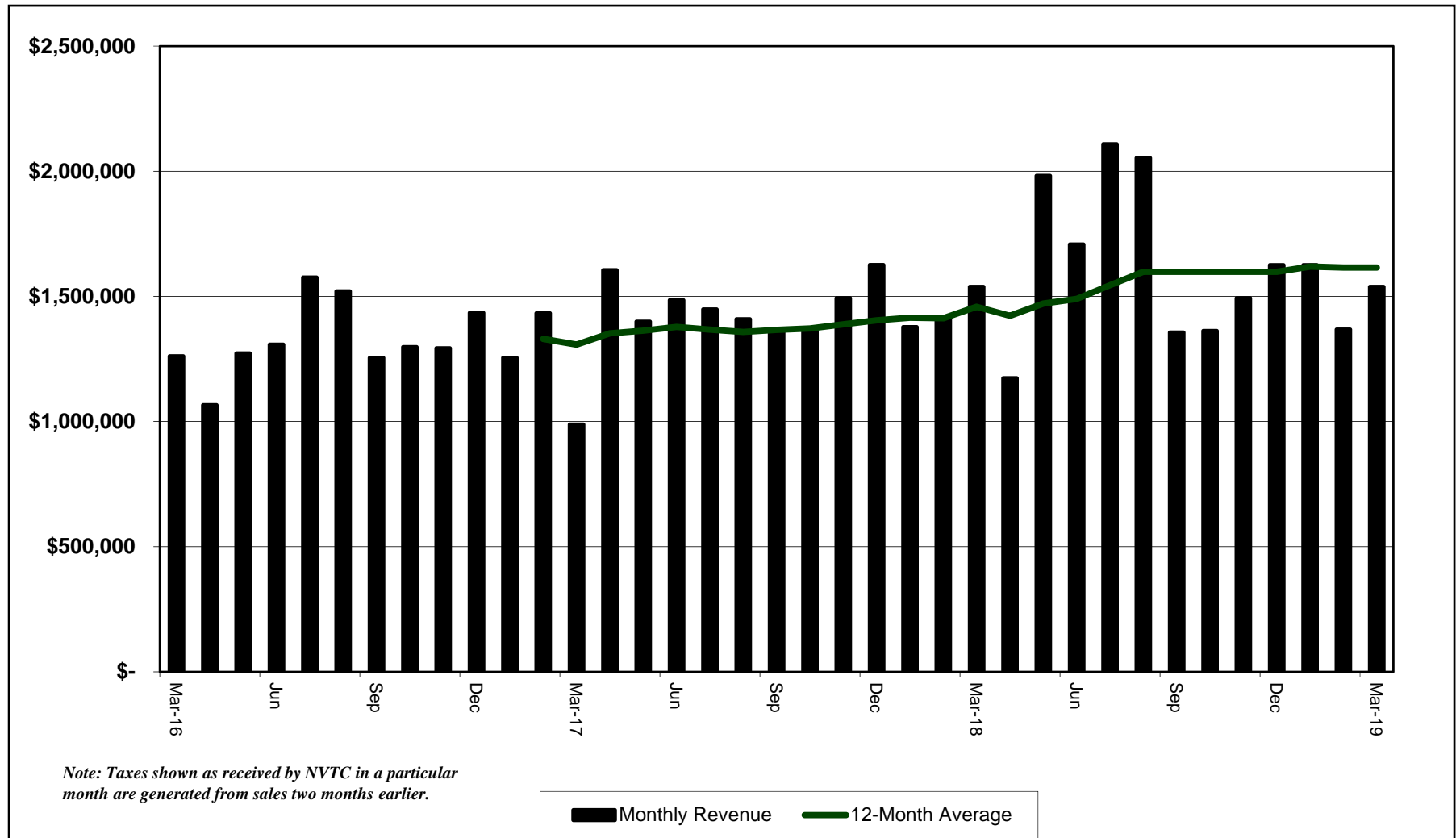
# NVTC MONTHLY GAS TAX REVENUE

## ALL JURISDICTIONS

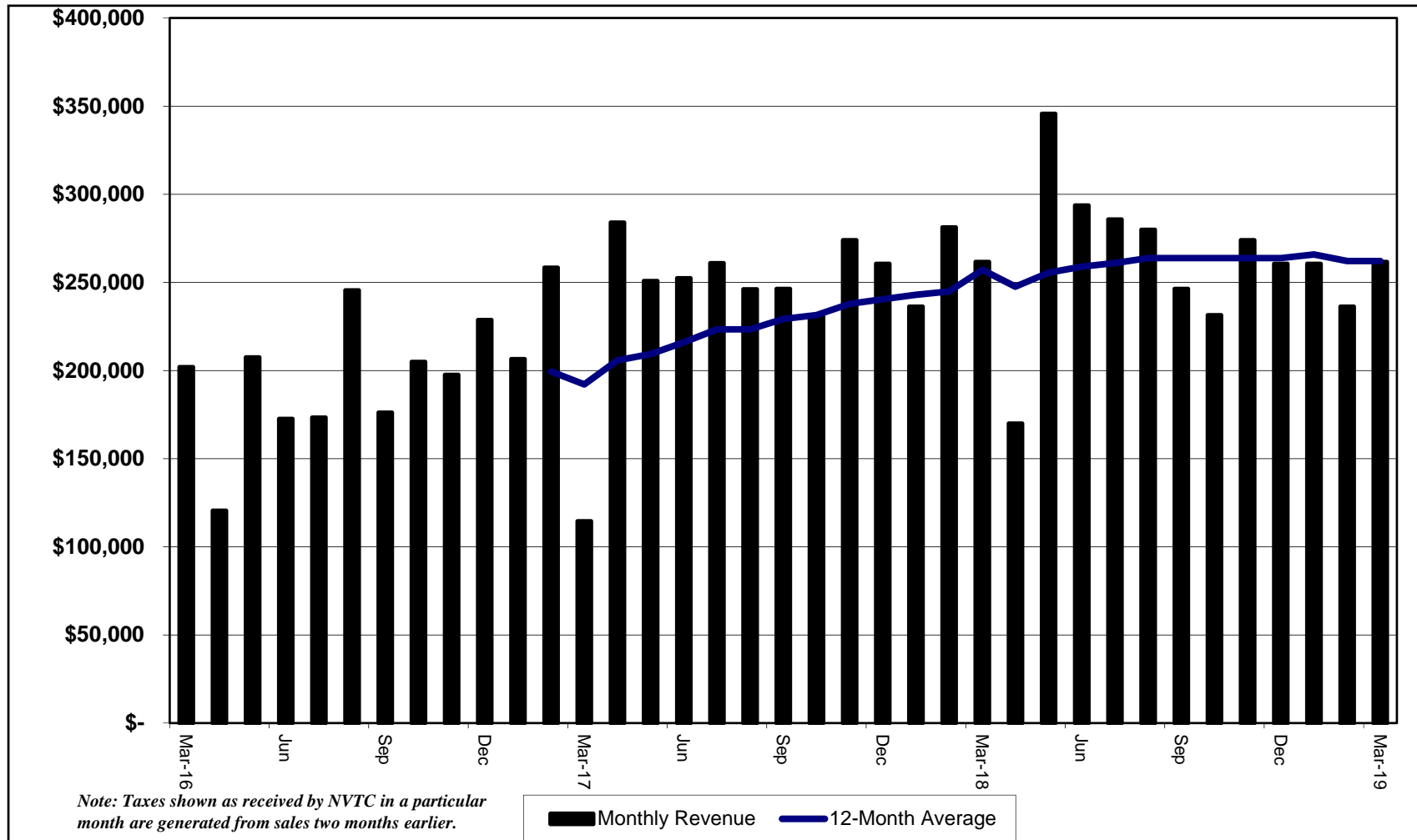
### FISCAL YEARS 2016-2019



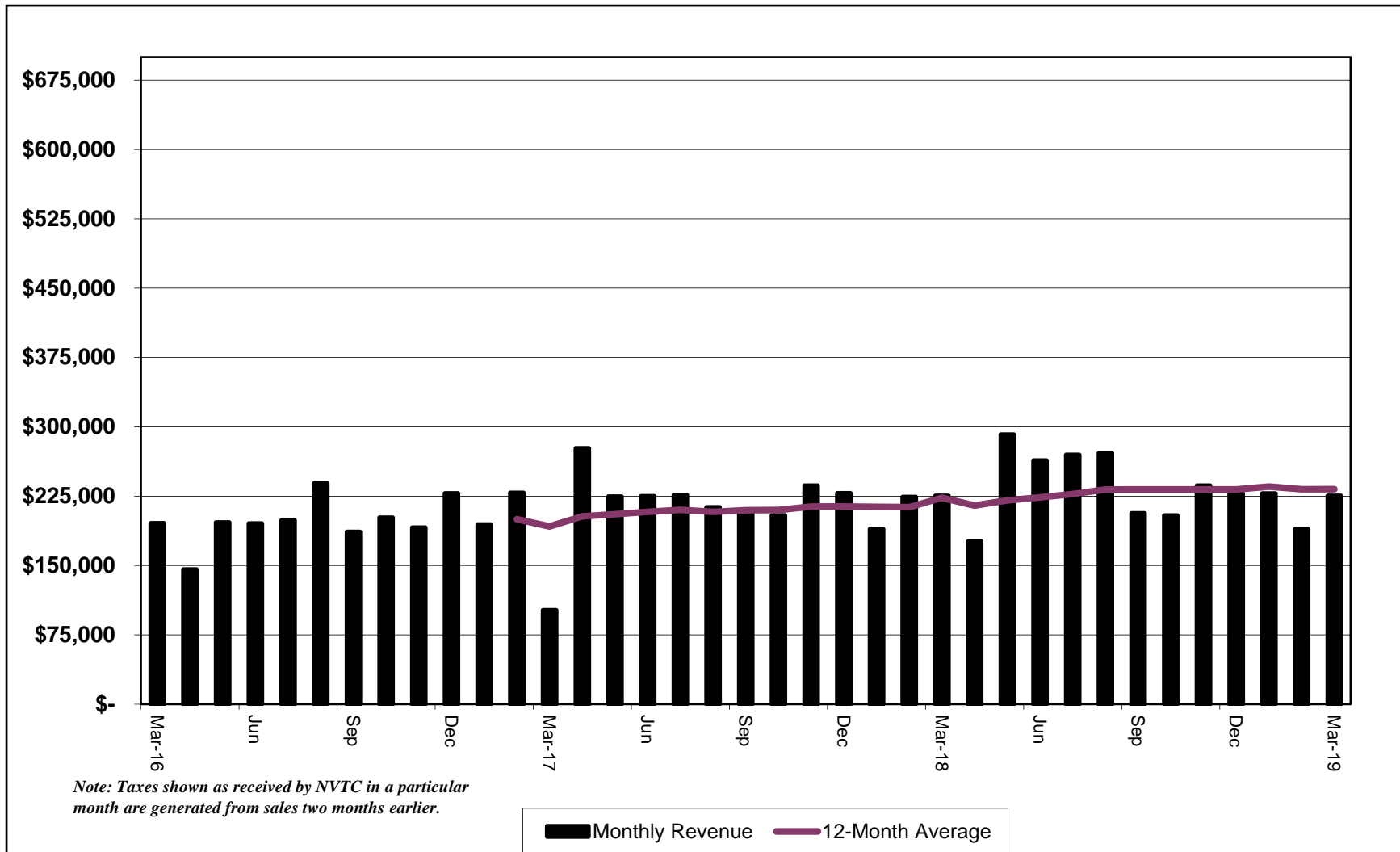
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2016-2019



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



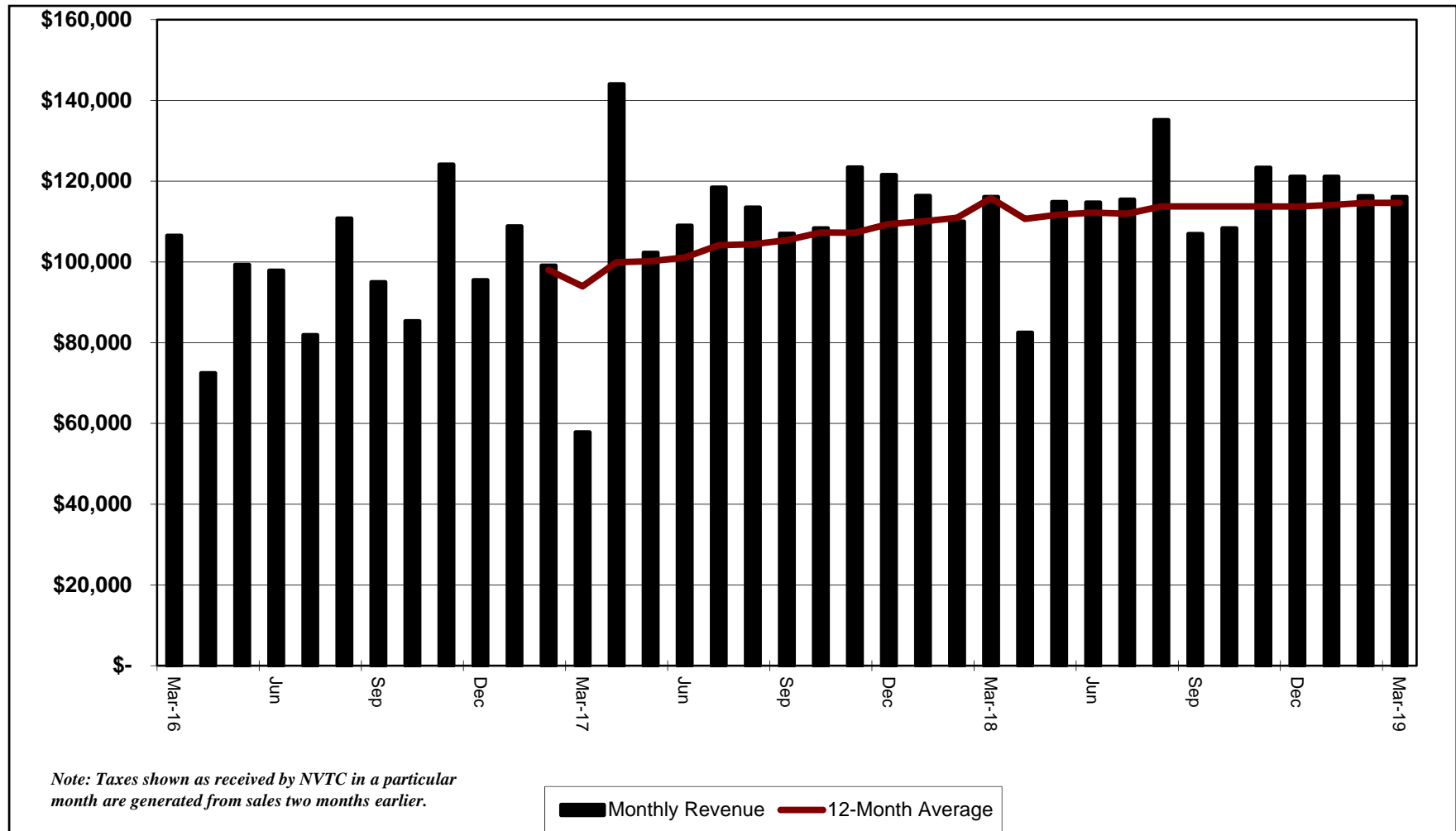
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2016-2019



# NVTC MONTHLY GAS TAX REVENUE

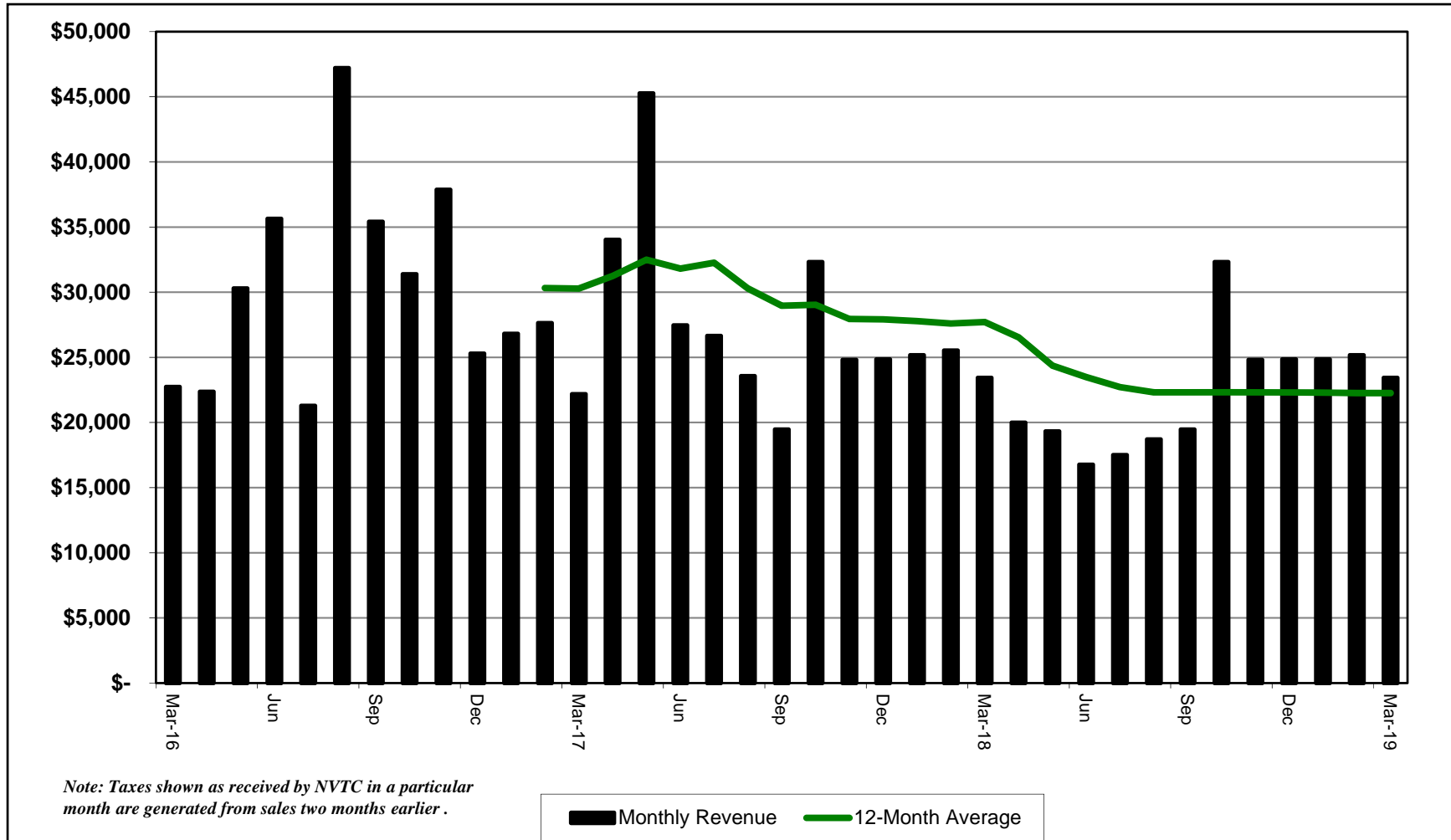
## CITY OF FAIRFAX

### 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

