

The following items were handed out at the November 14, 2019 NVTC Meeting.



November 15, 2019

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Vice Chairman

Hon. Katie Cristol

Secretary/Treasurer

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Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

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Virginia General Assembly

Senate

Sen. Richard H. Black

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

Ms. Monica Backmon

Executive Director

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

RE: Endorsement of Arlington County's Transit Project Application to the Northern Virginia Transportation Authority's (NVTA) FY2020-FY2025 Six-Year Program

Dear Ms. Backmon:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to express support for Arlington County's project application to the NVTA FY2020-FY2025 Six-Year Program:

- Ballston-MU Metrorail West Entrance - \$33,510,000 (TransAction Project Title and ID: Ballston -MU Additional Entrance, 63)

The Ballston-MU Metrorail West Entrance project will construct a second entrance to the Ballston-MU Metrorail Station. The current entrance, at N. Fairfax Drive and N. Stuart Street, is located at the far eastern edge of the train platform. The new entrance will be located nearly a quarter-mile to the west, at N. Fairfax Drive and N. Vermont Street. The new entrance will include escalators and/or stairs and two street-level elevators connecting to the fare payment area, an underground passageway, and new mezzanine with escalators and/or stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. The new entrance will provide more direct access to businesses and residences on the west side of Ballston where high-density redevelopment has continued. It will relieve congested conditions at the current entrance and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reduce passenger crowding on trains. It will also provide adequate egress during emergency situations and improve bus-to-Metro transfers from buses operating along I-66.

This project will improve connections to regional transit facilities, move more people, and improve mobility along major multimodal corridors in Northern Virginia.

NVTC is invested in the success of WMATA, VRE, and bus service in its member jurisdictions and throughout Northern Virginia. Leveraging regional funding sources for jurisdictional transit projects will provide significant, long-term benefits to congestion relief, transit and the economy of the region.

Thank you for your consideration.

Sincerely,

Matthew Letourneau
Chairman

2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201

Tel (703) 524-3322 • Fax (703) 524-1756

www.novatransit.org • Twitter @novatransit • www.facebook.com/novatransit

GM/CEO's FY2021 Proposed Budget

Strengthening Metro to Better Serve the Region

Finance and Capital Committee

November 7, 2019



Present the General Manager/CEO's Recommended FY2021-2026 Capital Improvement Program and FY2021 Operating Budget

- Budget Priorities
- Proposed FY2021-2026 Capital Improvement Program
- Proposed FY2021 Operating Budget
- Budget Calendar

Enhance System Safety, Reliability, and Fiscal Accountability

FY2021-2026 Capital Improvement Program

- Focus on State of Good Repair and customer experience
- Maximize project coordination for major system repairs and upgrades
- Leverage dedicated revenue to maximize capital investment

FY2021 Operating Budget

- Improve service and customer experience
- Enhance fare options to drive ridership
- Limit subsidy growth to mandated level

FY2021-FY2026

Capital Improvement Program Budget

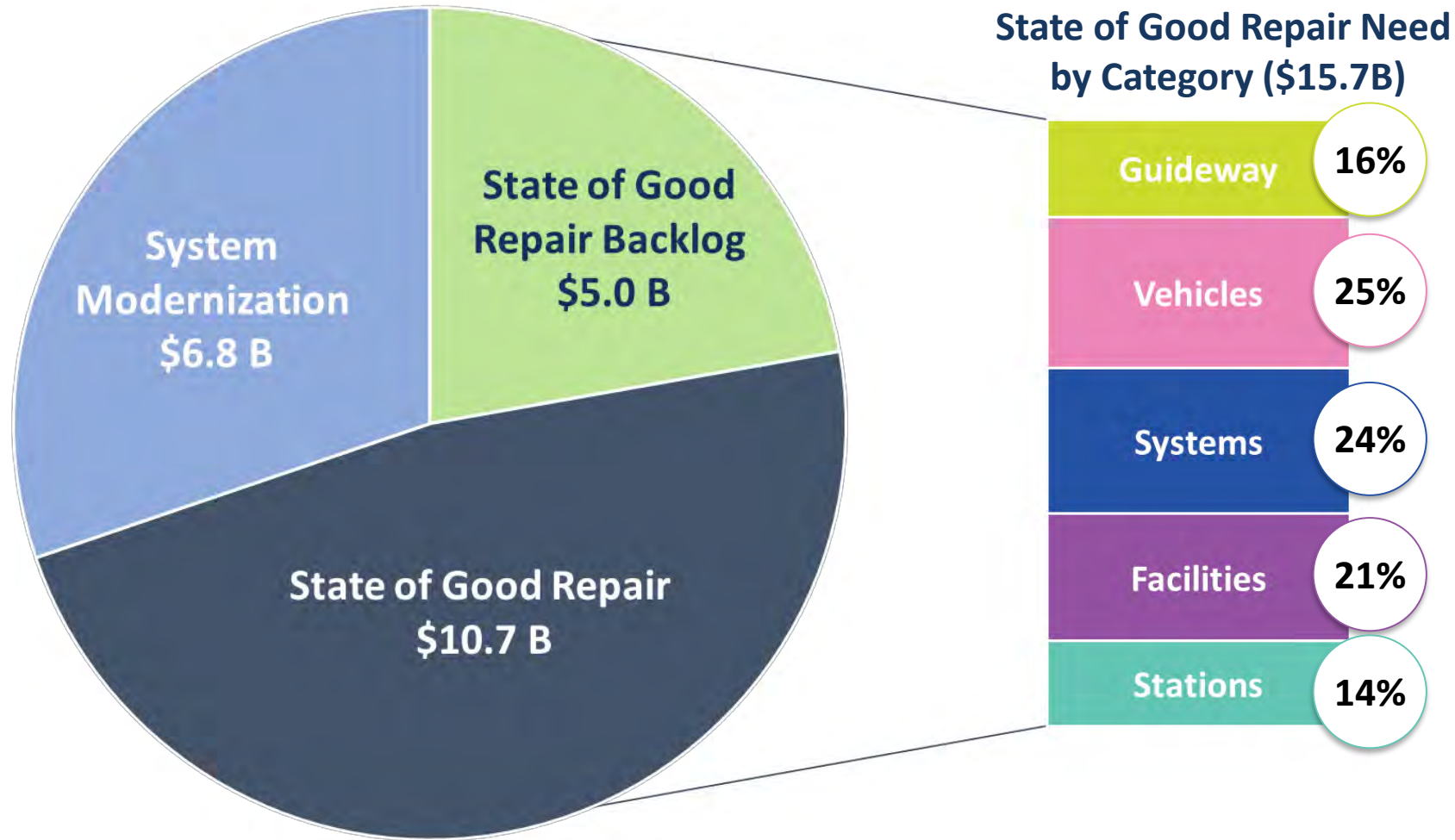
Capital Program Strategy

- Safe, Reliable, and Affordable
 - Prioritize rehabilitation and replacement of assets to improve passenger and worker safety
 - Regularly evaluate asset condition and reliability to meet customer needs
 - Invest in technology to modernize how people travel
- Strategic transformation of the capital program
 - Active capital planning
 - Retooling efforts to maintain, modernize, and upgrade infrastructure
 - Target assets before they deteriorate
 - Bolstering project delivery
 - Monitoring performance

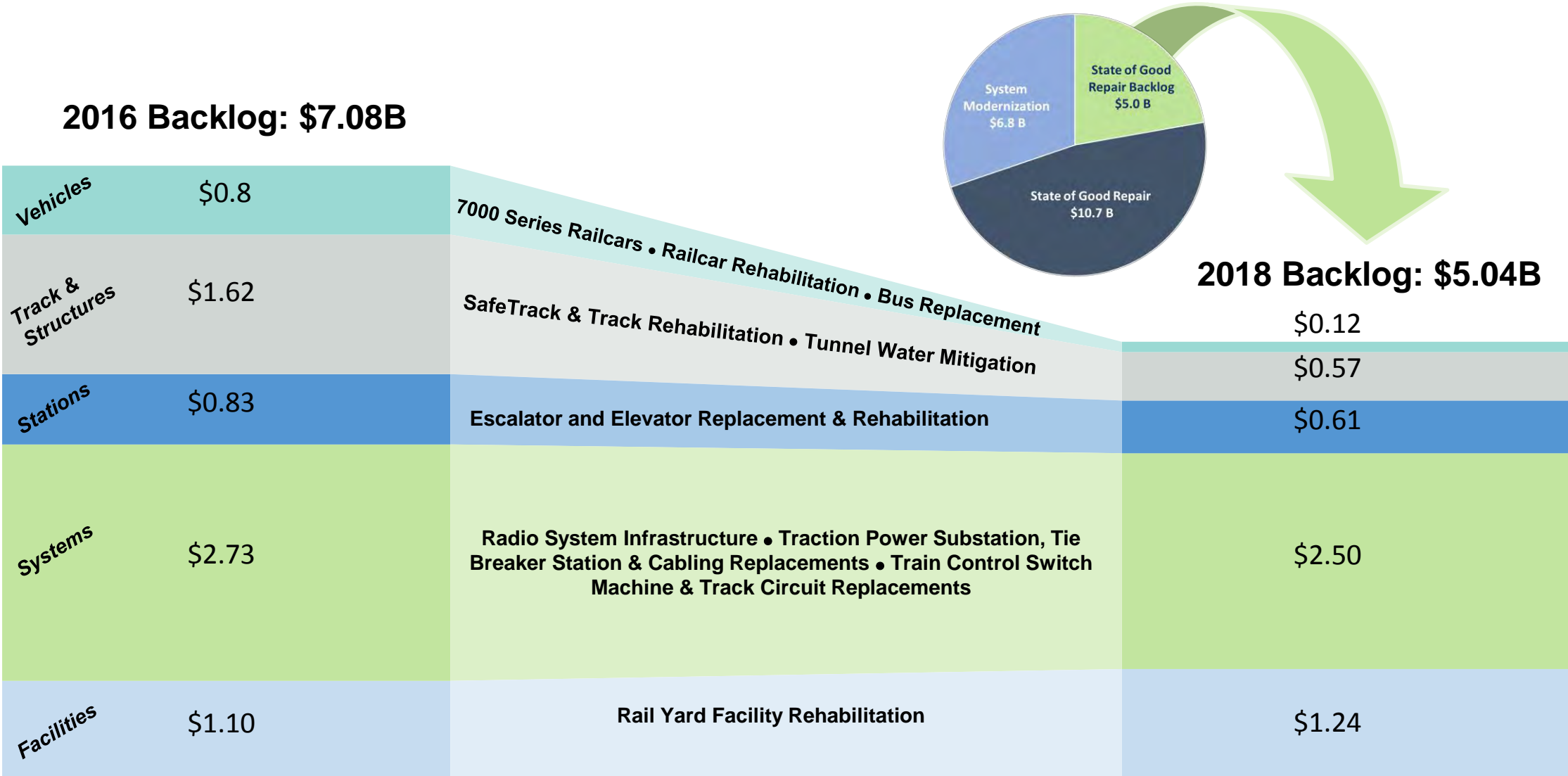
Capital Program Progress

- Positive impact on key performance measures in FY2019
 - Safety – Rail system fires decreased by 14% compared to FY2018
 - On-time performance – Met target of 88% on-time performance
 - Infrastructure availability – 97.4% of rail infrastructure was available during passenger hours an increase from 94.8%
 - Railcar reliability – 41% fewer offloads and more on-time arrivals at their destinations
- Addressing longstanding challenges:
 - Platform reconstruction for customer safety
 - Track rehabilitation to safely keep trains moving
 - Railcar procurement for customer safety, comfort and service reliability
 - Bus garage construction to improve safety and efficiency and increase productivity
 - Radio and wireless infrastructure/equipment replacement for increased safety and customer satisfaction
- Increased delivery of capital investments meeting critical needs
- Metro will continue to rehabilitate, replace, and modernize the system

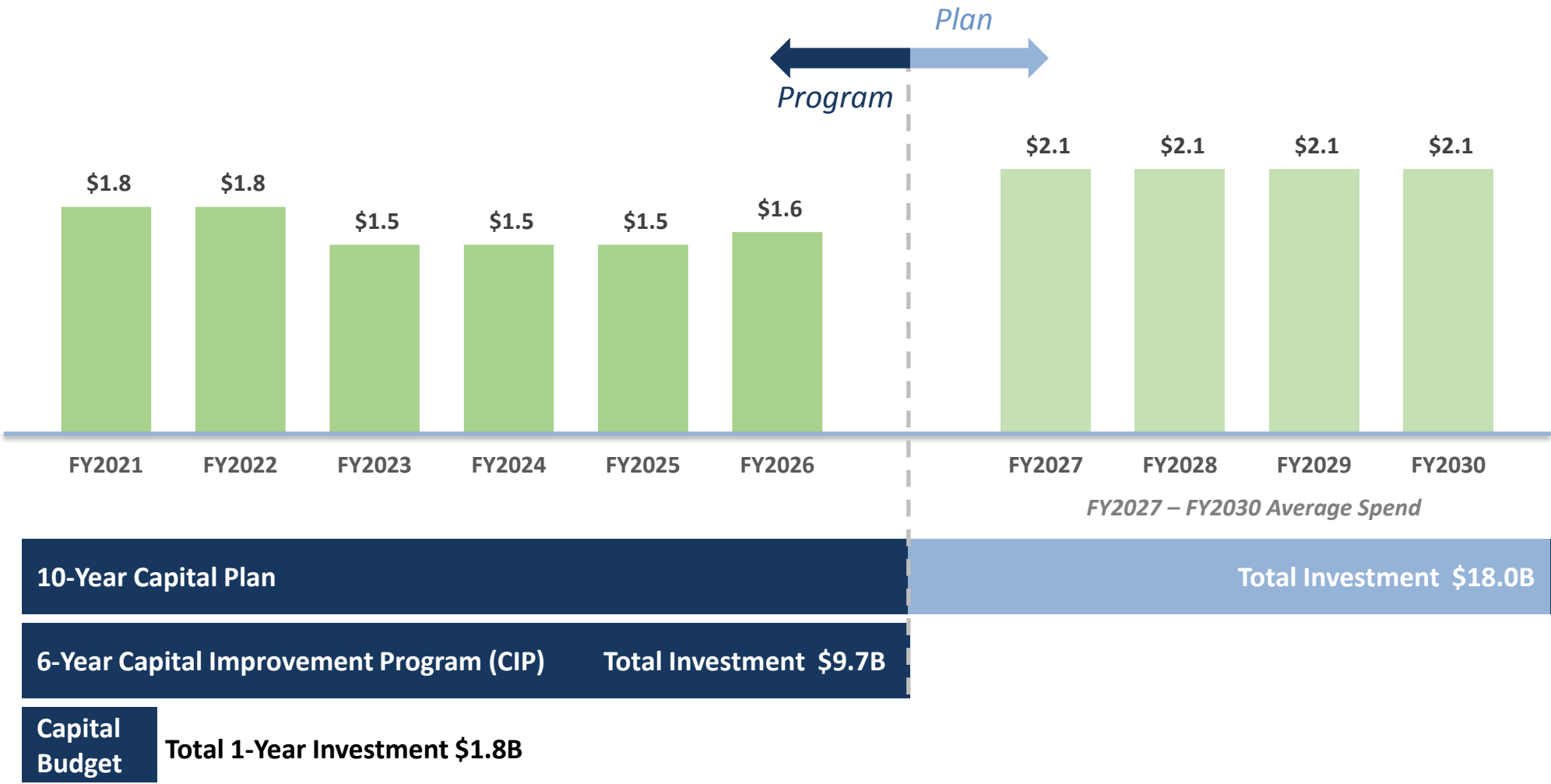
Metro's 10-Year Unconstrained Capital Needs Total \$22.5B



\$2 Billion Reduction in State of Good Repair Backlog



10-Year Capital Plan (\$B)



Investments Continuing Beyond the 10-year Plan of Approximately \$3-5B include:

- Continued Required State of Good Repair and Safety Investments
- 8000 Series Railcar Acquisition
- Next Generation Signal System
- Tunnel Ventilation Improvements
- Water Intrusion Remediation
- Passenger Circulation Station Improvements
- Railyard Optimization

Customer Facilities & Experience

Stations & Passenger Facilities

Station Systems Improvements

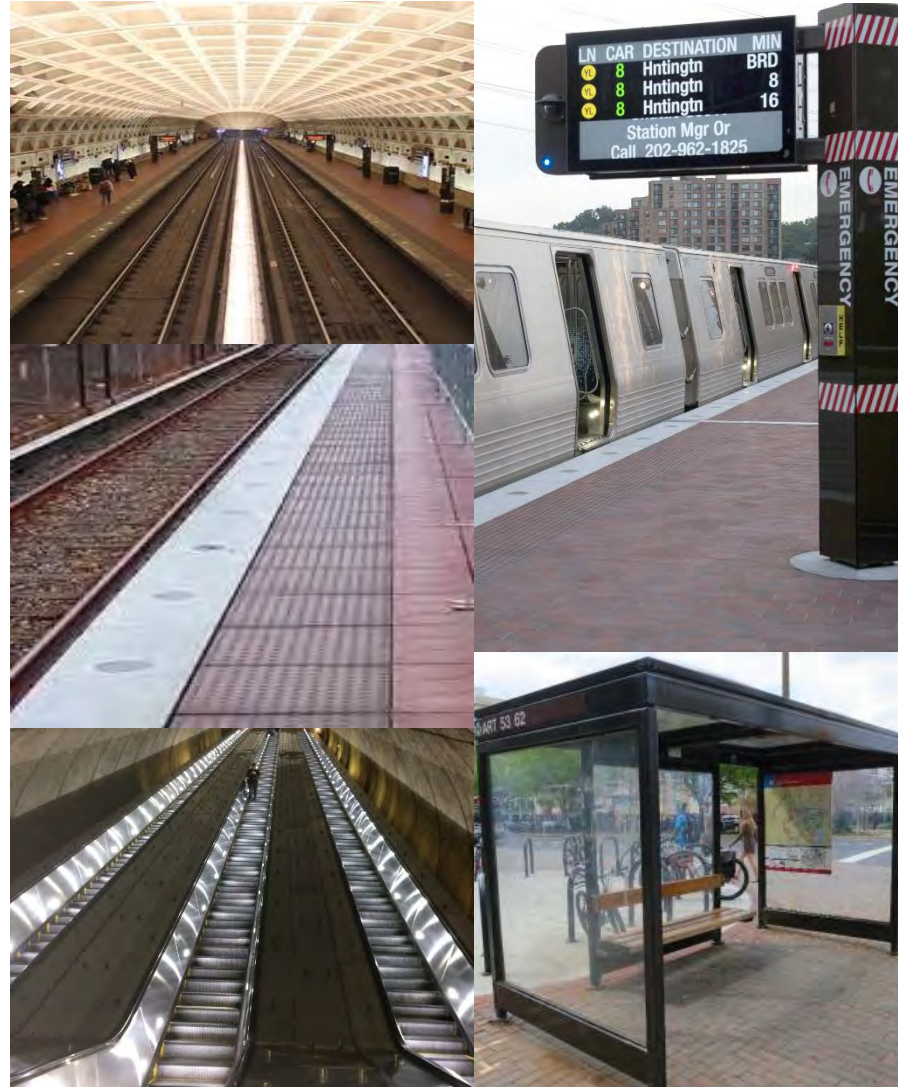
Public Address Systems • Passenger Information Displays •
Lighting • Fare Collection • Fire Systems • Station Cooling Systems

Station Infrastructure Upgrades

Elevator & Escalator Rehabilitation & Replacement •
Platform Rehabilitation - East Falls Church, West Falls Church,
Dunn Loring, Vienna, Cheverly, Landover, New Carrollton,
Addison Road, National Airport and Arlington Cemetery •
Bicycle-Pedestrian Infrastructure Upgrades

Bus Station and Terminal Upgrades

Metrobus Shelter Replacement •
Bus Stop Accessibility



Proposed Program *Customer Facilities & Experience*

\$2.3B

FY2021-FY2026
Proposed
Capital Program

\$560M

FY2021
Proposed
Capital Budget

Vehicles

Railcars

Railcar Acquisition

Complete 7000-Series Railcar Acquisition •
Begin 8000-Series Railcar Acquisition

Railcar Safety & Reliability

Railcar Scheduled Rehabilitation and Preventive Maintenance

Bus & Paratransit Vehicles

Bus Acquisition & Rehabilitation

Bus Acquisition Program • Bus Rehabilitation Program •
Metrobus Onboard Location Equipment • Electric Bus Demonstration



Proposed Program Vehicles

\$2.5B

FY2021-FY2026
Proposed
Capital Program

\$399M

FY2021
Proposed
Capital Budget

Infrastructure, Systems & Support Facilities

Track & Structures

Track Rehabilitation
Track & Structures Rehabilitation

Bus & Paratransit Infrastructure

Bus Garage Replacement
Northern and Bladensburg Bus
Garage Replacement

Rail Systems

Traction Power
Rail Power System Rehabilitation • Emergency
Trip Station System Replacement and Upgrades

Business Support

Office Consolidation
New Office Buildings in the District of Columbia,
Maryland and Virginia • New Data Center Infrastructure

Automatic Train Control (ATC)
Track Circuit Cable Replacement • Switch Machine
Replacement Program • Train Control System Rehabilitation

Information Technology Investments
Enterprise Resource Planning (ERP)
Software Replacement

**Proposed Program
Infrastructure, Systems
& Support Facilities**

\$5.0B
FY2021-FY2026
Proposed
Capital Program

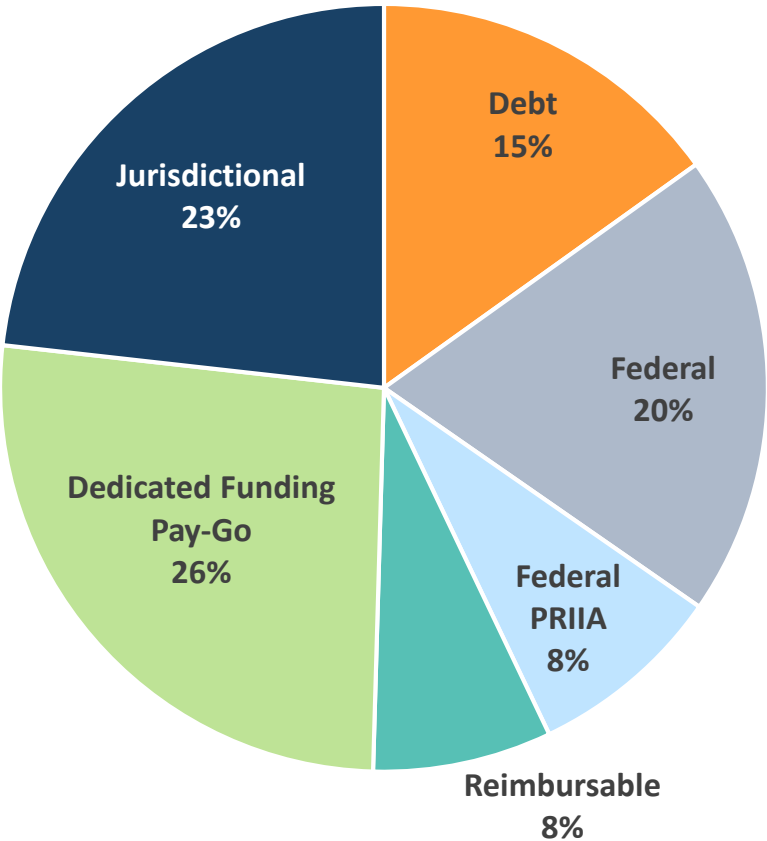
\$840M
FY2021
Proposed
Capital Budget



Capital Program Sources & Uses

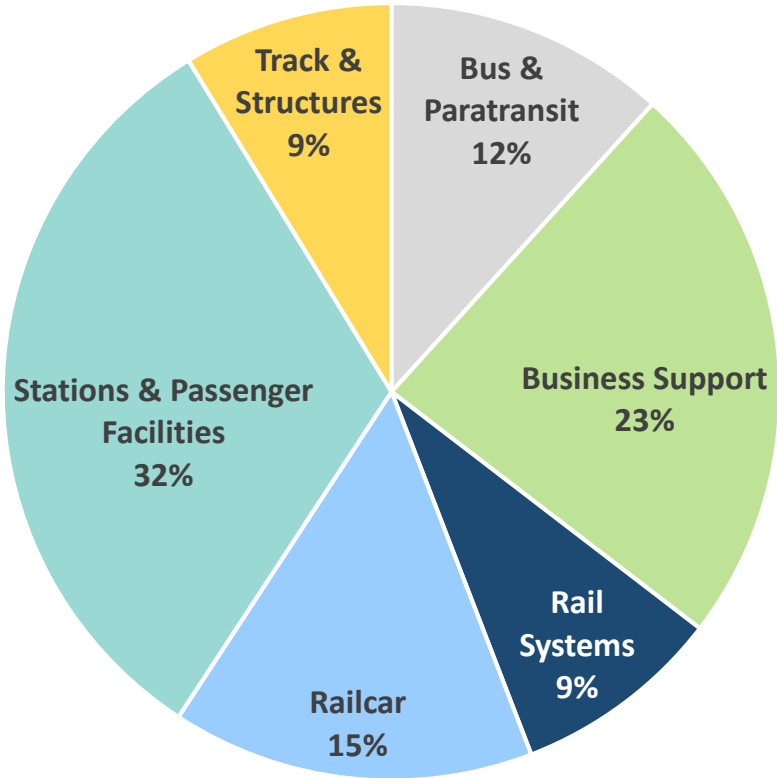
FY2021 Capital Program Sources

Total: \$1.8B



FY2021 Capital Program Uses

Total: \$1.8B



Capital Program Publications

Capital Needs Forecast

Existing safety and rebuilding needs and anticipated costs to achieve and maintain a state of good repair

Understanding existing & anticipated needs



Capital Program Strategy

High-level vision and goals for capital investments

- Establish priorities
- Expected outcomes

Outlining the vision and goals for capital investments

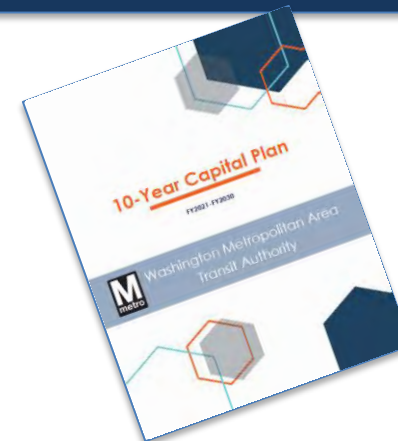


10-Year Capital Plan

Individual planned investments to accomplish strategy

- Project-level detail
- Preliminary cost estimates and schedules
- 10-year investment plan

Investment plan over next 10 years to accomplish the strategy

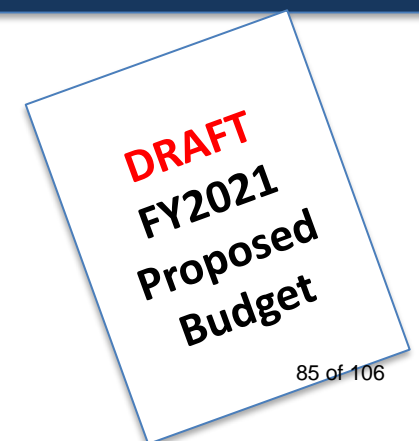


6-Year Capital Improvement Program

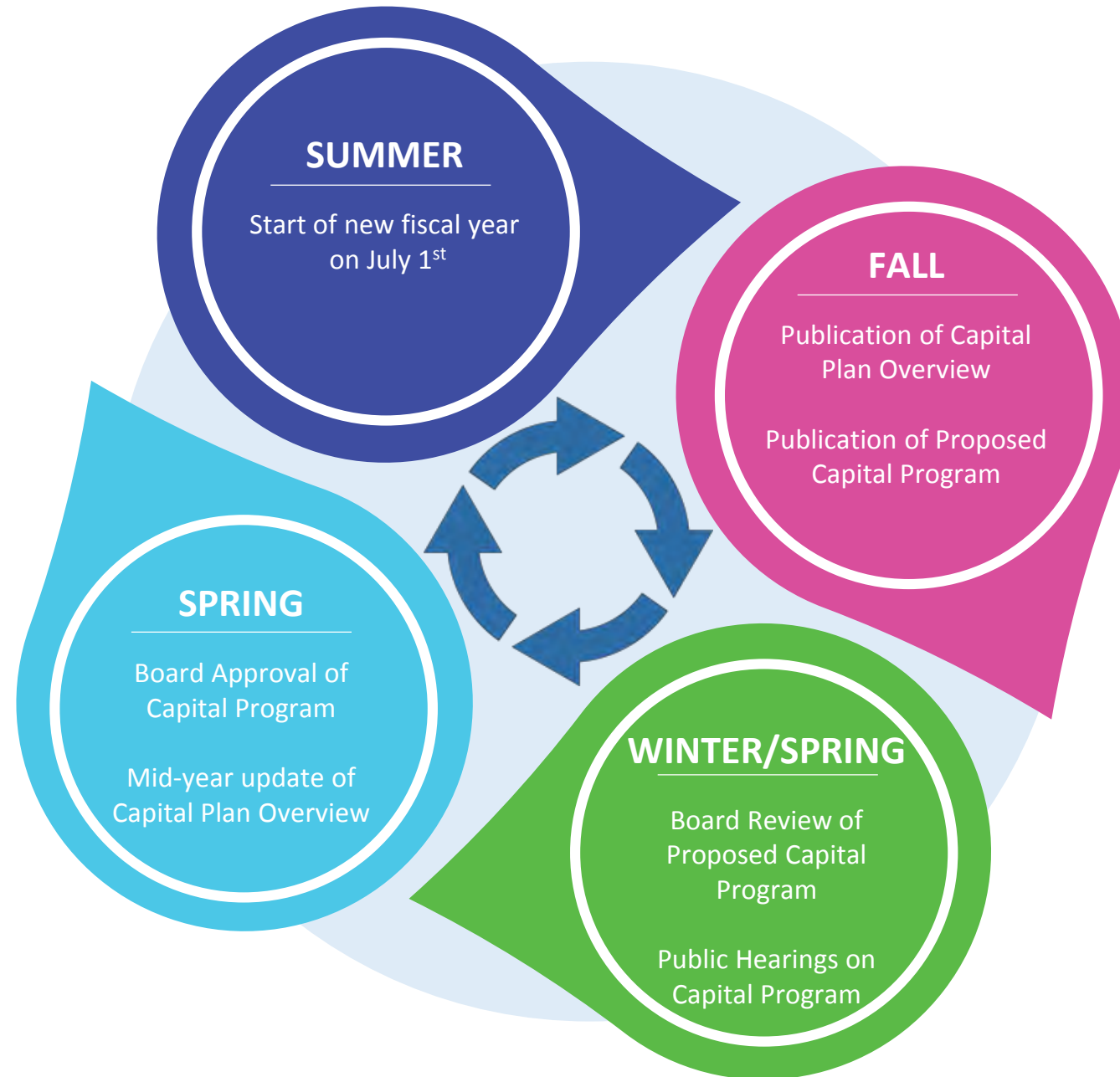
FY2021-2026 Proposed Capital Improvement Program

- Capital Budget for FY2021-expenditure forecast and funding plan

Investment proposal with list of priority projects & programs recognizing resource and capacity constraints



Program Schedule



FY2021 Operating Budget

Base Operating Subsidy



Allowable Above Base Operating Subsidy



Strategic Budget Considerations

Base Subsidy Growth

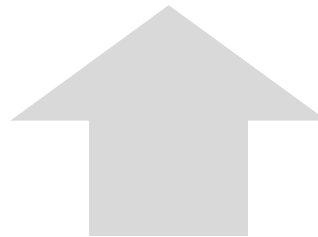
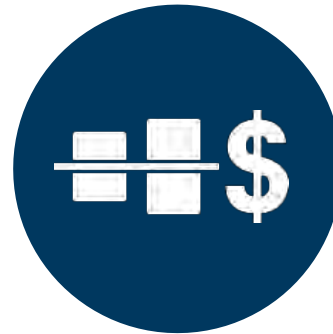
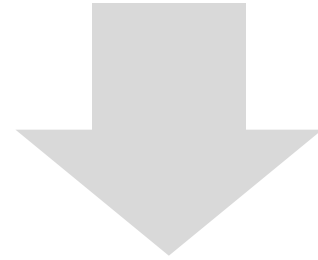
Mandated 3% cap
Management efficiencies

Revenue Drivers

Platform Improvement Project
Ridership and fare evasion

Expense Drivers

Collective bargaining agreements
Salaries, wages and fringe benefits
Energy and materials volatility



Exclusions

Silver Line Phase 2
ADA paratransit cost increase
Safety and Health Mandate Growth

Policy Decisions

Late Night Hours of Service on Metrorail
Enhanced customer experience
Fares
Extra Services Fund

Base Operating Expense Grows by 2% in FY2021¹

(\$ in millions)		Expense
FY2020 Operating Budget		\$1,939.9
FY2021 Operating Subsidy Drivers		
Salaries and Wages	\$33.8	
Fringe Benefits	\$13.0	
Services and Materials Inflation	\$10.7	
Capital Overhead Allocation	(\$18.9)	
Subtotal		\$38.6
FY2021 Base Operating Budget		\$1,978.5

1. Does not include Silver Line 2 which is Legislatively Excluded from Mandated 3% Subsidy Growth Cap

Base FY2021 Operating Revenue Decreases by \$3.6 Million

(\$ in millions)	FY2020	FY2021	\$ Change	% Change
Expense	\$1,939.9	\$1,978.5	\$38.6	2.0%
Revenue	\$814.4	\$810.8	(\$3.6)	-0.4%
Required Subsidy	\$1,125.5	\$1,167.7	\$42.2	3.7%

Base Operating Subsidy Stays at Mandated 3% Cap in FY2021

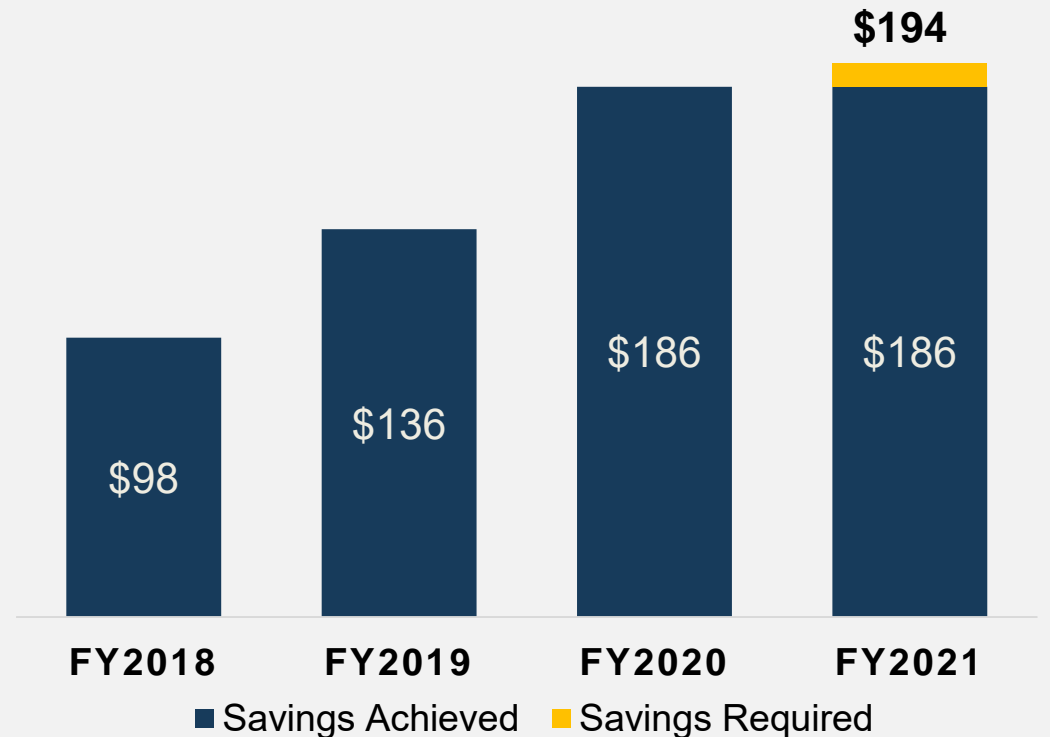
(\$ in millions)		Subsidy Contribution
FY2020 Subsidy		\$1,125.5
Subsidy Requirement		
FY2021 Expense Growth	\$38.6	
FY2021 Revenue Loss	\$3.6	
Less FY2021 Mandated Subsidy Growth Cap	(\$33.8)	
Required Management Actions		\$8.4

Management Actions Grow to \$194 Million by FY2021

Major Initiatives

- Eliminated 800 positions
- Healthcare cost-sharing
- Administrative streamlining
- Non-fare revenue improvements including Advertising and Parking
- Increased fares
- Competitive contracting

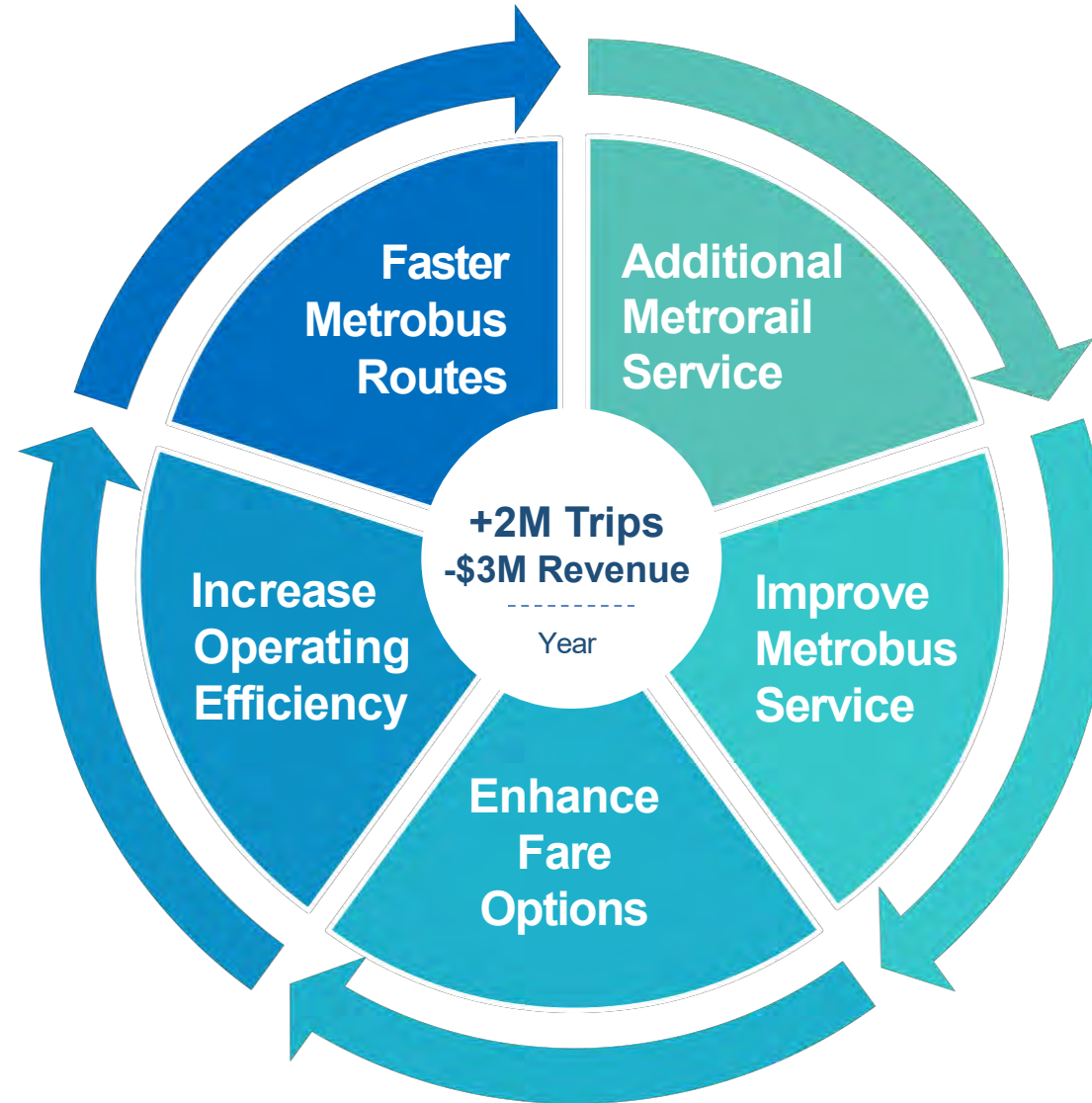
\$8M Additional Savings Required



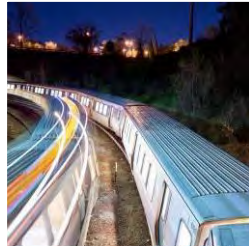
FY2021 Initiatives Are Within 3% Subsidy Cap



Further Improve Service to Win Back Riders



Improving Service and Customer Experience



Restore Late Night
Metrorail Service

Provide
Better
Weekend
Service



Improve Key
Metrobus Routes

Initiatives

\$ and ridership in millions

	Cost	Revenue	Subsidy	Ridership
Better Weekend Metrobus Service	\$3.9	\$1.0	\$2.9	1.2
Improve MetroExtra Service	\$3.4	\$1.2	\$2.2	1.2
Better Weekend Metrorail Service	\$3.6	\$1.3	\$2.3	0.6
Restore Late Night Metrorail Service	\$5.0	\$1.2	\$3.8	0.4
Improve Customer Service	\$2.5	\$0.0	\$2.5	0.0
Reduce Less Productive Bus Routes	(\$32.9)	(\$3.3)	(\$29.6)	(3.2)
Total	(\$14.6)	\$1.3	(\$15.9)	0.2

Enhancing Fare Options to Drive Ridership

		Current	Change	Proposed
Metrorail	Peak Base Fare	\$2.25	+\$0.10	\$2.35
	Simplify Mileage Tiers ¹	Varies	+\$0.04	\$0.33
	Peak Max Fare	\$6.00	+\$1.00	\$7.00
	Weekend Flat Fare	Varies	Up to -\$1.85	\$2.00
Metrobus	Fare without SmarTrip	\$2.00	+\$0.25	\$2.25
	Onboard Cash Loading	\$0.00	+\$0.25	\$0.25
	Lower 7-Day Pass Price	\$15.00	-\$3.00	\$12.00
Metrorail + Metrobus	Full Transfer Discount	\$0.50	+\$1.50	\$2.00

1. Standardizes variable Peak Mileage rate of \$0.29 to \$0.33 to \$0.33.

No Change

Metrorail

Off-Peak Base Fare
 Off-Peak Max Fare
 Unlimited Monthly Passes
 1-,3-,7-Day Unlimited Passes
 7-Day Short Trip Unlimited Pass

Metrobus

Fare with SmarTrip

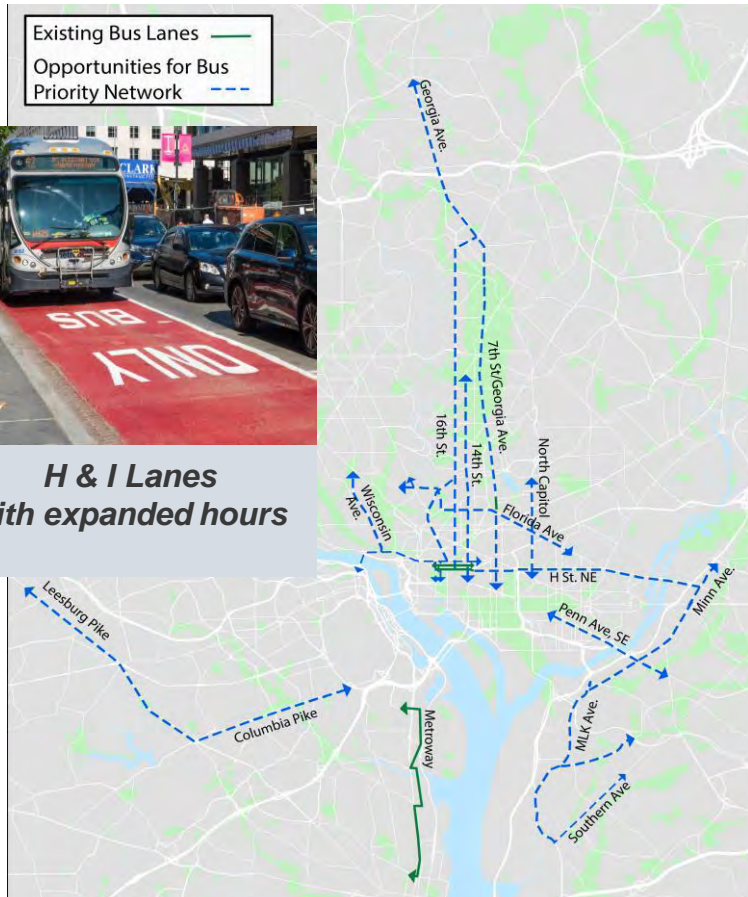
MetroAccess

Max Fare

Regional Improvements to Drive Metrobus Service and Financial Performance

60 Miles

48% of Metrobus average weekday riders
37% of Metrobus weekday revenue miles



Jurisdictional Control

	Bus Lanes	Signal Priority	Queue Jump Lanes	Improved Bus Stops*	Enforcement (Lane, Stop, etc.)
Leesburg Pike		✓		◇	◇
Columbia Pike	◇	◇		◇	◇
Wisconsin Ave	◇	✓	◇	◇	◇
M Street		◇		◇	◇
K Street	◇	◇		◇	◇
18th/U/Florida Ave	◇	◇		◇	◇
16th Street	◇	✓	✓	◇	◇
14th Street	◇	◇		◇	◇
Georgia Avenue/ 7th Street (DC)	◇	✓	✓	◇	◇
North Capitol	◇	◇		◇	◇
H Street/Benning	◇	◇	◇	◇	◇
Pennsylvania Ave	◇	◇	◇	◇	◇
Minnesota Ave		◇		◇	◇
MLK Ave/Southern Ave	◇	◇		◇	◇
Georgia Ave (MD)	◇	◇		◇	◇

All but K Street based on 2011 Priority Corridor Network and with recent updates. * Applies to high-ridership, high-activity stops.

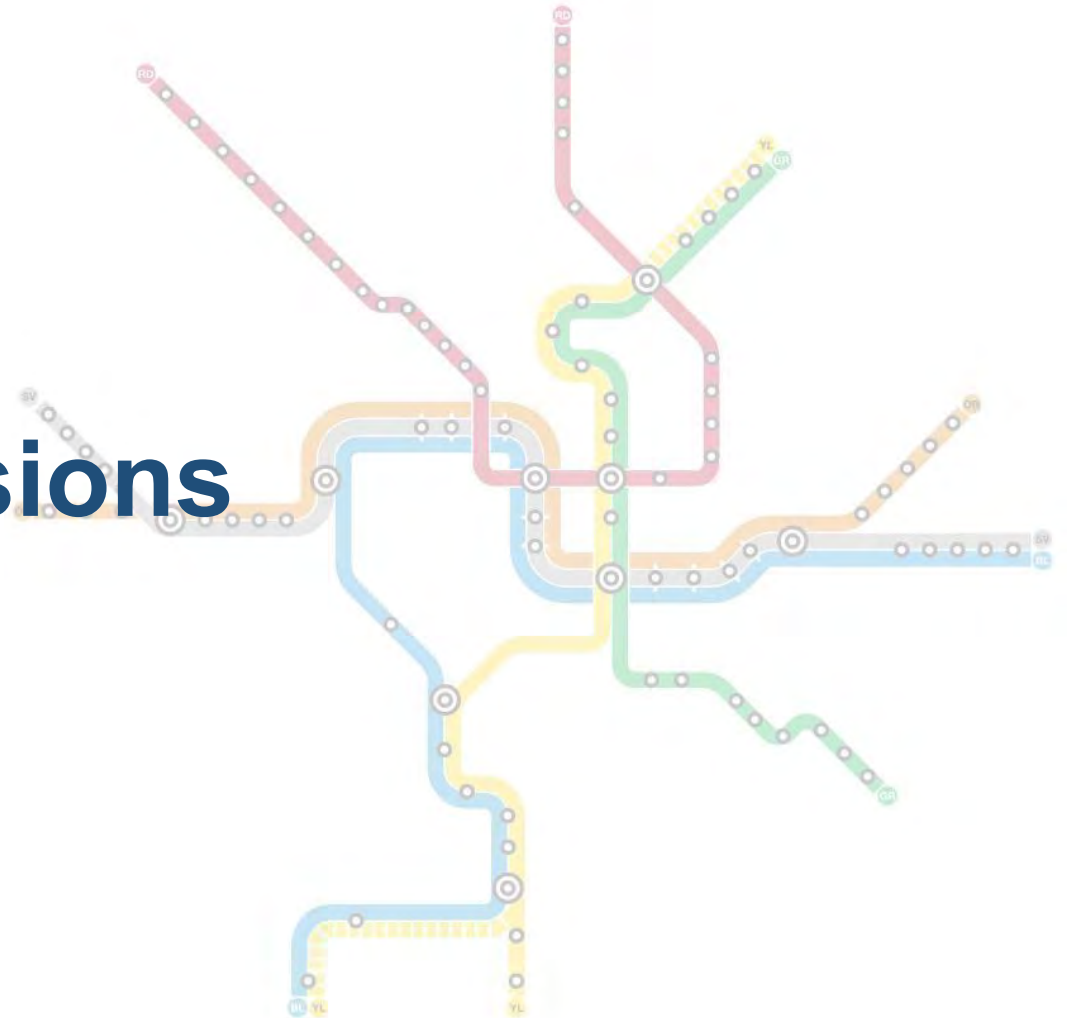
✓ Completed ◇ Identified opportunities for bus priority

FY2021 Operating Budget is Balanced within Mandated 3% Subsidy Cap

(\$ in millions)		Subsidy Impact
FY2020 Capped Subsidy		\$1,125.5
FY2021 Subsidy Drivers		\$42.2
FY2021 Initiatives		
Improving Service & Customer Experience	(\$15.9)	
Increasing Non-Fare Revenue	(\$11.3)	
Enhancing Fare Options	\$15.8	
Extra Services Fund	\$3.0	
Subtotal		(\$8.4)
Mandated Subsidy Growth Cap		\$33.8
FY2021 Capped Subsidy		\$1,159.3

FY2021 Legislative Exclusions

Above Mandated 3% Subsidy Cap



Legislatively Excluded Operating Subsidy Requirements

Initiatives	Description	Category	Subsidy
Silver Line Phase 2	11.5 mile extension, 6 new stations and Rail Yard Facility	Capital Project	TBD
Safety Mandate Growth	Compliance with expanded training and testing requirements ¹	Federal Mandate	\$1.0
Paratransit Services Growth	Cost of services not covered by base budget increase	Federal Mandate	\$7.6
Total			\$8.6

1. Public Transportation Agency Safety Plan (49 CFR Part 673); Public Transportation Safety Certification Training (49 CFR Part 672); Respiratory Protection, Hearing Conservation, and Respirable Silica Programs (OSHA)

GM/CEO's FY2021 Proposed Operating Budget Recommendation

(\$ in millions)	Expense	Revenue	Subsidy
FY2021 Capped Subsidy	\$1,967.0	\$807.7	\$1,159.3
+ Legislative Excluded Subsidy ¹	\$8.6	\$0.0	\$8.6
FY2021 Capped Subsidy and Legislative Exclusions	\$1,975.6	\$807.7	\$1,167.9

1. Excludes Silver Line Phase 2

Potential Issues and Risks

INTERNAL



Labor and Arbitration

- CBAs for L689 and L922 expire at the end of FY2020
- General wage increases and healthcare cost growth



ADA Paratransit

- Growing demand based on aging population
- Continued contractor cost growth

EXTERNAL



Silver Line Phase 2

- Ridership and cost recovery
- Service delivery vehicle



Federal Uncertainty

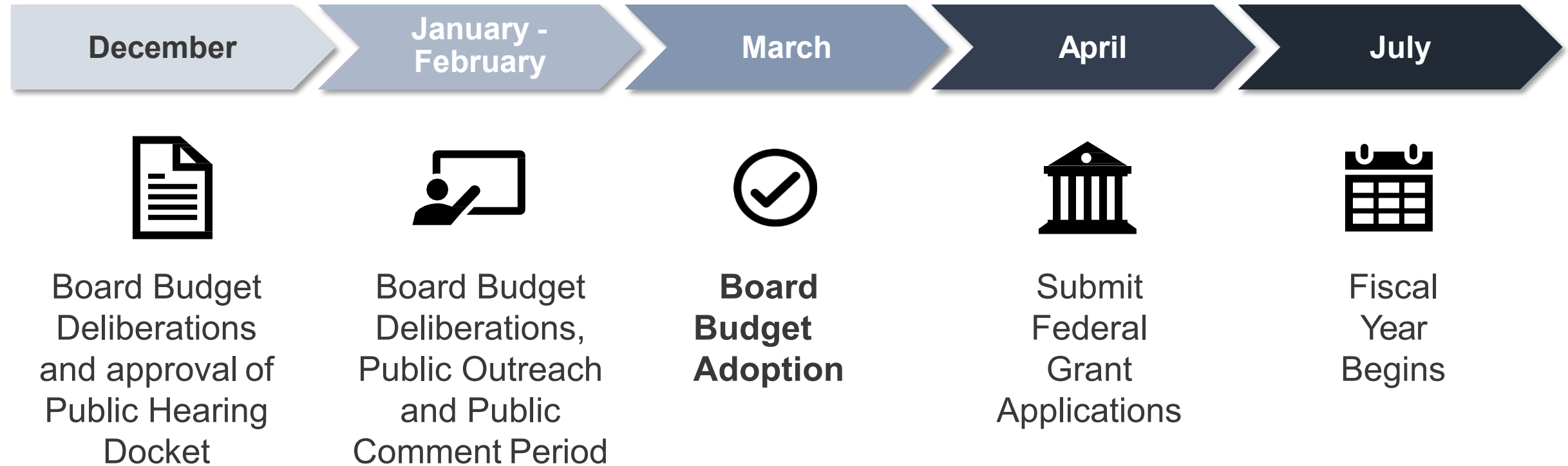
- Reauthorization of PRIIA and other federal Formula programs
- Federal employment and contracting levels
- Potential government shutdown



Major Events

- Major unscheduled regional events, snow and other operational disruptions.
- Safety mandates, energy price volatility

Budget Timeline



ENVISION ROUTE 7



Phase III Study Update



Tuesday, October 15, 2019

Presented to: Northern Virginia Transportation Commission

Jamie Henson
Kittelson & Associates

This Presentation

2

- ➔ Project Focus
- ➔ Process Overview
- ➔ ROW Needs
- ➔ Updated Cost



Project Focus

3

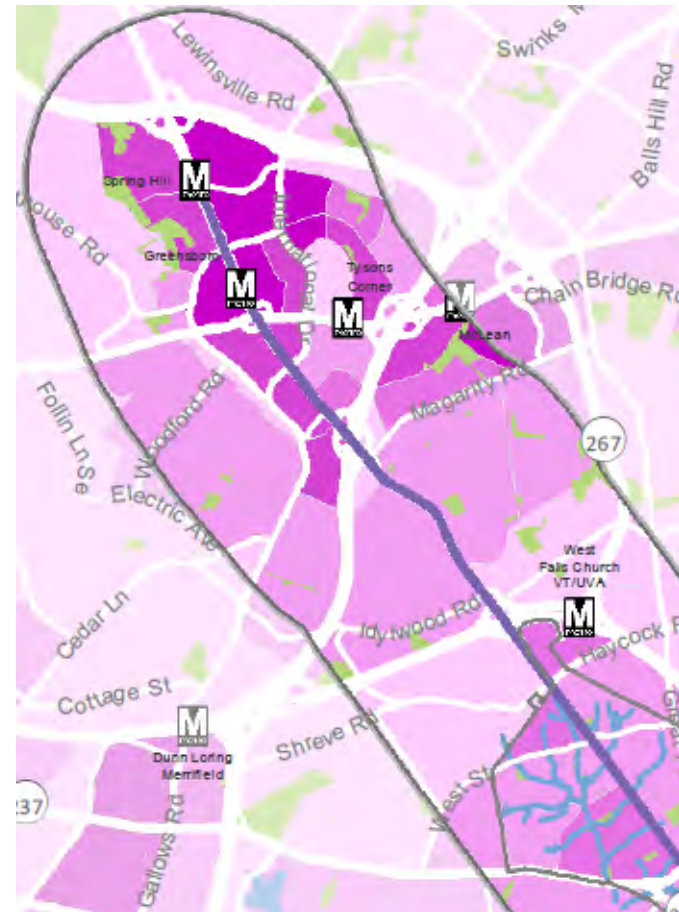
- ➔ Plan for high performance BRT on the Route 7 corridor
- ➔ Identify needed ROW and update cost estimate
- ➔ Regular meetings and workshops with jurisdictions
- ➔ Advance the process into the next phase



Process Overview

4

- ➔ Reviewed demographics and growth forecasts
- ➔ Created station and runningway templates
- ➔ Identified specific station locations
- ➔ Updated runningway assumptions and station locations from Phase II

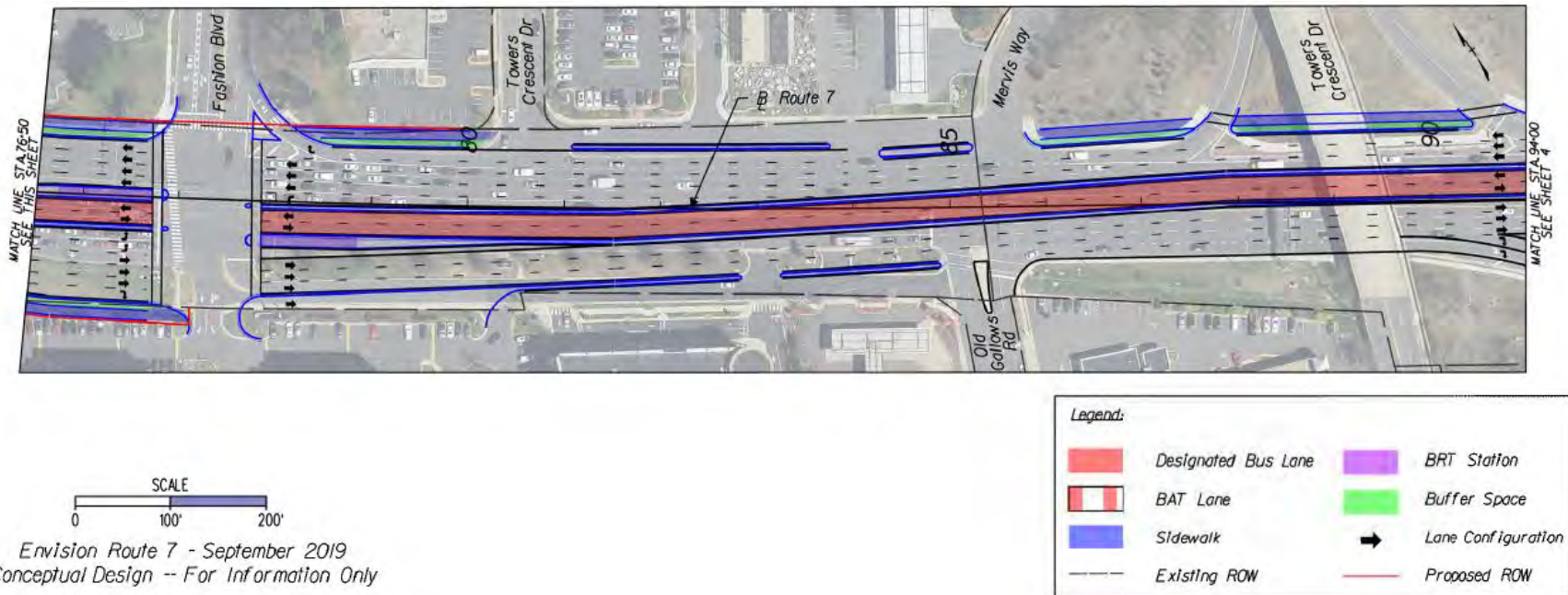


2040 Population
Density

Process Overview

5

- ➔ Created layouts for the corridor
- ➔ Identified needed ROW
- ➔ Updated Cost Estimate



Process Overview

6

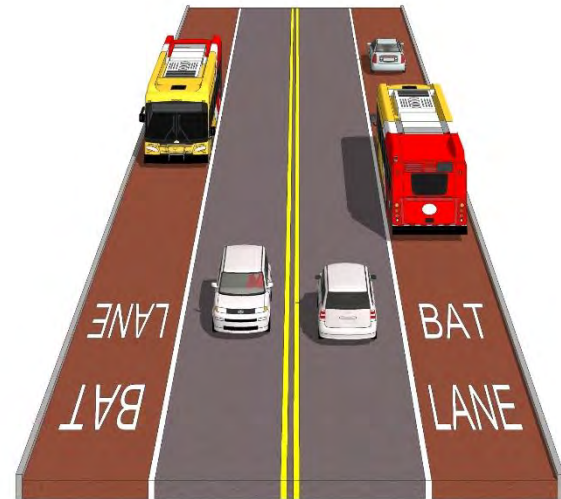
- ➡ Worked closely with the project TAC
- ➡ Included additional staff at various points
- ➡ Multiple touch points with TAC and broader staff
- ➡ Updated the project from multiple rounds of comments



Overview of Comments

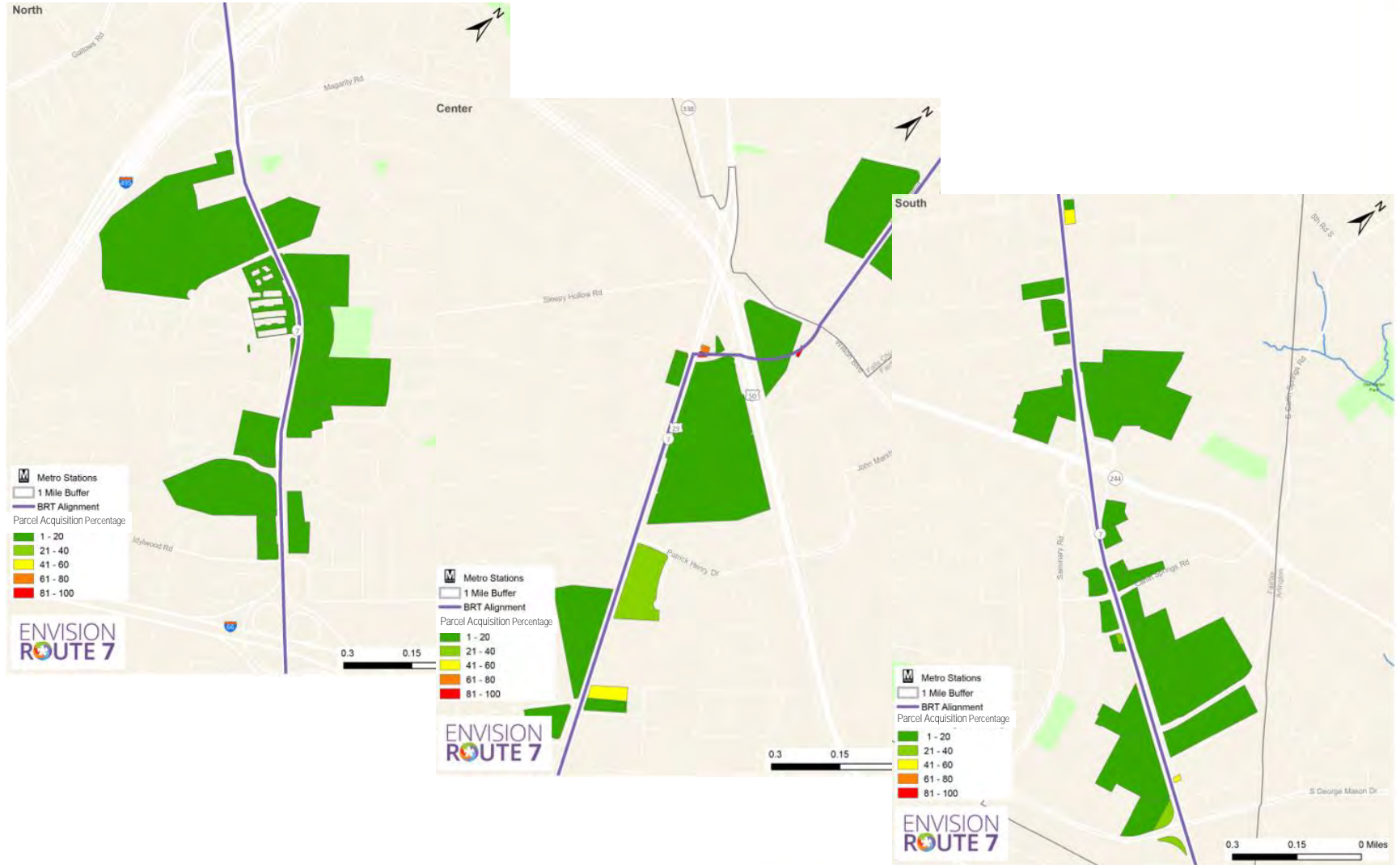
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- ➔ Connect with existing transit facilities
- ➔ Connect to trip generators
- ➔ Fit the stations into the urban context
- ➔ Consider how vehicle traffic will respond



ROW Needs

8



Updated Cost

9

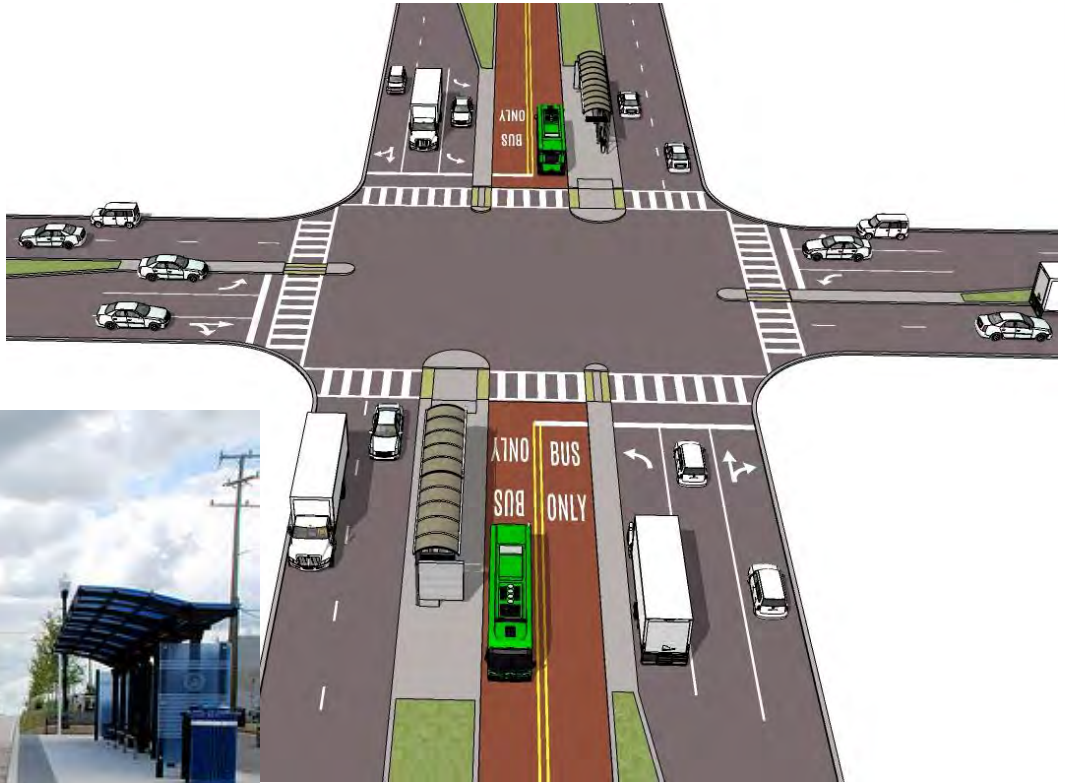
	Base Year (2019)		Year of Expenditure (2030)	
	Low-End	High-End	Low-End	High-End
Construction Subtotal + Allocated Contingencies	\$206.5 M	\$230.0 M	\$261.7 M	\$291.1 M
ROW Acquisition + Allocated Contingencies	\$32.6 M	\$41.9 M	\$43.5 M	\$55.9 M
Professional Services (30%)	\$59.9 M	\$66.7 M	\$77.8 M	\$86.7 M
Unallocated Contingencies (15%)	\$44.9 M	\$50.8 M	\$64.5 M	\$73.1 M
Total	\$343.9 M	\$ 389.4 M	\$447.5 M	\$ 506.8 M

Finalize the Study

10

➡ Commission action

➡ Initiate Phase IV





RESOLUTION #2395

- SUBJECT:** Termination of Employment Contract of VRE Chief Executive Officer
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) entered into an employment agreement with Doug Allen dated September 13, 2012, appointing Doug Allen as the Virginia Railway Express Chief Executive Officer;
- WHEREAS:** The Commissions delegated to the VRE Operations Board responsibility for oversight and evaluation of the performance of the VRE Chief Executive Officer;
- WHEREAS:** By resolution dated October 18, 2019, the Virginia Railway Express Operations Board recommended that the employment agreement with Doug Allen as the VRE Chief Executive Officer be terminated without cause; and
- WHEREAS:** By the aforesaid resolution, the VRE Operations Board placed Doug Allen on administrative leave with pay pending action by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission on the Operations Board's aforesaid recommendation, and further delegated to the VRE Deputy Chief Executive Officer all duties and responsibilities of the VRE Chief Executive Office until further action by the Commissions.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby terminates the employment agreement with Doug Allen as the VRE Chief Executive Officer, without cause, effective 11:00 P.M. on November 14, 2019.
- BE IT FURTHER RESOLVED** that NVTC hereby appoints the VRE Deputy Chief Executive Officer as the Acting Chief Executive Officer effective 11:00 P.M. on November 14, 2019, until further action by the Commissions.
- BE IT FURTHER RESOLVED** that the Acting Chief Executive Officer shall have all of the duties and responsibilities of the Chief Executive Officer, including all authority delegated to the Chief Executive Officer by the Commissions or the Operations Board, and the authority to sign documents, instruments, and the like to the extent the Chief Executive Officer has been authorized to do so.

Approved this 14th day of November 2019.

Matthew F. Letourneau
Chairman

Sharon Bulova
Secretary-Treasurer