



MONTHLY COMMISSION MATERIALS

November 2019

MEETING OVERVIEW – November 14, 2019

Action Items Include:

- 2020 Meeting Schedule
- Letters of Endorsement for Jurisdictions' Applications to NVT
- Changes to the Commuter Choice Technical Evaluation Criteria
- Call for Projects for Round Four of the I-66 Commuter Choice Program
- Envision Route 7 BRT Phase III Final Report

Other Meeting Highlights:

- Report from the NVTC WMATA Committee Chair and Virginia WMATA Board Members
- Presentation by the Commonwealth on Proposed Changes to the I-66 Inside the Beltway Memorandum of Agreement
- Report from the Chair of the Legislative and Policy Committee, including the presentation of the proposed NVTC 2020 Legislative and Policy Agenda
- Reports from VRE and DRPT
- Closed Session

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**NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 14, 2019**

Please note different location:

**NVTC SUITE #230 CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:00 P.M.

5:00 P.M. Legislative and Policy Committee – NVTC #230 Large Conference Room
6:00 P.M. Dinner will be available for Commissioners and staff
6:15 P.M. Executive Committee Meeting – NVTC #230 Small Conference Room
7:00 P.M. Commission Meeting – NVTC #230 Large Conference Room

AGENDA

1. Pledge of Allegiance and Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the October 3, 2019 NVTC Meeting**
3. **ACTION ITEM: Approve the CONSENT AGENDA (Subject to Approval of the Chairman)**
 - A. **Approve the 2020 Meeting Schedule**
 - B. **Authorize the Chairman to Send a Letter of Endorsement for the City of Alexandria's Duke Street Bus Rapid Transit Project Application to NVT**
 - C. **Authorize the Chairman to Send a Letter of Endorsement for Arlington County's CC2DCA Intermodal Connector Project Application to NVT**
 - D. **Authorize the Chairman to Send a Letter of Endorsement for the City of Fairfax's Multimodal Applications to NVT**
 - E. **Authorize the Chairman to Send a Letter of Endorsement for Fairfax County's Multimodal Applications to NVT**
4. Commuter Choice Program
 - A. I-66 Commuter Choice Program
 - **ACTION ITEM: Approve the Changes to the Commuter Choice Technical Evaluation Criteria**
 - **ACTION ITEM: Authorize the Executive Director to Issue a Call for Projects for Round Four (FY2021-FY2022) of the I-66 Commuter Choice Program**
 - B. Presentation by the Commonwealth on Proposed Changes to the I-66 Inside the Beltway Memorandum of Agreement
 - C. I-395/95 Commuter Choice Program Update

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. Report from the Chair of the Legislative and Policy Committee
 - A. Proposed NVTC 2020 Legislative and Policy Agenda
 - B. Annual NVTC-PRTC Legislative Briefing
7. NVTC Transit Resource Center
 - A. ACTION ITEM: Accept the Envision Route 7 BRT Phase III Final Report**
8. Department of Rail and Public Transportation (DRPT)
 - A. DRPT Monthly Report
 - B. WMATA Annual Reporting Requirements
9. Virginia Railway Express (VRE)
 - A. VRE Leadership Transition
 - B. VRE CEO Report and Minutes
 - C. Draft VRE 2020 Legislative Agenda
10. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Report
11. Closed Session

MINUTES
NVTC COMMISSION MEETING – OCTOBER 3, 2019
FIRST FLOOR CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chair Cristol at 7:25 P.M.

Members Present

Canek Aguirre
Elizabeth Bennett-Parker
Richard Black
Sharon Bulova
John Cook
Katie Cristol
Christian Dorsey
Adam Ebbin
Libby Garvey
James M. LeMunyon
Jeff McKay
David Meyer
Ron A. Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
M. David Skiles
Paul Smedberg
David Snyder
Raul "Danny" Vargas

Members Absent

John Foust
Catherine Hudgins
David LaRock
Matt Letourneau

Staff Present

Kate Mattice, Executive Director
Matt Cheng
Andrew D'huyvetter
Matt Friedman
Allan Fye
Rhonda Gilcrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Tenley O'Hara
Ben Owen
Zach Smith
Jae Watkins

Steve MacIsaac
Aimee Perron Siebert
Alex Thorup
Doug Allen (VRE)
Mark Schofield (VRE)
Joe Swartz (VRE)

Opening Remarks

Vice-Chair Cristol welcomed everyone to the October 3rd NVTC meeting. She conveyed Chairman Letourneau's regrets that he could not attend the meeting. Following the Pledge of Allegiance, Vice-Chair Cristol reviewed the highlights and action items for the meeting.

Minutes of the September 5, 2019 NVTC Commission Meeting

Mr. Skiles moved, with a second by Senator Black, to approve the Minutes of the September 5, 2019 meeting. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, McKay, D. Meyer, R. Meyer, Skiles, Snyder and Vargas. Mr. Smedberg abstained.

Consent Agenda

Vice-Chair Cristol presented the Consent Agenda for approval:

- A. Authorize the Notice of Direct Contributions to the Jurisdictions
- B. Authorize the Chairman to Send a Letter Endorsing Action Alternative A in the Long Bridge Draft Environmental Impact Statement (DEIS)

In response to a question from Mr. Snyder, Ms. Mattice provided some background information about the Long Bridge DEIS. Ms. Mitchell stated that the value of the letter is to affirm the recommendation of preferred Alternative A, which is to build a new two-track bridge dedicated to commuter and passenger service upstream from the existing bridge, which would be dedicated for freight service. Both bridges would be designed to be interoperable if needed. Ms. Mitchell stated that there were a number of alternative alignments examined, but there are very few feasible alternatives because it is like threading a needle through that part of the corridor. Vice-Chair Cristol stated that as chair of the VRE Operations Board she read the DEIS and she would not characterize it as many options; Alternative A is probably the only good option to advance the goals of this project. She noted the letter does not address funding issues. In response to a question from Ms. Garvey, Ms. Mitchell stated that a ped/bike bridge would be considered as a mitigation measure and is not part of the preferred alternative.

Mr. R. Meyer moved, with a second by Ms. Bennett-Parker, to approve the Consent Agenda. The vote in favor was cast by Aguirre, Bennett-Parker, Black, Cook, Cristol, Dorsey, Ebbin, Garvey, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas. (Ms. Bulova was not in room for the vote.)

Department of Rail and Public Transportation

Vice-Chair Cristol explained that since DRPT Director Mitchell needs to leave early, her presentation is being moved up in the Agenda. There were no objections.

Vice-Chair Cristol stated that at last month's VRE Operations Board meeting, Director Mitchell presented an overview of the Commonwealth's commitment to passenger rail. NVTC asked her to present some of the highlights of this presentation to the Commission.

Ms. Mitchell thanked the Commission for inviting her to give this presentation, which lays out the Commonwealth's relationship with VRE, which is a very important partner with the state, especially moving forward with some significant rail projects. She stated that the Commonwealth provides funding support to VRE through several programs, including the Rail Enhancement Fund (REF), Intercity Passenger Rail Operating and Capital Fund (IPROC), mass transit operating and capital funds, SMARTSCALE, toll concessionaire payments, and discretionary federal funds distributed by DRPT (CMAQ and STP). For example, VRE has received \$92.6 million in SMARTSCALE funding, \$128.5 million in I-66 Outside the Beltway Toll Concessionaire funding, and \$18.5 million in track access lease funding.

Ms. Mitchell reviewed several specific capital projects being supported by the Commonwealth which benefit VRE. The Long Bridge project is estimated to total \$1.9 billion, of which \$214 million in state IPROC and REF funding has been identified in the FY2020-FY2025 Six-Year Improvement Program (SYIP). The 4th Track Approach to Long Bridge project (\$185 million) includes state CMAQ funding of \$58 million, state PTF and IPROC funding of \$82 million, and federal FASTLANE funding of \$45 million. The Commonwealth has identified \$220 million of state IPROC and PTF funding for the Franconia to Occoquan 3rd Track project. The Arkendale to Powell's Creek 3rd Track and Quantico Station (\$115 million) includes state IPROC funding of \$40 million and federal ARRA funding of \$75 million. She stated that in order to make the Long Bridge expansion and the entire rail system work, it is important to make all of these other supporting investments.

Ms. Mitchell stated that expansion of the Long Bridge and other rail investments in the corridor will support 171 percent growth in VRE service and create a dedicated passenger corridor between Franconia to Union Station with better on-time performance. VRE currently runs 34 trains, which would increase to 92 trains by 2040 (67 percent increase). This would mean that VRE would have the ability of using two-thirds of the new capacity provided by the new bridge. It would also allow the opportunity for future run-through service for VRE and MARC.

Ms. Mitchell stated that DRPT is working on a long-term funding plan for Long Bridge and associated projects. Commonwealth funding is already secured in the SYIP for the 4th Track Final Design and Construction; Franconia to Occoquan Final Design and Construction; and Preliminary Engineering for Long Bridge. DRPT has submitted an application for NVTA funding for the proposed passenger rail bypass in Franconia-Springfield, which would move VRE from the east side platforms to the west side platforms in order to access future Long Bridge expansion. It would eliminate up to 26 freight/passenger train conflicts north of Franconia and provide dedicated passenger rail corridor from Franconia to D.C. DRPT will also work with VRE to develop

funding plans for the unfunded portions of the Crystal City Station and L'Enfant Platform improvements.

Mr. LeMunyon arrived at 7:44 P.M. and joined the discussion.

In response to a question from Mr. Skiles, Ms. Mitchell stated that current capacity on the Long Bridge is at 98 percent during peak periods. Vice-Chair Cristol observed that the 98 percent capacity is already causing VRE significant problems with on-time performance. Mr. R. Meyer stated that the Long Bridge is a nationally significant project and he asked about the federal government's role in funding. Ms. Mitchell stated that the project team is working on identifying funding sources, which includes talking to the Federal Transit Administration, Federal Railroad Administration, Amtrak, CSXT, etc. There is already broad agreement that this is a nationally significant project and that there should be a federal role. Mr. Vargas asked about private sector involvement, including Norfolk Southern. Ms. Mitchell stated that Norfolk Southern runs very few trains across the Long Bridge. In response to a question from Ms. Garvey, Ms. Mitchell stated that the Long Bridge expansion is being considered as a 10-year program of projects. The project team is working through the construction sequencing of all the various elements and projects. She noted that it will be important to keep running trains during construction.

Washington Metropolitan Area Transit Authority

Report from the Chair of the NVTC WMATA Committee. Vice-Chair Cristol noted that WMATA Chair Cathy Hudgins could not attend the meeting. Vice-Chair Cristol stated that the Commission is being asked to approve the *2019 Report of the Performance and Condition of WMATA*, which is due to the General Assembly and Governor Northam by November 1, 2019. The report is NVTC's primary opportunity to articulate its priorities for controlling costs and improving operational efficiency at WMATA. It also provides a one-stop shop for Metrorail and Metrobus performance data, as well as reports on how WMATA is using the dedicated funds. The Commission discussed the report at its September meeting and at that time asked Commissioners for questions and comments on the proposed strategies. The NVTC WMATA Committee met on September 18th to review the final proposed strategies. Within the report, there are specific NTD data elements that are awaiting formal approval by the Federal Transit Administration. As soon as this data is released, staff will update the report and transmit it to the governor and the General Assembly by the November 1st deadline.

Mr. LeMunyon observed that some of the recent ridership data in the appendices of NVTC's FY2019 Annual Transit Performance Report (Agenda Item #8) looks encouraging and he suggested that it could be included as "good news" in the report. Also, he did not see much mention in the report of WMATA meeting the three percent cap on operating costs. Ms. Mattice explained that reporting of the three percent cap is part of DPRT's report to the Commonwealth Transportation Board. DPRT submitted a positive report to the CTB this year on this issue. She stated that mention of both of these "good news" stories can be referenced in the cover letter accompanying NVTC's report. Mr. Dorsey agreed that ridership appears to be moving upward. He also noted that the three percent cap is a legal requirement and WMATA is mandated to construct its budget within that cap.

Vice-Cristol commended the WMATA Committee and staff for their work on this report and turning what is a mandated report into an actionable document.

Mr. Smedberg moved, with a second by Mr. McKay, to authorize the executive director to send the *2019 Report on the Performance and Condition of WMATA* to the governor and the General Assembly and to send an updated version with NTD data if needed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas.

Vice-Chair Cristol stated that the Commission is also being asked to authorize the chairman to send a letter providing comments to the Bus Transformation Project Team. She explained that the Bus Transformation Project Team released its final recommendations in early September. NVTC had previously sent a letter supporting three of the recommendations that would speed up buses and provide improvements to the customer experience. However, staff identified some concerns about the project recommendation to “empower a publicly appointed task force to transform the bus system” with a governance structure that excludes the technical expertise found with local transit funders and local transit providers.

Vice-Chair Cristol stated that the WMATA Committee discussed this at its September 18th meeting and directed staff to prepare a letter to articulating these concerns. She noted that Chairman Letourneau provided some red-lined changes to the letter. The Executive Committee also discussed the letter and suggested adding several other points to the letter, including concern that the task force composition excludes actual transit providers; innovation in bus service is already happening in Northern Virginia; as well as fiscal implications.

Ms. Garvey asked if the concept of a task force is a good idea. Mr. Dorsey responded that it is not clear what a task force would do that the current structure and organizations can’t already do. He stated that to have value, it is important to have local transit providers involved.

Mr. Skiles moved, with a second by Mr. R. Meyer, to authorize the chairman to send the letter, with the proposed changes, to the project team providing comments on the Bus Transformation Project. Mr. Aguirre noted a typographical error on page 2. In response to a question from Mr. Dorsey, Vice-Chair Cristol clarified that the Commission would be approving the letter in concept, with final approval by the chairman.

The Commission then voted on the motion and it unanimously passed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas.

Report from the Virginia WMATA Board Members. Mr. Smedberg reported that the WMATA Board approved the FY2020 Capital Funding Agreement, which sets terms and the relationship between WMATA and its contributing jurisdictions. Negotiations are currently underway between WMATA and jurisdictional staff on an updated six-year agreement. He commended NVTC and jurisdictional staff for their work on this effort.

Mr. Smedberg reported that the WMATA Board approved a modification of the regional bus subsidy allocation to prepare for Loudoun County's entry as a full funding partner. Since Loudoun County has not asked for Metrobus service, the action excluded Loudoun County from the population density factor of the regional Metrobus subsidy allocation formula. Loudoun County will pay for regional Metrobus service based on its average weekday ridership, which is a fraction of a percent. Mr. Smedberg acknowledged the hard work of Mr. Dorsey, chair of the Finance Committee, who helped get this action passed.

Mr. Smedberg also announced that the WMATA Board approved a budget amendment and collective bargaining agreement (CBA) for the Fraternal Order of Police. This is the last outstanding CBA.

Mr. Smedberg stated that the WMATA Board also approved revisions to its code of ethics to improve transparency and accountability. These reforms refer ethics investigations to the Office of Inspector General (OIG), require a written investigation summary report that is made public, and require the WMATA Board to make a written determination regarding ethics violations that will be made public.

Mr. Smedberg also noted that the Safety and Operations Committee received an update on the Silver Line Phase 2 project. He clarified that the Metropolitan Washington Airports Authority (MWAA) is building the project and managing the construction, and WMATA will ultimately set the date when Phase 2 opens to the public. Service will only begin when WMATA is satisfied with the end product and safety concerns have been fully resolved. As with Silver Line Phase 1, an inspection, testing, and training period is necessary before service begins. Mr. Dorsey stated that the region should be proud of how the region has come together over this issue to make sure the project is done correctly, the jurisdictions involved who will benefit from the level of service, and the people responsible for delivering the service.

Ms. Bulova stated that she personally delivered a letter, which was approved by the full Fairfax County Board of Supervisors, to MWAA's Director John Potter about the county's concerns about the Silver Line Phase 2 project. She stated that she would be happy to provide a copy of the letter to NVTC. She encouraged other jurisdictions to weigh in on the matter, because they can bolster MWAA's position and concerns regarding the project.

Ms. Garvey asked if NVTC should send a letter. Vice-Chair Cristol suggested the WMATA Committee discuss this.

Mr. R. Meyer stated that on behalf of Loudoun County, he expressed appreciation of the efforts of the Virginia WMATA Board members, as well as the entire WMATA Board, regarding the issues of the Silver Line. With the continuing problems, he stated that the stations and ties will not be able to be rebuilt to correct the issues and at some point WMATA will need to make a deal or settlement. He would like to see a remediation deal. Ms. Bulova noted that negotiations are underway to find ways to correct the deficiencies and still deliver a safe service and to not having long-term maintenance or financial issues in the future. Mr. Smedberg suggested Commissioners look at the presentation given to the Safety and Operations Committee, which is on WMATA's website.

Senator Black noted that as a former marine engineer, concrete is not nuclear physics. To have a contractor who cannot make concrete correctly is distressing, because they are cutting corners at the expense of taxpayers. Commissioners agreed that WMATA cannot compromise on the safety of the Metro system. Mr. Smedberg clarified that to be clear, the Silver Phase 2 is not a WMATA project; it is a MWAA project. WMATA will not take control until it determines that service can be safe and reliable. Mr. Vargas thanked WMATA for its oversight of these issues, knowing the importance to the region.

Mr. McKay stated that Northern Virginia as a region hasn't publicly spoken to this issue. If Fairfax County does not receive a response to its letter, it may be a good idea for NVTC to comment. Vice-Chair Cristol stated that the WMATA Committee will be asked to discuss this and bring back a recommended letter for Commission action at the November meeting. There were no objections.

Senator Ebbin asked about ridership since the Blue and Yellow Lines summer shutdown. Mr. Smedberg stated that ridership is back to 85-90 percent. Mr. Dorsey noted that during the shutdown, 60 percent of all Metrorail riders were accommodated with transit alternatives, which were developed by WMATA and the regional partners and transit providers.

Mr. Skiles asked about the Orange Line shutdown expected next summer. Mr. Smedberg stated that WMATA staff is still working on plans and will announce project dates in the near future. Ms. Mattice noted that NVTC held a meeting today of stakeholders to review the lessons learned from the recent shutdown. She acknowledged the hard work of Matt Cheng, who led this NVTC effort before, during and after the shutdown. Staff will be ready to pivot with this valuable information to address the next shutdown.

Senator Ebbin stepped out of the room.

Commuter Choice Program

Commuter Choice Program At Large. Vice-Chair Cristol stated that this year the Commuter Choice program has expanded and now includes both I-66 Inside the Beltway and the I-395/95 corridor. The Commission is being asked to take two actions at this meeting. She asked Ben Owen, the Commuter Choice program manager, to give his presentation.

Mr. Owen stated that NVTC is a party to several memoranda of agreements (MOAs) which govern the Commuter Choice program. One of the provisions requires NVTC to report on the status of the program to the CTB each year. This report presents information on all of the NVTC projects funded through the end of FY2019 (June 30, 2019). The report presented for Commission action includes all of the I-66 Inside the Beltway projects and future reports will include I-395/95 projects. The report is due to CTB by November 1st.

Mr. Owen reported that since the program was launched, NVTC has awarded funding for 36 projects worth over \$40 million. Collectively, the I-66 Commuter Choice projects are moving an

additional 8,300 people through the corridor each day. The projects also connect 20 activity centers across Northern Virginia and have reduced close to one million annual hours of delay. The report provides an update on all the projects funded to date, including the four projects that have been completed.

Mr. Skiles moved, with a second by Mr. D. Meyer, to authorize the executive director to submit the Commuter Choice Annual Report to the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas. (Senator Ebbin was not present for the vote.)

I-395/95 Commuter Choice Program. Vice-Chair Cristol acknowledged Mr. McKay's leadership as chair of the Joint Commission Working Group (JCWG), composed of Commissioners from NVTC and PRTC. On behalf of the Commission, she thanked him for his leadership. Mr. Owen reported that the JCWG provided program guidance to staff, reviewed the applications and scores, and developed the inaugural program of projects. Since this is a shared program for the I-395/95 program, all actions related to this corridor are taken simultaneously with PRTC. Staff at PRTC are providing the same briefing this evening and will be taking the same action tonight.

Senator Ebbin returned to the discussion at 8:33 P.M.

Mr. Owen stated that the I-395/95 Commuter Choice Inaugural Program of Projects includes 10 projects totaling \$18,950,049. The recommended Inaugural Program of Projects represents a diverse set of projects addressing the needs of commuter and local bus riders, providing connections to key destinations, and helping encourage ridesharing and transit. Ninety-three percent of the program (\$17.5 million) will fund new or enhanced bus service, including bus purchases and other capital improvements and seven percent of the program (\$1.4 million) will support transit incentives and alternate ways to travel such as carpool and vanpool as well as program administration. Collectively the projects:

- Move an additional 700 people through the corridor during the morning peak period
- Save approximately 89,000 hours of travel delay per year during the commute peak periods
- Connect people to 12 activity centers in Virginia and the District of Columbia
- Provide three new bus routes and enhances service on five existing bus routes
- Encourage the use of transit, carpool, and vanpool through awareness and marketing campaigns and commuter incentives

The proposed projects were selected based upon the project selection process and criteria approved by NVTC and PRTC in April 2019. This process included eligibility screening, technical evaluation, prioritization, and a public input process. NVTC conducted a public comment period. The following projects are recommended to be included in the Program of Projects:

1. Enhanced Bus Service from Dale City to Ballston
2. Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro

3. Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro
4. Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE
5. New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements
6. New TDM Outreach Campaign for Military Facilities
7. New Bus Service from Staffordboro to Downtown D.C.
8. Enhanced Bus Service on AT-9: Mark Center to Potomac Yard
9. New Bus Service from Staffordboro to the Pentagon
10. Commuter Store at the Pentagon Transit Center
11. I-395/95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach

Mr. McKay stated that it is a well-balanced Program of Projects between NVTC and PRTC. The inaugural program was implemented on a much shorter timeframe than usual, but it is still a strong program – a credit to the NVTC staff who administer the program and a credit to jurisdictional and transit agency staff who will manage these funds. Even though the entire \$22 million available isn't being spent, these are the best projects worthy of funding. He stated that the Joint Commission Working Group unanimously endorsed this Program of Projects. He thanked Ms. Bennett-Parker and Ms. Garvey for serving on the JCWG.

Mr. McKay moved, with a second by Ms. Garvey, to approve Resolution #2392, which approves the Inaugural I-395/95 Commuter Choice Program of Projects to be forward to the Commonwealth Transportation Board and authorizes the executive director to execute the Standard Project Agreements. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas. (A copy of the resolution is attached.)

I-66 Commuter Choice Program. Mr. Owen provided an overview of the current technical evaluation approach and the proposed changes to the approach, which will be presented for action at the November meeting. If approved by NVTC for the I-66 Commuter Choice program this year, the revised criteria will be presented to PRTC for their approval in advance of the next I-395/95 Commuter Choice call for projects.

Mr. Owen stated that the changes respond to direction from the Program Advisory Committee earlier this year to account for the long-term benefits of capital projects with long-lived assets. Staff is proposing further changes to separate the technical evaluation process more clearly from the project prioritization that falls under the Commission's purview, and to encourage applicants to collaborate on projects. He explained the proposed changes, which include:

1. Annualize the Cost Effectiveness measure
2. Remove the "Regional Priorities" criterion and reallocate its 20 points
3. Increase the Technical Merit weight
4. Create a new Interagency Collaboration criterion

Mr. Owen stated that should the Commission approve the changes, staff hopes to retain the new process without further substantive changes for at least the next five years. Staff has also developed a plan to transition to a two-year call for projects cycle. Staff will conduct another work session with applicants to go over how this would work moving forward. In response to a question from Vice-Chair Cristol, Mr. Fye stated that staff reviewed these proposed changes with jurisdictional staff and the Program Advisory Committee in July and August and obtained general agreement with them. The goal of the work session is to dive into the details of how the program will work (i.e., changes to the application, process changes with a two-year funding cycle, etc.).

Mr. LeMunyon stated that if it is being changed to a two-year cycle, he hopes it will be coordinated with NVT. Mr. Fye stated that NVTC works closely with all the jurisdictions and the other agencies, including NVT; however, NVTC's programs are synced with the Commonwealth's schedule to line up with the Six Year Improvement Program (SYIP). He observed that one difference between the NVT program is that NVTC's program can fund transit operations.

Regarding "interagency collaboration," Mr. LeMunyon wants to make sure the scoring process does not encourage parochialism. Mr. Fye responded that proposed criteria will reward jurisdictions and agencies that work together regionally.

Mr. Snyder requested staff ask VDOT for diversion data on neighborhood streets and cut-thru traffic and how they are monitoring this for I-66 Inside the Beltway. The City of Falls Church is seeing significant increases in cut-thru traffic. Vice-Chair Cristol stated that this would be helpful information, including broader trends. Ms. Mattice stated that VDOT does periodic reports, which she will request.

Virginia Railway Express

VRE CEO Report. Mr. Allen gave his report on VRE activities. On-time performance (OTP) has rebounded and September's average daily ridership was 19,000. On October 2nd the annual VRE Master Agreement Survey was conducted on morning trains. Both NVTC and PRTC staff participated. The results, which are used to help determine jurisdictional subsidy, will be available in December. He also reported that last Saturday VRE hosted an emergency drill at the Broad Run Station with emergency responders from the City of Manassas. Mr. Allen concluded his report by announcing that VRE is currently upgrading its ticket vending machines.

Referral of the Preliminary FY2021 VRE Operating and Capital Budget. Ms. Bulova reported that the VRE Operations Board recommends Commission action to approve Resolution #2393, which would refer the Preliminary FY2021 VRE Operating and Capital Budget to the jurisdictions. As in prior years, VRE staff will continue to update and modify the FY2021 budget throughout the fall as the current fiscal year progresses and as more information is received that may impact budget projections. VRE staff will review the budget with the CAO Task Force and ultimately provide a balanced budget to the Operations Board in December for consideration and referral to NVTC and PRTC for final approval at their January 2020 meetings.

Ms. Bulova stated that VRE's preliminary FY2021 operating budget totals \$93.0 million and includes no change to passenger fares and a proposed three percent increase in the total jurisdictional subsidy. The preliminary operating budget has a current net unfunded amount of \$2.1 million. VRE's preliminary FY2021 capital budget includes commitments of \$69.2 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP).

Ms. Bulova moved, with a second by Mr. D. Meyer, to approve Resolution #2393 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas.

Submission of Two VRE Projects for NVRTA Funding. Ms. Bulova reported that the VRE Operations Board recommends Commission approval of Resolution #2394, which would authorize the submission of the Crystal City Station Improvements Construction project and the Woodbridge Station and Track Improvements Final Design project to the Northern Virginia Transportation Authority (NVRTA) for evaluation and funding consideration in its FY2024-FY2025 Six-Year Program (SYP) update. The resolution would also authorize the VRE CEO to submit the approved projects for funding, make any necessary corrections to project amounts or descriptions in the applications, and execute all project funding agreements that may result from consideration of the projects.

Ms. Bulova moved, with a second by Mr. D. Meyer, to approve Resolution #2394 (copy attached). The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Garvey, LeMunyon, McKay, D. Meyer, R. Meyer, Skiles, Smedberg, Snyder and Vargas.

VRE Customer Service Survey Results. The results of the annual VRE Customer Service Survey conducted on May 22, 2019 identified several areas for improvement and reflect riders' frustrations with reliability and communications during the implementation of Positive Train Control (PTC) this past spring. Lower than normal on-time performance (OTP) negatively influenced scores and dominated handwritten comments. Scores were down across-the-board from last year and below the previous five-year average, which is used to analyze trends.

NVRTC Transit Resource Center

Ms. Mattice explained that an important task NVRTC does is collect data and report on transit trends for its systems that serve Northern Virginia. NVRTC regularly reports on multiple types of transit data such as ridership and parking usage in the WMATA section of the kit and quarterly ridership updates from our local providers, OmniRide, VRE, and WMATA. Over the past few months, staff – under Dan Goldfarb's leadership - has been developing a new methodology to collect and present data that is timelier and more relevant while not losing track of important data from NRTD that typically lags. The report provided to Commissioners reflects the first step in the process – streamlining the data and focusing on more recent trends. Over the next year, NVRTC

staff will work towards visualizing the data and using it to tell the story of how important transit is to Northern Virginia.

Ms. Mattice reviewed several key findings from the annual report:

- Almost half of all unlinked transit trips in Northern Virginia involve bus. VRE, with the lowest service levels, still carries about seven percent of unlinked transit trips. Although transit ridership has been declining from an all-time high in 2008, it is starting to stabilize.
- Transit moves over a quarter million people on an average day in Northern Virginia. Although in recent years ridership has been declining from an all-time high, it is starting to stabilize, and individual systems are seeing small gains in ridership.
- Weekday ridership is influenced greatly by commuter travel. The weekday average ridership is greater than twice the Saturday or Sunday average ridership. Although ridership has been declining for weekdays and weekends, the weekday ridership ratio to weekend ridership has been increasing and reflects added reliability for weekday service.
- VRE continues to experience strong ridership and train utilization. The service – which operates on weekdays, primarily in the morning and evening commuter periods – carries close to 10 percent of the transit riders in Northern Virginia.
- Metrobus carries the majority of bus riders in Northern Virginia. Fairfax Connector carries approximately half as many riders and DASH a quarter of the Metrobus riders. Overall, bus in Northern Virginia has shown a decline in ridership from the a high in FY2015, but recent figures show a stabilizing of that trend with limited growth for some systems.

Ms. Mattice stated that staff plans to come back in the near future to highlight trends in the I-66 corridor, since NVTC is seeing growth in some of the projects funded by the Commuter Choice program.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed several upcoming events:

- October 8th at 5:30 P.M., the Conference of Minority Transportation Officials (COMTO DC Chapter) will be holding an event panel focused on how transportation in Northern Virginia is preparing for the arrival of Amazon HQ2. The event will feature DRPT Director Jennifer Mitchell, Arlington County Chair Christian Dorsey, and Arlington's Transportation Director Dennis Leach. This event will be held the Navy League Building's main floor conference facility.

- December 9th from 8:30-11:00 A.M., the Joint NVTC-PRTC Legislative Briefing will be held at the Embassy Suites, Springfield. Secretary Valentine, Paul Wiedefeld and Doug Allen have been invited to join NVTC and PRTC executive directors to preview the policy issues and concerns of transit in Northern Virginia.

Ms. Mattice reminded Commissioners that the November NVTC meeting will be held a week later on November 14th. The December meeting will be as scheduled on December 5th when departing Commissioners will be recognized. NVTC staff is currently looking at the January meeting to be held on Thursday, January 16th as the regular meeting day falls immediately after the New Year's holiday (Jan 2nd).

Ms. Mattice noted that the Financial Report for August 2019 was provided to Commissioners and there were no questions.

Mr. LeMunyon noted that with the Silver Phase 2 opening next year people may want to park at Metrorail station parking lots and take Metro to the airport. He observed that there are very few parking garages that allow multi-day parking. WMATA may want to consider providing more designated multi-day parking spaces. Mr. R. Meyer stated that Loudoun County has discussed this issue.

Mr. Vargas thanked staff for the follow-up email from last month's meeting. He asked for more information from VRE about the VRE customer survey results. He also asked for information about the status of expansion of I-66 Inside the Beltway.

Adjournment

Without objection, Vice-Chair Cristol adjourned the meeting at 9:09 P.M.

Approved this 14th day of November 2019.

Matthew F. Letourneau
Chairman

Sharon Bulova
Secretary-Treasurer

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RESOLUTION #2392

SUBJECT: Approve the Inaugural I-395/95 Commuter Choice Program of Projects and Forward to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements

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: Any project supported with these funds must reasonably relate to or benefit toll payers in the I-395/95 corridor and contribute to improvement goals of maximizing person throughput in the corridor and implementing multimodal improvements;

WHEREAS: NVTC's April 4, 2019 FY2020 call for projects produced 17 applications for a total of \$30.8 million in requests; and

WHEREAS: The NVTC-PRTC Joint Commission Working Group has unanimously endorsed the proposed Inaugural I-395/95 Commuter Choice Program of Projects, which includes 10 projects and NVTC's administrative and marketing costs, totaling \$18,950,049.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-395/95 Commuter Choice Inaugural Program of Projects (Attachment 1) and authorizes staff to forward the Program of Projects to the Commonwealth Transportation Board for action, contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable authorization.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, to execute the Standard Project Agreements.

Approved this 3rd day of October 2019.

Sharon Bulova
Secretary-Treasurer

Matthew F. Letourneau
Chairman

Attachment 1:
Program of Projects Recommended for Funding
under the Inaugural I-395/95 Commuter Choice Program

	Inaugural I-395/95 Commuter Choice Program Project Name	Applicant	Funding Request
1	Enhanced Bus Service from Dale City to Ballston	OmniRide	\$251,600
2	Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro	DASH	\$3,040,000
3	Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	OmniRide	\$562,400
4	Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	OmniRide	\$1,133,500
5	New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements	Fairfax County	\$3,540,903
6	New TDM Outreach Campaign for Military Facilities	NVRC	\$396,184
7	New Bus Service from Staffordboro to Downtown D.C.	OmniRide	\$3,569,200
8	Enhanced Bus Service on AT-9: Mark Center to Potomac Yard	DASH	\$1,949,000
9	New Bus Service from Staffordboro to the Pentagon	OmniRide	\$3,495,300
10	Commuter Store at the Pentagon Transit Center	Arlington County	\$211,962
11	I-395/95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	NVTC	\$800,000
		TOTAL	\$18,950,049



RESOLUTION #2393

SUBJECT: Authorize the Referral of the Preliminary FY2021 VRE Operating and Capital Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30th each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the Preliminary FY2021 VRE Operating and Capital Budget;

WHEREAS: The preliminary FY2021 budget proposes a three percent increase in the total annual jurisdictional subsidy and no increase in passenger fares;

WHEREAS: VRE can achieve superior budget risk reduction related to diesel fuel price volatility through investment in forward pricing mechanisms such as future contracts rather than the current practice of entering into fixed price contracts with diesel fuel suppliers;

WHEREAS: The VRE Operations Board directed the VRE Chief Executive Officer to develop appropriate policies and procedures and an oversight process for diesel fuel price hedging, in accordance with the requirements of Virginia Code §2.2-4329.1, and to bring those materials to the Operations Board for review and approval; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Preliminary FY2021 VRE Operating and Capital Budget be forwarded to the jurisdictions for their formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs staff to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at its December 2019 meeting for consideration and referral to the Commissions for adoption in January 2020.

Approved this 3rd day of October 2019.


Sharon Bulova
Secretary-Treasurer


Matthew F. Letourneau
Chairman



RESOLUTION #2394

SUBJECT: Approve and Authorize the Submission of Two VRE Projects to NVTa for FY2024-FY2025 Six-Year Program Update Funding Consideration

WHEREAS: The Northern Virginia Transportation Authority (NVTa) has issued a call for regional transportation projects to agencies and jurisdictions for consideration for funding for its FY2024-FY2025 Six Year Program update;

WHEREAS: The Crystal City Station Improvements construction project and the Woodbridge Station and Track Improvements final design project are not fully funded;

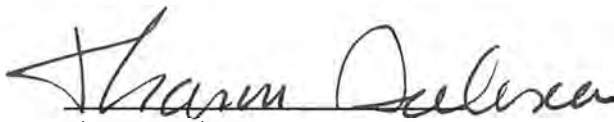
WHEREAS: Each of the projects satisfies NVTa funding eligibility requirements to both be included in the TransAction long-range regional transportation plan (TransAction Project ID 298 - VRE Alexandria-DC Rail Capacity Improvements, TransAction Project ID 301 Fredericksburg Line Service Expansion and TransAction Project ID 302 - Fredericksburg Line Peak Period Service Expansion) and increase transit capacity; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the submission of the Crystal City Station Improvements construction project and Woodbridge Station and Track Improvement final design project to the NVTa for consideration for funding in its FY2024-FY2025 Six Year Program update.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to submit the approved projects for funding, to make any necessary corrections to project amounts or descriptions, and to execute all project agreements on behalf of the Commissions.

Approved this 3rd day of October 2019.


Sharon Bulova
Secretary-Treasurer


Matthew F. Letourneau
Chairman

Agenda Item #3: Consent Agenda



TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice

DATE: November 7, 2019

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

ACTION ITEM: Approve the CONSENT AGENDA

A. Approve the 2020 Meeting Schedule

At the November meeting the Commission will be asked to approve the [2020 NVTC Meeting Schedule](#). Staff coordinated the 2020 calendar with major religious holidays and the General Assembly Session. As announced over the last several months, NVTC staff is proposing to hold the January meeting on January 16, 2020, as the regular meeting date of January 2nd falls immediately after the New Year's holiday and before many of the jurisdictions' governing bodies will have met to make their NVTC appointments.

Traditionally, NVTC holds its February meeting in Richmond during the General Assembly Session. Commissioners are being asked to hold the February 6, 2020 date, but this meeting may be cancelled.

In the spring NVTC, along with the Northern Virginia Transportation Authority (NVTA), the Virginia Railway Express (VRE), and the Commonwealth Transportation Board (CTB), will hold a joint public meeting as required by [Code of Virginia § 33.2-214.3](#). The date for this joint meeting is still to be determined but will be coordinated with the Commonwealth Transportation Board's meeting schedule. Last year's annual joint meeting was held on May 13, 2019.

B. Authorize the Chairman to Send a Letter of Endorsement for the City of Alexandria's Duke Street Bus Rapid Transit Project Application to NVTA

At the November meeting the Commission will be asked to authorize the chairman to send a [letter of endorsement for the City of Alexandria's application to NVTA](#). The Northern Virginia Transportation Authority (NVTA) recently closed the call for projects for the FY2020-FY2025 Six-Year Plan Update. Eligible applicants have until November 29, 2019 to provide letters or resolutions of support for their applications. As in past calls for projects, NVTC has offered to provide letters of support for applications submitted by member jurisdictions.

The City of Alexandria has applied for \$75 million for the Duke Street Bus Rapid Transit (BRT) project which will provide dedicated lanes along portions of Duke Street, install transit signal priority (TSP), construct BRT stations, and install bike and pedestrian facilities and safety enhancements.

C. Authorize the Chairman to Send a Letter of Endorsement for Arlington County's CC2DCA Intermodal Connector Project Application to NVTA

At the November meeting the Commission will be asked to authorize the chairman to send [a letter of endorsement for Arlington County's application to NVTA](#). The Northern Virginia Transportation Authority (NVTA) recently closed the call for projects for the FY2020-FY2025 Six-Year Plan Update. Eligible applicants have until November 29, 2019 to provide letters or resolutions of support for their applications. As in past calls for projects, NVTC has offered to provide letters of support for applications submitted by member jurisdictions.

Arlington County has applied for \$18 million to construct a pedestrian connection between Crystal City and Ronald Reagan Washington National Airport. The project will provide an additional transportation access point to the airport due to the proximity to the Crystal City Metrorail Station East Entrance, Crystal City-Potomac Yard Transitway and connect to the future relocated VRE commuter rail station.

D. Authorize the Chairman to Send a Letter of Endorsement for the City of Fairfax's Multimodal Applications to NVTA

At the November meeting the Commission will be asked to authorize the chairman to send [a letter of endorsement for the City of Fairfax's applications to NVTA](#). The Northern Virginia Transportation Authority (NVTA) recently closed the call for projects for the FY2020-FY2025 Six-Year Plan Update. Eligible applicants have until November 29, 2019 to provide letters or resolutions of support for their applications. As in past calls for projects, NVTC has offered to provide letters of support for applications submitted by member jurisdictions.

The City of Fairfax has submitted five applications totaling \$26.32 million. The projects will improve access to transit, improve traffic flow, reduce congestion, create new bike and pedestrian connections, and improve roadway operations around and connecting to activity centers. The five projects include:

- **Eaton Place/Chain Bridge Road Intersection Improvements** - \$11,680,000 (TransAction Project Title and ID: Route 123 Multimodal Improvements, 137;). The Eaton Place/Chain Bridge Road Intersection Improvements will replace a signalized intersection with a two-lane roundabout, which will improve transit service by improving traffic flows through the intersection and reducing congestion.
- **Old Lee Highway Multimodal Improvements** - \$8,000,000 (TransAction Project Title and ID: Old Lee Highway Multimodal Improvements, 138). Old Lee Highway Multimodal Improvements will convert Old Lee Highway into a regional multimodal corridor connecting activity centers with Vienna Metrorail, while also improving the pedestrian environment, and transit service.

- **Government Center Parkway Extension** - \$3,540,000 (TransAction Project Title and ID: Jermantown Road Multimodal Improvements, 136). The Government Center Parkway Extension will complete a roadway connection, providing new vehicular, pedestrian and bicycle connections and access to transit from numerous retail and residential sites.
- **Roadway Network in Northfax West** - \$2,400,000 (TransAction Project Title and ID: Northfax Network Improvements, 140; Multimodal Improvements, 137). Northfax Network Improvements will construct a new roadway link to ease congestion and improve access to transit to a planned redevelopment area.
- **Jermantown Road/Route 29 Intersection Improvements** - \$700,000 (TransAction Project Title and ID: Jermantown Road Multimodal Improvements, 136). The Jermantown Road/Route 29 Intersection Improvements will construct multimodal improvements to include improved pedestrian facilities as well as improve traffic flow for transit services.

E. Authorize the Chairman to Send a Letter of Endorsement for Fairfax County's Multimodal Applications to NVT

At the November meeting the Commission will be asked to authorize the chairman to send a letter of endorsement for Fairfax County's applications to NVT. The Northern Virginia Transportation Authority (NVT) recently closed the call for projects for the FY2020-FY2025 Six-Year Plan Update. Eligible applicants have until November 29, 2019 to provide letters or resolutions of support for their applications. As in past calls for projects, NVTC has offered to provide letters of support for applications submitted by member jurisdictions.

Fairfax County has submitted three applications totaling \$359.7 million. The projects will enhance multi-modal access, preserve right-of-way for future bus rapid transit (BRT), improve bike and pedestrian facilities, and construct intersection improvements. The three projects include:

- **Frontier Drive Extension and Intersection Improvements** - \$105,000,000 (TransAction Project Title and ID: Frontier Drive Extension and Intersection Improvements, 84). The Frontier Drive Extension and Intersection Improvements will reduce travel time, facilitate traffic and transit access and connections to the multimodal Transit Center, while also providing bicycle and pedestrian facilities along Frontier Drive.
- **Richmond Highway (Route 1) Bus Rapid Transit** - \$71,000,000 (TransAction Project Title and ID: Route 1 BRT, 39). The Richmond Highway (Route 1) Bus Rapid Transit will convert sections between Huntington Metrorail Station along North Kings Highway to match the Fairfax County Comprehensive Plan amendment to include transit elements, sidewalk, buffer for utilities, cycle track for cyclists, median and three travel lanes in each direction.

- **Richmond Highway Widening from Route 235 North to Route 235 South** - \$183,700,000 (TransAction Project Title and ID: Route 1 Widening: Route 235 North to Route 235 South, 214). The Richmond Highway Widening from Route 235 North to Route 235 South will provide multimodal improvements, including roadway widening, in order to increase through travel lanes, provide median reservation for BRT, intersection improvements, replacement of two bridges, pedestrian crossings and bicycle paths.



PROPOSED NVTC 2020 MEETING SCHEDULE

--to be presented for approval at the November 14, 2019 meeting--

NVTC Commission meetings start at 7:00 P.M in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted. The Executive Committee meets at 6:15 P.M. in the First Floor Small Conference Room.

January 16, 2020

February 6, 2020 – NVTC traditionally holds its February meeting in Richmond.
Commissioners: please hold the date, but this meeting may be cancelled.

March 5, 2020

April 2, 2020

May 7, 2020

June 4, 2020

July 2, 2020

August 2020 – No Commission Meeting

September 3, 2020

October 1, 2020

November 5, 2020

December 3, 2020

Other NVTC Meetings:

May/June – Joint NVTC/VRE/CTB Public Meeting - date/location TBD

December 7, 2020 – Joint NVTC-PRTC Legislative Briefing - location TBD

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November 15, 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. 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 the City of Alexandria'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 the City of Alexandria's transit project application to the NVTA FY2020-FY2025 Six-Year Program:

- **Alexandria Duke Street Transitway** - \$75,000,000 (TransAction Project Title and ID: Alexandria Duke Street Transitway, 41)

The Duke Street Transitway will be located on Duke Street between the King Street-Old Town Metrorail Station and Landmark Mall. The first phase of the project would create dedicated transit lanes along portions of Duke Street, as well as queue jump lanes, Transit Signal Priority, transit stations, and safety improvements to benefit pedestrian and bicycle access. The later phase would incorporate dedicated transit lanes along the entire corridor. Alexandria Duke Street Transitway project will provide high capacity, frequent transit service between major employment and residential centers and the regional Metrorail system.

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

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

November 15, 2019

Chairman

Hon. Matthew F. Letourneau

Vice Chairman

Hon. Katie Cristol

Secretary/Treasurer

Hon. Sharon Bulova

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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:

- **CC2DCA** - \$18,000,000 (TransAction Project Title and ID: Crystal City Metrorail Station Second Entrance, 89)

The CC2DCA project will create a pedestrian connection between Crystal City and Ronald Reagan Washington National Airport (DCA), providing an additional transportation access point to the airport due to the proximity to the Crystal City Metrorail Station East Entrance, the Crystal City-Potomac Yard Transitway, and the future relocated VRE commuter rail station. Funding will enable further evaluation of alternatives, completion of environmental documentation and approvals, engineering design, and ultimately construction of a pedestrian connection between Crystal Drive and the terminals of DCA, while also having the potential to reduce vehicular traffic between the two destinations.

This project will improve enhance connections to regional transit facilities; and 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

November 15, 2019

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Hon. Matthew F. Letourneau

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Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

RE: Endorsement of the City of Fairfax's Transit Project Applications 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 the City of Fairfax's project applications to the NVTA FY2020-FY2025 Six-Year Program:

- **Eaton Place/Chain Bridge Road Intersection Improvements** - \$11,680,000 (TransAction Project Title and ID: Route 123 Multimodal Improvements, 137; Northfax Network Improvements, 140)
- **Old Lee Highway Multimodal Improvements** - \$8,000,000 (TransAction Project Title and ID: Old Lee Highway Multimodal Improvements, 138)
- **Government Center Parkway Extension** - \$3,540,000 (TransAction Project Title and ID: Jermantown Road Multimodal Improvements, 136)
- **Roadway Network in Northfax West** - \$2,400,000 (TransAction Project Title and ID: Northfax Network Improvements, 140; Multimodal Improvements, 137)
- **Jermantown Road/Route 29 Intersection Improvements** - \$700,000 (TransAction Project Title and ID: Jermantown Road Multimodal Improvements, 136)

The projects below will improve transit service, capacity and reliability in Northern Virginia; enhance connections to regional transit facilities; and move more people and improve mobility along major multimodal corridors.

The Eaton Place/Chain Bridge Road Intersection Improvements will replace a signalized intersection with a two-lane roundabout, which will improve transit service by improving traffic flows through the intersection and reducing congestion.

Old Lee Highway Multimodal Improvements will convert Old Lee Highway into a regional multimodal corridor connecting activity centers with Vienna Metrorail, while also improving the pedestrian environment, and transit service.

The Government Center Parkway Extension will complete a roadway connection, providing new vehicular, pedestrian and bicycle connections and access to transit from numerous retail and residential sites.

Northfax Network Improvements will construct a new roadway link to ease congestion and improve access to transit to a planned redevelopment area.

The Jermantown Road/Route 29 Intersection Improvements will construct multimodal improvements to include improved pedestrian facilities as well as improve traffic flow for transit services.

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

November 15, 2019

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Executive Director

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

RE: Endorsement of Fairfax County's Transit Project Applications 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 Fairfax County's project applications to the NVTA FY2020-FY2025 Six-Year Program:

- **Frontier Drive Extension and Intersection Improvements** - \$105,000,000 (TransAction Project Title and ID: Frontier Drive Extension and Intersection Improvements, 84)
- **Richmond Highway (Route 1) Bus Rapid Transit** - \$71,000,000 (TransAction Project Title and ID: Route 1 BRT, 39)
- **Richmond Highway Widening from Route 235 North to Route 235 South** - \$183,700,000 (TransAction Project Title and ID: Route 1 Widening: Route 235 North to Route 235 South, 214)

The projects below will improve multi-modal access, capacity and reliability in Northern Virginia; enhance connections to regional transit facilities; and move more people and improve mobility along major corridors.

The Frontier Drive Extension and Intersection Improvements will reduce travel time, facilitate traffic and transit access and connections to the multimodal Transit Center, while also providing bicycle and pedestrian facilities along Frontier Drive.

The Richmond Highway (Route 1) Bus Rapid Transit will convert sections between Huntington Metrorail Station along North Kings Highway to match the Fairfax County Comprehensive Plan amendment to include transit elements, sidewalk, buffer for utilities, cycle track for cyclists, median and three travel lanes in each direction.

The Richmond Highway Widening from Route 235 North to Route 235 South will provide multimodal improvements, including roadway widening, in order to increase through travel lanes, provide median reservation for BRT, intersection improvements, replacement of two bridges, pedestrian crossings and bicycle paths.

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

DRAFT

TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice and Ben Owen

DATE: November 7, 2019

SUBJECT: Commuter Choice Program

At the November meeting the Commission will be asked to approve two action items related to the I-66 Commuter Choice program: 1) approval of the changes to the technical evaluation criteria; and 2) authorization for the Round Four (FY2021-FY2022) call for projects. In addition, the Commonwealth will present proposed changes to the I-66 Inside the Beltway Memorandum of Agreement for consideration by the Commission. Finally, staff will give an update on the implementation of the I-395/95 Inaugural Program.

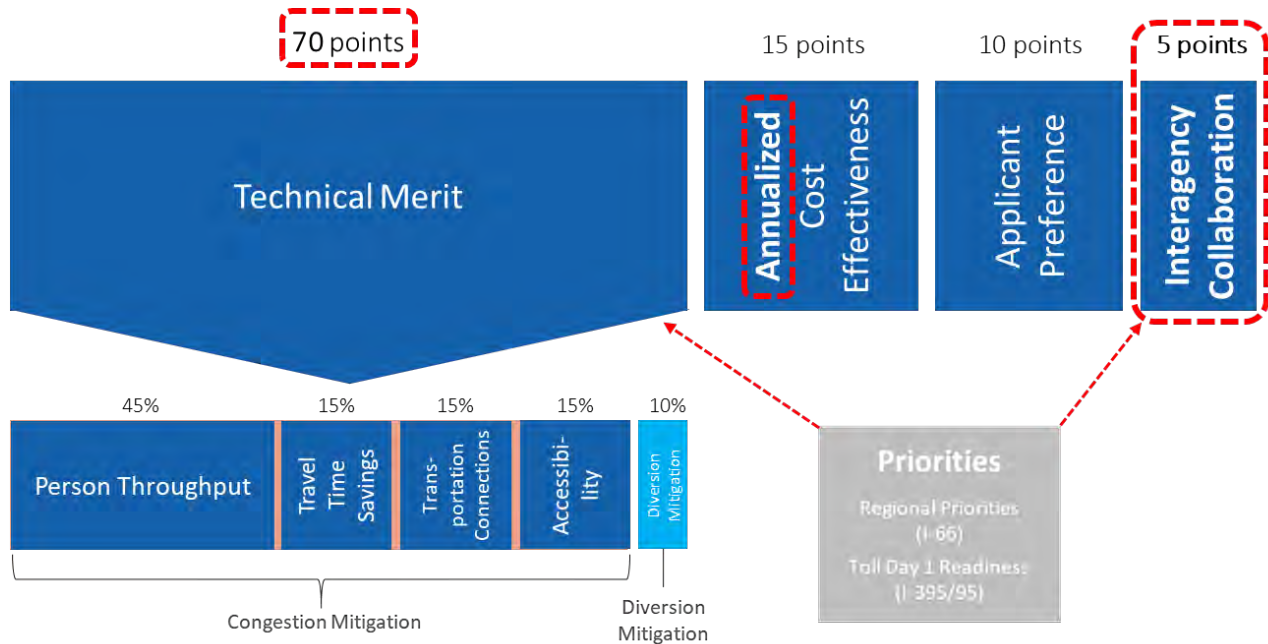
A. I-66 Commuter Choice Program

▪ ACTION ITEM: Approve the Changes to the Commuter Choice Technical Evaluation Criteria

At the November meeting the Commission will be asked to approve changes to the Commuter Choice technical evaluation criteria reflecting the proposal presented to the Commission in October. If approved, these revised criteria will be used for the next round of the I-66 Commuter Choice program (see call for projects action below). The revised criteria will also be presented to the Joint Commission Working Group and PRTC for their approval in advance of the next I-395/95 Commuter Choice call for projects (Fall 2020).

The proposed changes to the technical evaluation criteria respond to direction from the Program Advisory Committee earlier this year to account for the long-term benefits of capital projects with long-lived assets. In addition, the proposed changes reflect staff recommendations to separate the technical evaluation process more clearly from the project prioritization that falls under the Commission's purview, and to encourage applicants to collaborate on projects. Should the Commission approve these revised criteria, staff will aim to retain the new process without further substantive changes for at least the next five years. Figure 1 shows the proposed changes.

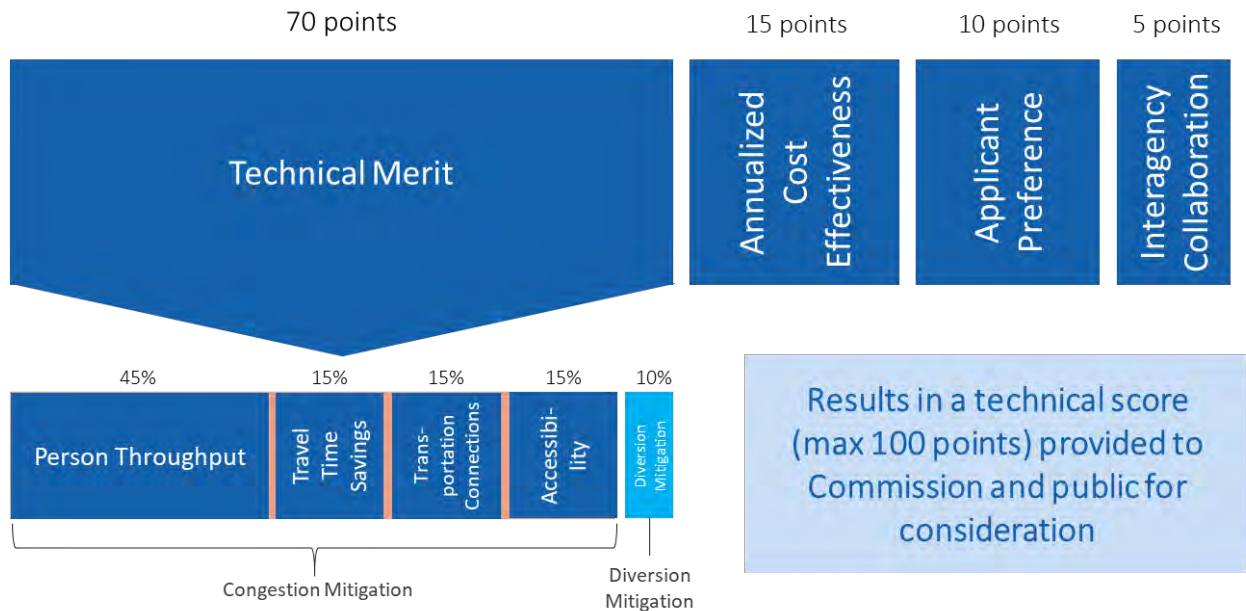
Figure 1: Proposed Changes to the Commuter Choice Evaluation Criteria



In brief, the proposed changes and their rationales are as follows:

- 1. Annualize the Cost Effectiveness measure.** The new measure would compare the total Technical Merit score to the annualized Commuter Choice funding request – that is, the amount occurring in any year, considering the useful life of project components. Capital-intensive projects would thereby fare better under this criterion than they do now.
- 2. Remove the “Regional Priorities” criterion and reallocate its 20 points.** Staff proposes this change because:
 - The “regional priorities” identified by a working group of jurisdictional staff under the last I-66 call for projects duplicated factors already captured in the evaluation process. The Toll Day 1 readiness priority for the initial I-395/95 call would need to be changed for future calls for projects since tolling will already be in place.
 - The possibility of shifting priorities from one call for projects to the next can make it difficult for applicants to identify projects that will score well and to strategically identify the appropriate funding source for a project.
- 3. Increase the Technical Merit weight.** To emphasize the technical nature of the evaluation process, Technical Merit would account for 70 points of 100 rather than 55.
- 4. Create a new Interagency Collaboration criterion.** This five-point criterion would provide a scoring incentive for eligible applicants to coordinate or partner on project proposals.

Figure 2 shows the proposed Commuter Choice evaluation criteria following the changes described above.

Figure 2: Proposed Commuter Choice Evaluation Criteria

Staff briefed the Commission in October on these proposed changes, after reviewing them with jurisdictional staff and the Program Advisory Committee in July and August and obtaining general agreement with them.

▪ **ACTION ITEM: Authorize the Executive Director to Issue a Call for Projects for Round Four (FY2021-FY2022) of the I-66 Commuter Choice Program**

At the November meeting the Commission will be asked to authorize a call for projects for Round Four (FY2021-FY2022) of the [I-66 Commuter Choice](#) program. Projects selected for funding will be included in the Commonwealth's FY2021-FY2026 Six Year Improvement Program. The I-66 Commuter Choice program follows the selection process prescribed in the MOA, whereby eligible projects are evaluated, prioritized, selected and then submitted by NVTC to the CTB for approval.

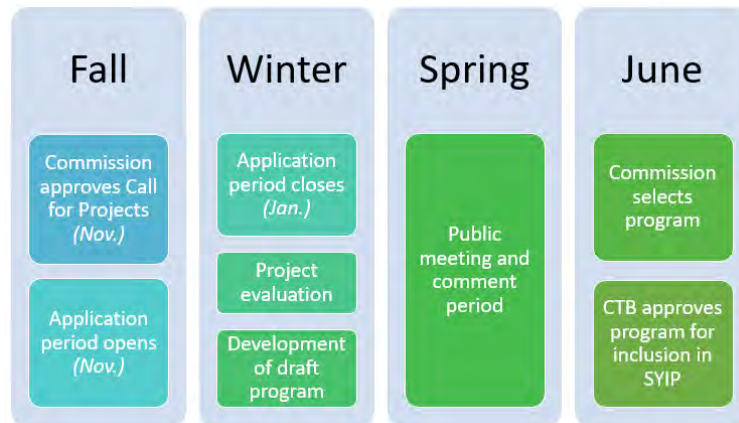
The call for projects will detail the purpose and funding mechanisms of the program, eligibility requirements, and the project selection process. The upcoming call will reflect two significant changes if approved by the Commission:

- **The technical evaluation process changes referenced above**, to incorporate the Program Advisory Committee's direction and other improvements into project scoring; and
- **Two fiscal years of funding rather than one.** Both NVTC and jurisdictional staff voiced a desire to conduct calls for projects in the I-66 and I-395/95 corridors in alternating years. Under this approach, the upcoming I-66 call would solicit proposals for projects beginning anytime in FY2021 or FY2022. The projects would be scored as a single set and presented to the Commission as such for consideration, including a staff recommendation of projects for each fiscal year of funding.

Staff briefed the Commission on both proposed changes at the October meeting.

The call for projects will be issued following approval by the Commission and online applications will be accepted via the NVTC website from November 15, 2019 until January 31, 2020. The proposed schedule for the Round Four call for projects is shown in Figure 3 below.

**Figure 3: Proposed Schedule for the I-66 Commuter Choice Program
Round Four Call for Projects**



In October NVTC staff held in-person briefings with individual eligible I-66 Commuter Choice jurisdictions and agencies to explain the program in detail, to explain the transition to a two-year program, and to discuss plans for applications to fund projects to provide strong benefits to the toll payers of I-66 Inside the Beltway.

B. Presentation by the Commonwealth on Proposed Changes to the I-66 Inside the Beltway Memorandum of Agreement

Deputy Secretary of Transportation Nick Donohue will brief the Commission on the Commonwealth's proposed changes to the I-66 Inside the Beltway Memorandum of Agreement (MOA). These changes, if supported by the Commission, would allow for a portion of toll revenues from I-66 Inside the Beltway be used to fund debt service and select pay-go costs for a portion of capital costs related to the Long Bridge passenger rail improvement project and/or improvements at or in support of the Rosslyn Metrorail Station. NVTC would see relief in restrictions of the use of funding for transit operations and would be provided a minimum guaranteed funding level.

Any changes to the proposed MOA would require approval by the Commission and the Commonwealth Transportation Board at future meetings.

C. I-395/95 Commuter Choice Program Update

On October 17th the Commonwealth Transportation Board (CTB) approved NVTC and PRTC's [I-395/95 Commuter Choice](#) Inaugural Program of 10 projects, totaling \$19.0 million in toll revenues. The set of projects will move 700 more people through the I-395/95 corridor in the inbound direction each morning; save approximately 89,000 hours of annual delay for their users; and improve connections between 12 regional activity centers. Approximately 93 percent of the funding, or \$17.5 million, will support the operation of new or expanded bus service and related capital expenses. NVTC received 17 applications totaling \$31.6 million for the inaugural program.

Staff is working with recipients to execute a Standard Project Agreement (SPA) for each of the approved projects, all but one of which will be underway by Toll Day 1. Staff informed recipients that they may begin to incur expenses as of the date of the CTB's action.

Background on the Commuter Choice Program

The [Commuter Choice program](#) invests toll revenues in projects to expand transportation capacity along two Northern Virginia High Occupancy Toll (HOT) corridors, I-66 Inside the Beltway and I-395/95 along the 37-mile Express Lanes facility between Stafford County and the D.C. line.

The I-66 Commuter Choice program was established in January 2017, when the Commonwealth and the Northern Virginia Transportation Commission (NVTC) executed a 40-year [Amended Memorandum of Agreement \(MOA\) for the Transform 66: Inside the Beltway Project](#) allowing NVTC to use toll revenues from I-66 inside the Beltway to fund multimodal projects. Eligible applicants for the I-66 program include all jurisdictions and other public transportation providers in Virginia Planning District 8.

The I-395/95 Commuter Choice program was established through a [December 2017 MOA between the Commonwealth, NVTC and the Potomac and Rappahannock Transportation Commission \(PRTC\)](#), and a subsequent [January 2019 MOA between NVTC and PRTC](#), that allows NVTC to administer an annual transit investment payment from the I-395/95 Express Lanes concessionaire for multimodal projects in that corridor. I-395/95 funding is available to any NVTC or PRTC member jurisdiction or public transit agency providing service in NVTC or PRTC's jurisdiction.

Any project proposed for Commuter Choice funding must benefit toll payers in the corresponding corridor by moving more people through the corridor and expanding the range of transportation choices.

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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 Zach Smith

DATE: November 7, 2019

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

At the November meeting the Commission will receive reports from the chair of NVTC’s WMATA Committee as well as the Virginia WMATA Board members.

A. Report from the Chair of the NVTC WMATA Committee

The NVTC WMATA Committee did not meet in October. The next NVTC WMATA Committee meeting is scheduled for December 18, 2019.

B. Report from the Virginia WMATA Board Members

1. WMATA Board Actions

▪ Huntington Joint Development Agreement

On October 24th the WMATA Board approved a [Joint Development Agreement](#) with a master developer for the Huntington Station. Development on portions of the Metrorail station site provides the opportunity to increase transit ridership, improve pedestrian access to the station, allow plans for the site to be considered in Fairfax County’s Comprehensive Planning process and to coordinate with the Richmond Highway Bus Rapid Transit project.

WMATA staff proposed a two-stage approach to joint development at the station. The first step is to engage a master developer to plan the entire site. Then the master developer will work with WMATA to subdivide the site into parcels to be sold or leased to other developers in the future. WMATA staff will return to the Board for approval of the lease and/or sale of individual parcels in the future. This approach will minimize risk and maximize revenue for WMATA and future developers. WMATA projects a potential gain of up to 26 percent in ridership for this station as a result of the joint development.

▪ Indemnifications for Potomac Yard Metrorail Station

On October 24th the WMATA Board approved [indemnifications of CSX and the City of Alexandria for agreements related to the Potomac Yard Metrorail Station](#). The design and construction of the Potomac Yard Metrorail Station has elements that are installed over CSX’s tracks and adjacent

to CSX property. This work requires WMATA to enter into a Construction Agreement with CSX to perform the work, requiring the indemnification of CSX. The stormwater design of the Potomac Yard Metrorail Station has been completed to a level that the final storm structures are known. The permitting process requires that an executed copy of the City of Alexandria's "Stormwater Management / BMP Facilities Operation and Maintenance Agreement" be submitted in order to obtain final permit approval. This maintenance agreement must be executed by WMATA and contains language requiring indemnification of the city.

- Indemnification for the DC Dedicated Funding Agreement

On October 10th the WMATA Board approved an [indemnification of the District Department of Transportation](#) as a requirement of their dedicated capital funding grant agreement with WMATA.

- Indemnification of Board Member

On October 10th the WMATA Board approved an [indemnification of Board Member Paul Smedberg](#) for reasonable attorney's fees and expenses in connection with the Congressional-directed investigation by the WMATA Inspector General of the WMATA Board's Ethics Committee investigation of former WMATA Board Chair Jack Evans.

2. WMATA Committees

- Discussion of October 7, 2019 Collision

WMATA staff provided an update to the Safety and Operations Committee on the [October 7, 2019 collision](#) involving two out-of-service trains at Farragut West. After the incident, the two operators of the trains were treated and released with non-life threatening injuries. Damage to the railcars are under review, but preliminary findings established no evidence of systemic causal factors. Human factors remain under review as part of an ongoing investigation.

- FY2021 Budget Outlook – Ridership Factors and Recent Trends

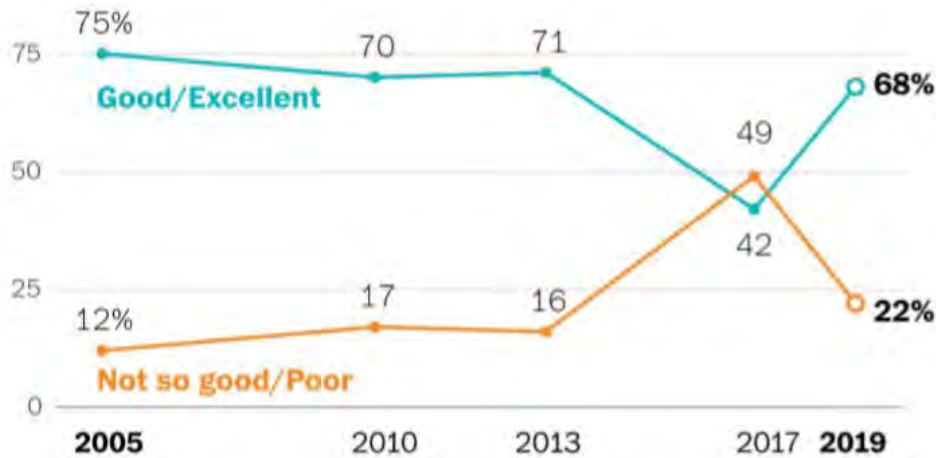
On October 10th the WMATA Finance and Capital Committee received a presentation on the [FY2021 Budget Outlook](#) which included an update on ridership trends, factors that influence ridership, measures underway to improve ridership, and areas of focus for continued ridership improvements. A copy of the General Manager's proposed FY2021 budget presentation will be provided as a handout at the November 14th Commission meeting.

The Back2Good marketing campaign focusing on improvements in service reliability and communicating new fare pass options have led to improved customer perceptions of WMATA (Figure 1). Nearly 10 percent of Metrorail trips are now taken on passes, and pass sales increased 43 percent in the first month following implementation of fare pass changes in July 2019.

Figure 1: Metrorail Customer Satisfaction Survey

Washington-area residents give Metro positive marks, rebounding from 2017 drop-off

Q: How would you rate the Metrorail subway system in the Washington, D.C., region: excellent, good, not so good or poor? (Results among Washington area residents)



Source: April 25-May 2, 2019, Washington Post-Schar School poll of 1,507 adult residents of the Washington area with an overall margin of error of +/- 3.5 percentage points.

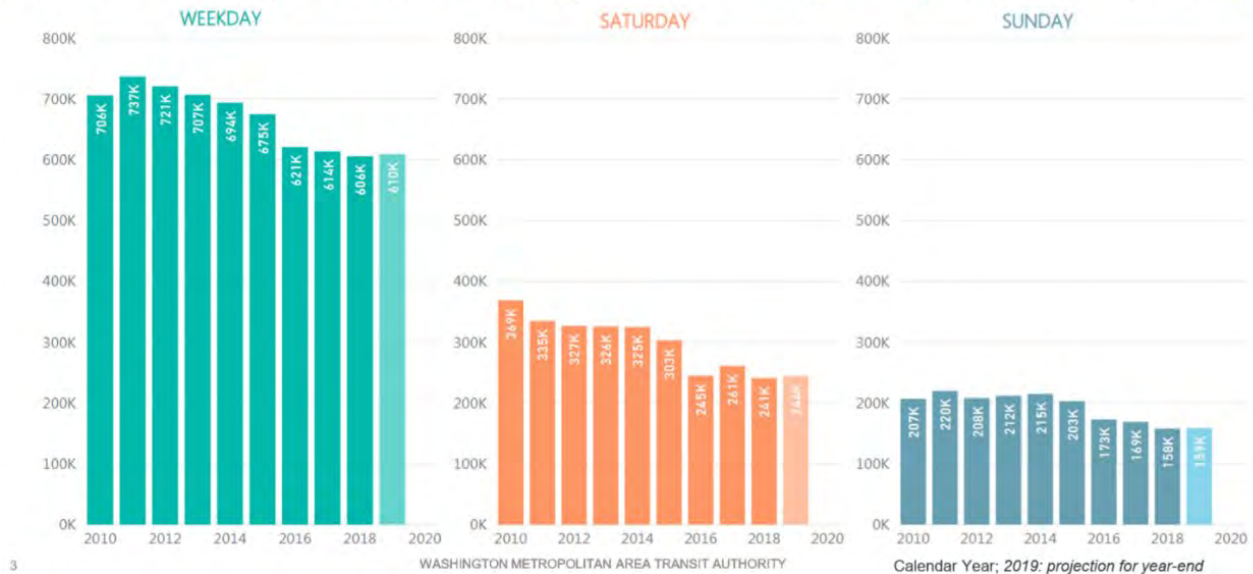
Source: WMATA [FY2021 Budget Outlook – Ridership Factors and Recent Trends](#)

Metrorail ridership increased by 1.6 percent in calendar year 2019 despite the federal government shutdown in January 2019 and the Platform Improvement Project in the summer of 2019. Metrorail weekday on-time performance for fiscal year 2019 increased to 90 percent overall, with 99 percent of trips arriving within 10 minutes of their scheduled time.

WMATA also saw nearly 90 percent of customers return to Metrorail when the stations reopened following the Platform Improvement Project, which closed six stations along the Blue and Yellow Lines south of Reagan National Airport.

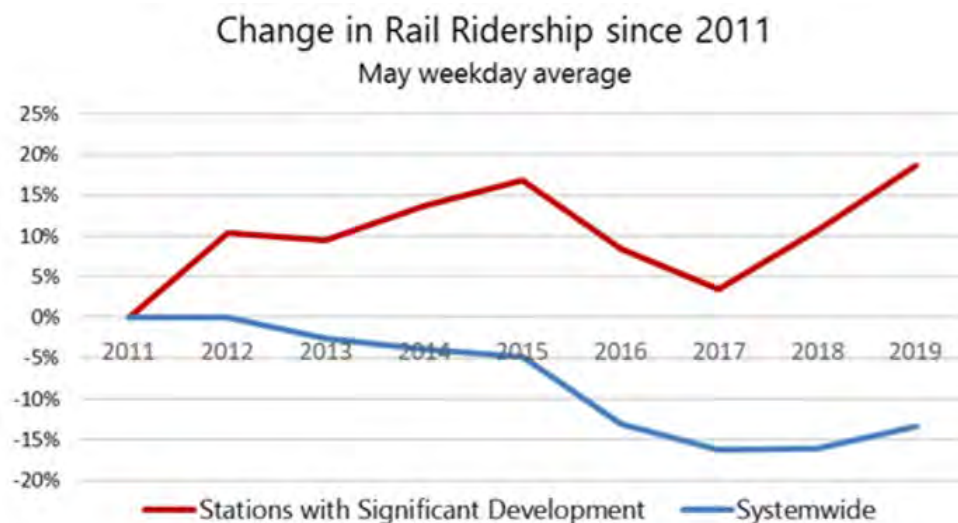
Figure 2: Metrorail Ridership

Rail ridership is stabilizing with a slight uptick on all days

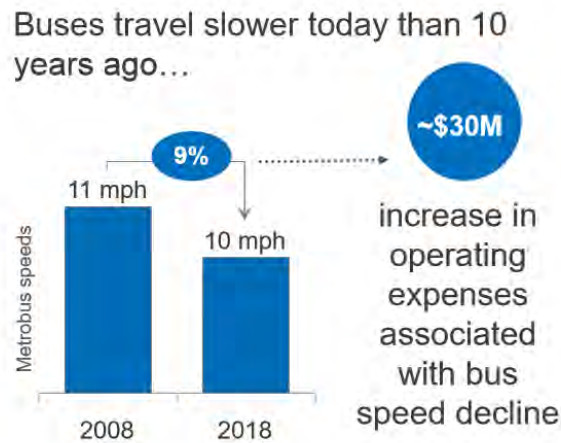


WMATA experienced significant Metrorail ridership growth across the region at stations with significant transit-oriented development. Ridership at the McLean Station has increased more than 25 percent since the opening of the Capital One headquarters in 2018. Both Navy Yard and NoMa Stations in the District saw ridership increase 10 percent due to the development at the stations.

Figure 3: Metrorail Ridership at Stations with Significant Development



Unlike Metrorail, Metrobus ridership continued to decline. Weekday average Metrobus ridership fell by four percent in FY2019. WMATA staff noted that bus travel speeds are slow and have fallen by nearly 10 percent over the last decade, primarily due to traffic conditions. WMATA staff estimated the decrease in Metrobus travel speeds between 2008 and 2018 has resulted in approximately \$30 million of increased operating expenses.

Figure 4: Metrobus Speeds

Source: WMATA [FY2021 Budget Outlook – Ridership Factors and Recent Trends](#)

WMATA staff highlighted ways to improve ridership by focusing on frequency, reliability, fare collection and customer care. WMATA staff included collaborating with jurisdictions by giving Metrobuses priority on roadways, using more effective enforcement tools such as automated cameras, and investing strategically in infrastructure and walkability to catalyze development around transit stations as additional ways to support Metrobus service and its riders.

C. Virginia Ridership and Parking Facility Utilization

The following tables show WMATA ridership by mode in Virginia and parking utilization for September 2019. When evaluating ridership statistics, it is important to note any major regional events and major service disruptions due to planned capital projects or weather. Starting on May 25th stations on the Yellow and Blue Lines south of Ronald Reagan Washington National Airport Station were closed until September 8, 2019.

Beginning with the December Commission meeting, staff will transition from providing monthly ridership and parking statistics to providing quarterly ridership and parking statistics, along with quarterly ridership data from local transit providers, OmniRide, and VRE. Consistent with current reporting, the quarterly reporting will be for Metrorail, Metrobus, and MetroAccess ridership and WMATA parking utilization in Virginia. Monthly ridership reporting is highly volatile to weather, unplanned events (federal government closures, etc.), and planned service disruptions; however, quarterly reporting is more appropriate for trend analysis. As part of the transition from monthly to quarterly reporting, the ridership and parking data will be presented in the NVTC Transit Resource Center meeting materials starting in December.

WMATA Virginia Ridership September 2019			
	September 2018	September 2019	Percent Change (2018-2019)
Metrorail			
Total¹	7,213,257	7,729,067	7%
Weekday Average²	283,604	295,891	4%
Saturday Average²	103,420	114,160	10%
Sunday Average²	71,720	77,824	9%
Metrobus			
Total¹	1,355,937	1,441,120	6%
Weekday Average¹	58,890	60,815	3%
MetroAccess			
Total¹	28,520	29,140	2%

Source: WMATA

1: Unlinked Passenger Trips

2: Based on station entries and exits

WMATA Virginia Parking Facility Usage (Weekday) September 2018 and 2019				
Station/Lot	September 2018	Y-T-D FY2019	September 2019	Y-T-D FY2020
Huntington*	72%	75%	57%	57%
West Falls Church	59%	58%	67%	67%
Dunn Loring	46%	46%	50%	50%
Vienna**	73%	76%	70%	70%
Franconia	56%	55%	47%	47%
Van Dorn	105%	100%	78%	78%
East Falls Church	116%	116%	119%	119%
Wiehle-Reston East	99%	98%	92%	92%
Northern Virginia Total***	69%	67%	64%	64%

Source: WMATA

*Huntington garage capacity was updated to reflect the closure of the south parking garage. The capacity changed from 3,175 spaces to 2,732 spaces.

** Beginning in November 2018, WMATA began a rehabilitation project at the Park & Ride North Garage at Vienna Metrorail Station that is estimated to last 1½ years. Up to 450 daily parking spaces will be unavailable for use each day while the project is underway.

***During the Blue and Yellow Shutdown which ended on September 8th, parking was available at no cost at Huntington, Van Dorn, and Franconia-Springfield Stations. Commuters utilized these parking facilities, but construction work at these stations caused WMATA to suspend parking utilization data collection for the duration. During the shutdown, parking utilization statistics at these stations report as zero, which is included in part of the September 2019 and YTD FY2020 utilization statistics.

Agenda Item #6: Report from the Chair of the Legislative and Policy Committee



TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice and Zach Smith

DATE: November 7, 2019

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

At the November meeting David Meyer, chairman of NVTC's Legislative and Policy Committee, will introduce NVTC's proposed 2020 Legislative and Policy Agenda, which will then be presented for approval at the December meeting.

A. Proposed NVTC 2020 Legislative and Policy Agenda

The Legislative and Policy Committee has prepared the [proposed NVTC 2020 Legislative and Policy Agenda](#), which focuses on state and federal legislative priorities. Below are the proposed priorities for the coming year:

State Legislative Priorities:

1. Preserve Dedicated Funding for Transit
2. Restore Northern Virginia's Regional Multimodal Funding
3. Secure State Funding for Long Bridge
4. Identify Long-Term, Sustainable Transit Funding
5. Support Access to Employment through Transit
6. Create a Virginia Business Tax Deduction for Transit Commuter Benefits
7. Preserve NVTC's Role as the Transit Commission for Northern Virginia
8. Implement a Technical Fix to the WMATA Dedicated Funding Bill

Federal Legislative Priorities:

1. Reauthorize Dedicated Federal Funding for WMATA
2. Support Transit in any Congressional Infrastructure Package
3. Reauthorize the FAST Act and Fix the Highway Trust Fund
4. Secure Federal Funding for Long Bridge
5. Restore the Federal Funding Credit for Transit on HOT Lanes
6. Ensure Labor Arbitration Commitments Reflect Budget Realities
7. Preserve Tax Benefits for Transit Commuters

The Commission will be asked to approve the final NVTC 2020 Legislative and Policy Agenda at the December meeting.

B. Annual Joint NVTC-PRTC Legislative Briefing

The annual Joint NVTC-PRTC Legislative Briefing will be held on Monday, December 9th at 8:30 A.M. at the Embassy Suites by Hilton Springfield (8100 Loisdale Road, Springfield, VA). The event will provide an overview of federal and state issues affecting transit in Northern Virginia. NVTC has invited Secretary of Transportation Shannon Valentine, WMATA General Manager Paul Wiedefeld, and VRE Chief Operating Officer Rich Dalton, to join NVTC Executive Director Kate Mattice and PRTC Executive Director Bob Schneider, to preview the policy issues and concerns of transit in Northern Virginia.



2020 LEGISLATIVE AND POLICY AGENDA

Northern Virginia's economic growth and global competitiveness are directly tied to the region's transit network. With more than 847,000 jobs located within a quarter mile of a rail station or bus stop, Northern Virginia is among the nation's most transit-accessible areas.

846K
NoVa jobs are
within ¼ mile of
transit

High-quality transit not only brings economic benefits to Northern Virginia but to the entire Commonwealth. The high-capacity service offered by the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and the Virginia Railway Express (VRE) provides more than \$600 million per year to the Commonwealth of Virginia in sales and income tax revenues. This reflects a more than 250% return on investment to the Commonwealth for its support of these transit systems.

>35M

Hours of congestion-related traffic delays SAVED because of transit service in Northern Virginia

Each workday, 275,000 Northern Virginians ride transit, saving the region 35.5 million hours of congestion-related traffic delays annually. VRE riders, 20,000 each day, take the equivalent of two lanes of traffic – one each on I-66 and I-95 – off the highways during rush hour. With six bus systems extending from Loudoun County to the City of Alexandria and commuter- and fixed-rail systems, Northern Virginia continues to explore ways to better connect businesses, residents and visitors.

Transit Systems that Serve NVTC's Communities



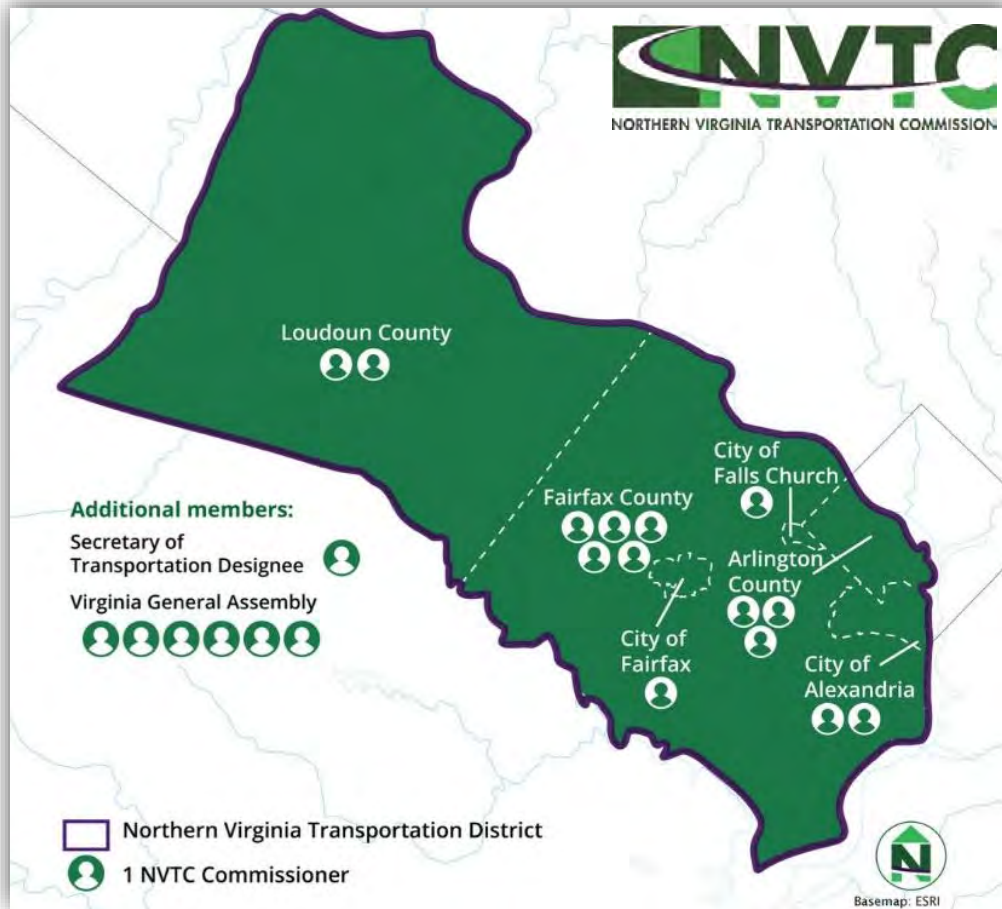
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7. Preserve Tax Benefits for Transit Commuters

NVTC is the Transit Commission for Northern Virginia



NVTC manages
\$300M/year
in Northern
Virginia transit
funding

Funds and provides oversight of WMATA and Virginia Railway Express

Manages state and regional funding for six local bus systems

Administers Commuter Choice
(I-66 Inside the Beltway + I-395/95 Express Lanes)

Facilitates regional transit coordination



2020 STATE LEGISLATIVE AGENDA

1. Preserve Dedicated Funding for Transit

NVTC supports preserving transit's revenue sources and dedicated funding for WMATA and VRE. The 2018 General Assembly made significant changes to WMATA's funding allocation. The General Assembly created the WMATA Capital Fund, which provides approximately \$154 million in dedicated capital funding to WMATA annually, and the Commuter Rail Operating and Capital (C-ROC) Fund which provides \$15 million to VRE annually. The General Assembly should not consider legislation that could affect these important funding streams.

>\$600M
in revenues to Virginia
generated each year because of
Northern Virginia's transit network

2. Restore Northern Virginia's Regional Multimodal Funding

NVTC supports restoring funding to the Northern Virginia Transportation Authority (NVTA) to address critical transportation challenges and support economic development in the region. NVTA lost a total of \$102 million annually as a result of the WMATA Capital Fund of 2018. The 2019 General Assembly Session provided \$20 million annually for NVTA until 2023 as part of the I-81 Corridor Improvement Funding Package. However, restoring the remaining \$82 million is necessary to continue to invest in transit and multimodal projects that will reduce congestion and grow the region's economy.

3. Secure State Funding for Long Bridge

NVTC supports the Commonwealth's efforts to plan and secure funding for the Long Bridge Project which would greatly support the expansion of passenger rail, including VRE services. An expanded Long Bridge is projected to achieve \$17 million in time savings for rail users and between \$24 – \$59 million for road users per year by 2040. As the only rail crossing between Virginia and cities along the Northeast Corridor, Long Bridge is vital to the future of mobility and economic growth in Northern Virginia and throughout the Commonwealth.

4. Identify Long-Term, Sustainable Transit Funding

NVTC proposes identifying sustainable, long-term state transit capital and operating funding. Stagnant growth in gas tax revenues, dwindling capital project revenue bonds and necessary maintenance and operating costs, should urge the Commonwealth to identify additional revenue streams to expand transit or incentivize ridership for the future.

5. Support Access to Employment through Transit

NVTC supports appropriating a portion of surplus funds from Virginia's Temporary Assistance to Needy Families (TANF) program to provide low-income families with transit passes to access employment. The Virginia TANF program provides eligible families with financial support to meet their basic economic needs and will have a \$105.9 million surplus by the end of FY2020. The General Assembly should consider appropriating funds from TANF to develop a competitive grant program for public transportation systems to distribute free transit passes for TANF recipients and those with incomes at or below 200% of the federal poverty level to access employment.

6. Create a Virginia Business Tax Deduction for Transit Commuter Benefits

NVTC proposes allocating funding to allow Virginia employers to claim transit or transportation demand management (TDM) costs for employees as a business expense on state taxes. Changes to the federal Tax Cuts and Jobs Act of 2017 removed the ability for all employers to claim a business deduction for providing transit benefits for employees.

Prior to the federal legislation, employers could claim public transportation or transportation demand management expenses as a business expense. Allocating funds to allow Virginia employers to deduct transit or TDM benefits on their state taxes will make transit service more attractive to commuters who drive alone.

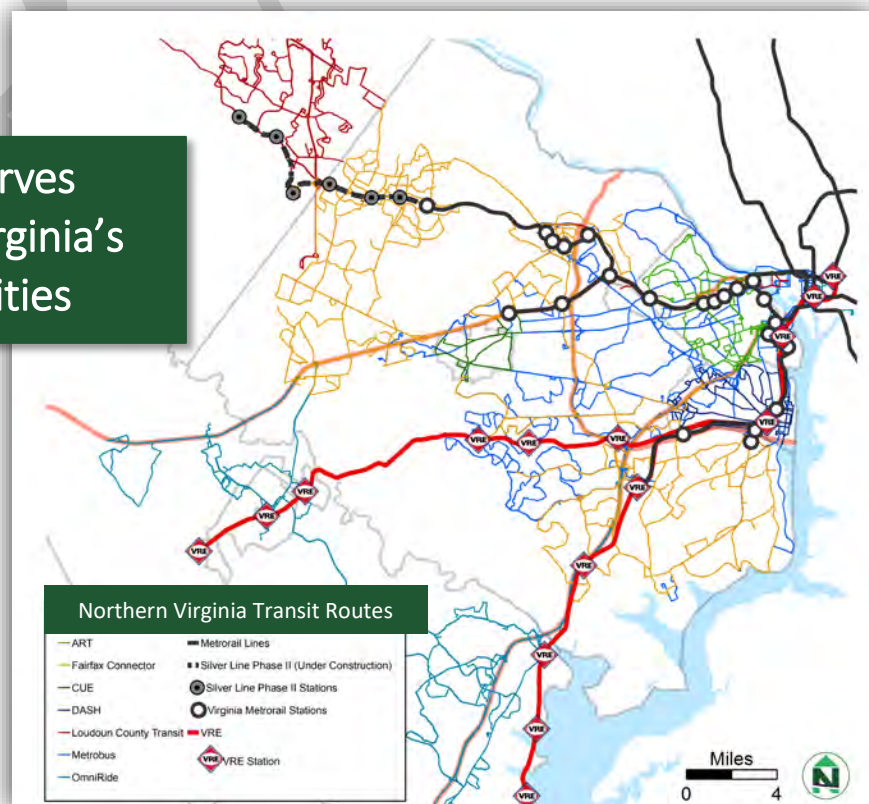
7. Preserve NVTC's Role as the Transit Commission for Northern Virginia

NVTC provides a venue and a model of policy coordination and program implementation that works in Northern Virginia and has the participation of its component jurisdictions and their elected leaders. As an experienced transit steward and regional partner to the Commonwealth, the General Assembly should continue to support NVTC's role in administering programs that promote transit and multimodal options that serve Northern Virginia.

8. Implement a Technical Fix to the WMATA Dedicated Funding Bill

NVTC proposes making a technical fix to Chapter 34 § 33.2-3403 of the Code of Virginia to move the due date of NVTC's *Annual Report on the Performance and Condition of WMATA* from November 1st to December 15th. As a condition of the dedicated capital funding for WMATA, NVTC reports annually to the Governor and General Assembly on WMATA's performance, uses of the dedicated capital funding, and strategies to control costs and improve operational efficiency. Currently, the deadline for the report November 1st, which occurs too early to include several of the latest performance data points and final audited financial data. Moving the date later by just six weeks will allow NVTC to include timely information to the Governor and General Assembly.

Transit Serves
Northern Virginia's
Communities





2020 FEDERAL LEGISLATIVE AGENDA

Facilitating efficient surface transportation, including public transportation, has long been recognized as a federal responsibility and is critical to U.S. global economic competitiveness. According to the American Public Transportation Association, 87% of the 35 million public transportation trips taken each day directly impacts the U.S. economy.

In Northern Virginia, federal funding and financing for public transportation supports capital investments in WMATA and VRE, major transit capital expansion such as the Silver Line and Potomac Yard Metro Station and could serve as funding sources for future bus rapid transit lines and commuter rail services. Also, the tax benefits provided to large employers – most notably the federal government – play a key role in supporting commuters who utilize transit, which benefits all the transit providers in our region.

1. Reauthorize Dedicated Federal Funding for WMATA

NVTC supports reauthorizing federal dedicated funding for WMATA. In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA), which authorized dedicated funding of \$1.5 billion over 10 years to WMATA for needed capital and safety improvements. With these important federal funds, WMATA has been able to address key state of good repair needs such as replacement railcars, IT upgrades, and station platform rehabilitation. WMATA is a \$40 billion asset to our region, providing critical evacuation support during a homeland security emergency, serving as the commuting backbone for the federal government, and moving tourists throughout the National Capital region. These federal funds continue to be an important investment in sustaining and improvement WMATA's regional transit network.

2. Support Transit in any Congressional Infrastructure Package

NVTC supports a strong transit component in any infrastructure package considered by Congress. Since 2017, the President and Congress have discussed a \$1 trillion package to restore and renew infrastructure across the nation. Federal investment in public transit should be a priority in those discussions.

3. Reauthorize the FAST Act and Fix the Highway Trust Fund

NVTC proposes reauthorizing the surface transportation bill funded by dedicated, sustainable revenues to ensure major transit investment programs are adequately funded. The Fixing America's Surface Transportation (FAST) Act of 2015 provides \$61.1 billion over five fiscal years for programs administered by the Federal Transit Administration (FTA) and is set to expire at the end of FY2020. The next surface transportation bill should support major transit state of good repair investments as well as expansion projects. Further, NVTC supports Congressional efforts to address the long-term sustainability of the Mass Transit Account of the Highway Trust Fund (HTF). The HTF shortfall must be addressed to best meet the needs of transit today and in the future.

4. Secure Federal Funding for Long Bridge

NVTC supports federal funding for the Long Bridge project which would greatly support the expansion of passenger rail, including VRE services. The Long Bridge corridor plays an essential role in the Washington Metropolitan region, the east coast transportation network, and the national railroad network. Currently, Long Bridge is a chokepoint at 98% capacity, with 76 VRE, Amtrak and CSX trains crossing it daily, growing to 192 total trains by 2040. The federal government should invest in expansion of the Long Bridge connections to facilitate the movement of people and goods along this corridor of local, regional and national significance.

5. Restore the Federal Funding Credit for Transit on HOT Lanes

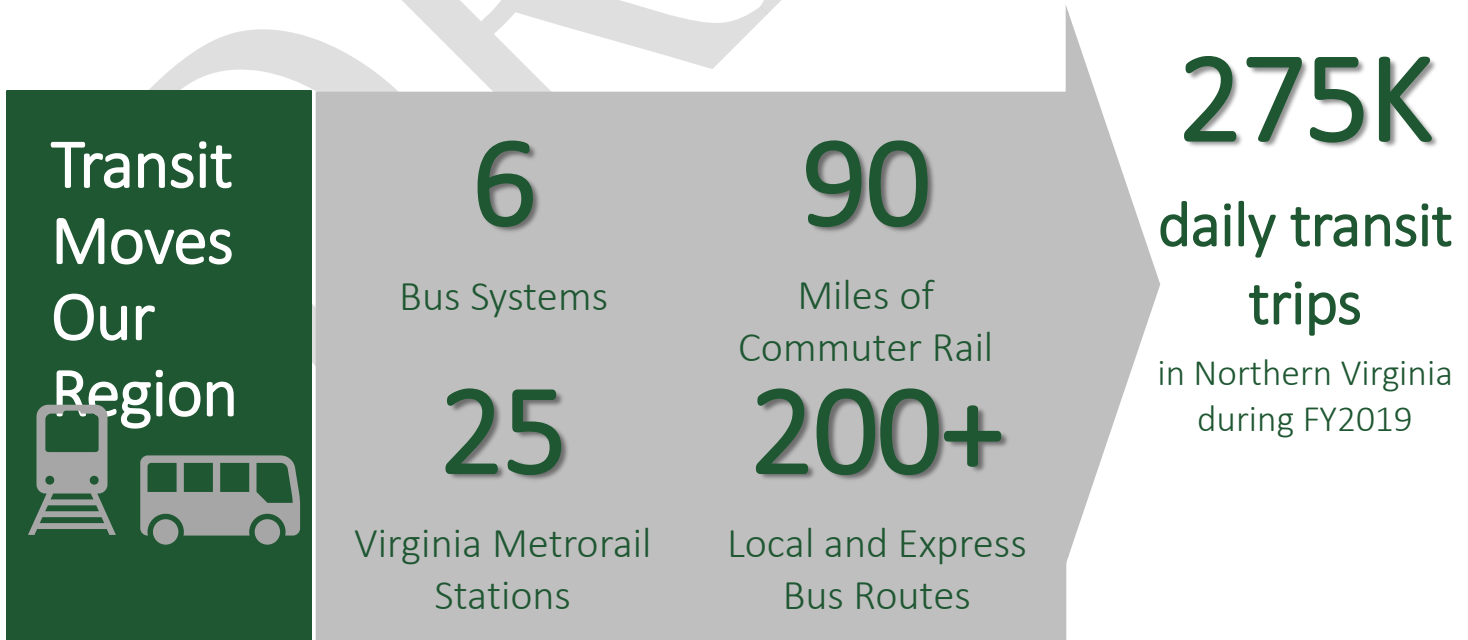
NVTC proposes amending FTA guidance to allow transit agencies to report directional route miles on High Occupancy Toll (HOT) Lanes to the National Transit Database (NTD). When highway agencies convert High Occupancy Vehicle Lanes to HOT Lanes, local transit agencies can no longer report directional miles to NTD once the new toll lanes are operational. These miles convert into funding credit under FTA's High Intensity Motor Bus Program (49 U.S.C. Section 5337). FTA's current policy negatively affects those Northern Virginia transit providers that run along I-66 Inside the Beltway and I-95 Express Lanes, where WMATA, Fairfax Connector and OmniRide are already losing \$2 million/year in federal funding credit. As more HOT lanes such as the I-395/95 Express Lanes and the I-66 Outside the Beltway come online, these providers will lose additional federal funding credit.

6. Ensure Labor Arbitration Commitments Reflect Budget Realities

NVTC endorses an amendment to the federal Wolf Act (National Capital Area Interest Arbitration Standards Act of 1995, Pub L. 104-50) to require arbitrators in WMATA contract mediations to consider fiscal restrictions, such as the three percent cap in growth of annual operating subsidies, in all cases. Currently, the Wolf Act permits but does not mandate arbitration awards based upon financial condition. Strengthening this language would allow management to keep labor costs aligned with the financial condition of the transit agency and its funding jurisdictions.

7. Preserve Tax Benefits for Transit Commuters

NVTC supports restoring employer-provided transit benefits as a tax-deductible business expense. Nearly 90% of VRE passenger and 65% of WMATA's Virginia riders rely on the commuter tax benefit. Changes to the federal Tax Cuts and Jobs Act of 2017 removed the ability for all employers to claim a business deduction for providing transit benefits for employees. NVTC further encourages federal programs that support the use of carpools, vanpools, rideshare, bike share and TDM as effective tools to manage congestion.



TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice and Dan Goldfarb, PE

DATE: November 7, 2019

SUBJECT: NVTC Transit Resource Center

At the November meeting the Commission will be asked to accept the Envision Route 7 Bus Rapid Transit (BRT) Phase III Final Report.

A. ACTION ITEM: Accept the Envision Route 7 BRT Phase III Final Report

The Commission will be asked to accept the findings of the [Envision Route 7 Phase III Conceptual Engineering Report](#). The [Executive Summary](#) is attached. In addition to documenting updated capital cost estimates, the report includes the following, by geographic segment, of the proposed 11-mile bus rapid transit route:

- detailed base mapping of land use, utilities, and environmental and cultural resources;
- database of highway and development plans to determine needed right-of-way;
- station locations and layouts; and
- right-of-way cross sections and potential modifications.

This phase of the study was done in close coordination with jurisdictional staff and key stakeholders (VDOT, DRPT, NVTA) and included a series of Technical Advisor Committee (TAC) meetings and workshops to address key issues such as land use, transit operations, bike and pedestrian needs, and engineering.

NVTC is working with jurisdictional staff to prepare a scope of work and proposed budget for Phase IV, which will focus on detailed traffic analysis along Route 7 from approximately I-66 to the Seven Corners area. The analysis will build off ongoing traffic analysis work being led by VDOT and Fairfax County.

Background

The Envision Route 7 BRT project is planned as a high-quality transit service that connects the Mark Center in Alexandria to Tysons through Bailey's Crossroads, Seven Corners, and Falls Church. Figure 1 shows the Envision Route 7 Corridor. The project is part of a larger network of BRT service being planned to better connect Northern Virginia, including Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and the Embark Richmond Highway BRT in Fairfax County. The Envision Route 7 project will serve the

Route 7 corridor and will utilize the West End Transitway infrastructure along Beauregard Street from Route 7/King Street to the Mark Center.

High performing transit in the Route 7 corridor has been in the planning phase for more than five years. Early phases of the Envision Route 7 project found the need for transit in the broad corridor from Alexandria to Tysons, identified BRT as the transit technology to serve the corridor and defined an alignment for the service to travel along, and developed potential transit ridership forecasts.

Figure 1 Envision Route 7 Corridor





ENVISSION
ROUTE 7

Conceptual Engineering

Phase III

Executive Summary

November 5, 2019

Executive Summary

The Envision Route 7 Bus Rapid Transit (BRT) project is planned as a high performing BRT service that connects the Mark Center in Alexandria to Tysons through Bailey's Crossroads, Seven Corners, and Falls Church. The project is part of a network of BRT services being planned, designed, and implemented to better link Northern Virginia that includes the Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and the Embark Richmond Highway BRT in Fairfax County. The Envision Route 7 project will serve the Route 7 corridor and will operate in the West End Transitway infrastructure from Route 7 to the Mark Center.

High performing transit in the Route 7 corridor has been in the planning phase for more than five years. Early phases of the Envision Route 7 project found the need for transit in the broad corridor from Alexandria to Tysons, identified BRT as the transit technology to serve the corridor and defined an alignment for the service to travel along. Detailed analysis was undertaken in these early efforts to identify potential transit ridership, suggest the location for BRT operations within the roadway, also known as runningway, and select general station locations. Phase III, the current effort of the Envision Route 7 project, focuses on updating the initial runningway assumptions and identifying the specific station locations so that the needed rights-of-way (ROW) can be identified and a cost estimate may be determined.

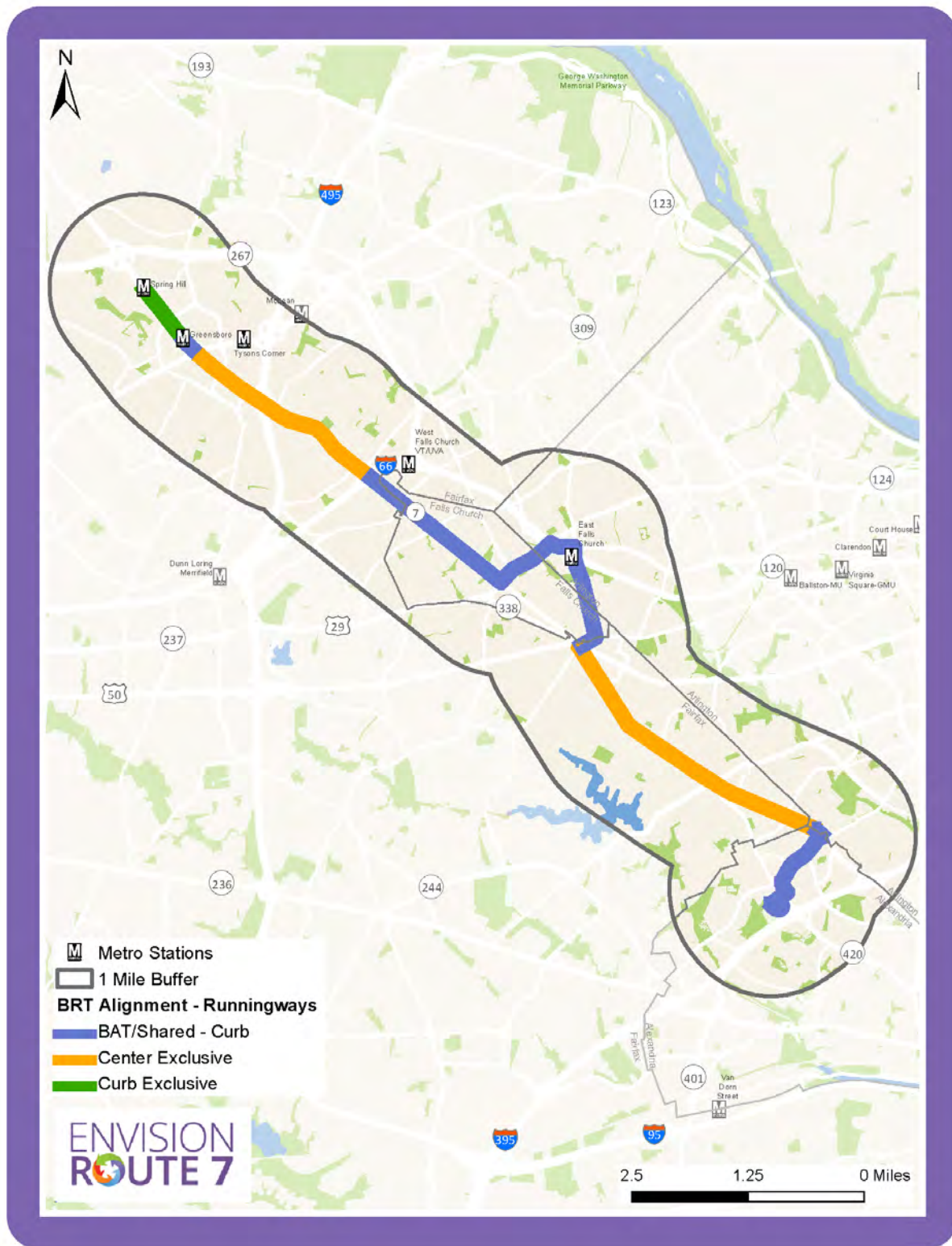
HIGH PERFORMANCE TRANSIT

To deliver a high-performance BRT project, it is necessary to provide priority treatment for the BRT system's runningway. Where possible, the BRT runningway should be exclusively for transit vehicles and separated from general-purpose vehicles. Existing facilities can be repurposed to serve the BRT system when the ROW is constrained. Where traffic operations allow, Business Access and Transit (BAT) facilities, which allow BRT buses and turning vehicles to mix in the curb lanes, can be utilized. Where the ROW and traffic operations are constrained, buses can travel in general-purpose travel lanes. Exclusive facilities are suggested through most of the corridor from Tysons to Falls Church and from Seven Corners to Beauregard Street, BAT lanes are suggested in the more constrained portions of the corridor through the City of Falls Church, and the City of Alexandria is using general-purpose travel lanes for the portion of the West End Transitway between the Mark Center and Route 7.

STATIONS AND ROLLINGSTOCK

Specific station locations within the ROW have been defined for each station. Best practices for station sizing and location were identified, which ultimately led to the development of multiple station templates. In addition, demographic information, existing and future land use and population and employment forecasts were considered. Consideration was also made for the specific roadway and

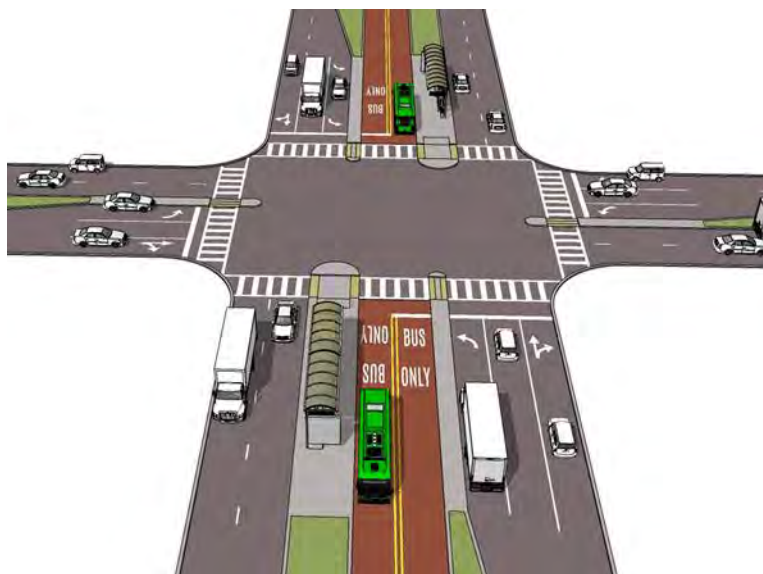
Corridor Map Showing Runningway Type



development context of the station location. Specific station locations were then recommended considering these inputs. In some cases, slight location adjustments for stations are suggested along with additional stations and combinations of stations. Generally, stations are recommended for the far side of intersections and away from major intersections with multiple left or right turn lanes.

Center Running Station

The study also considered station types that would necessitate buses with left side doors. While this could increase the flexibility in the use of the ROW, it would require new rollingstock as current regional rollingstock only board and alight on the right side of the vehicle. This would limit the utility of the BRT infrastructure since only the BRT service would be able to serve the transit facility. Therefore, stations will only accommodate buses with typical right-side doors. Stations will be designed to accommodate both 40' buses as well as 60' articulated buses.



NVTC LED STUDY PROCESS

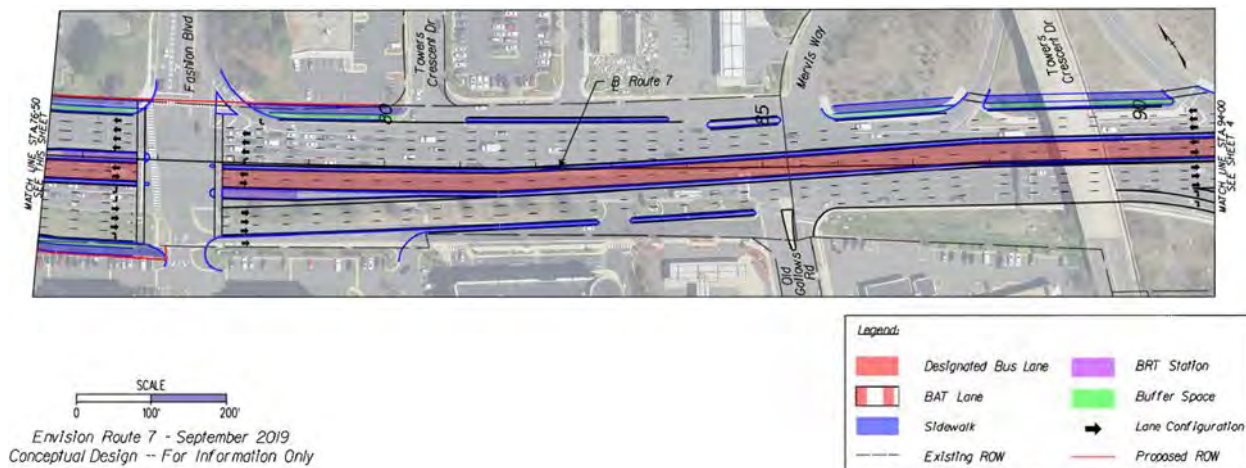
The study process has been guided by a technical advisory committee (TAC). The TAC consisted of staff representatives from Fairfax County, the City of Falls Church, Arlington County, City of Alexandria, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) Washington Metropolitan Area Transit Authority (WMATA), Northern Virginia Transportation Authority (NVTA), and Montgomery County, Maryland DOT. This group met regularly throughout the study process to review progress and provide input to the study team. In addition, two workshops were held where design details were discussed, and input was provided. The workshops included members of the TAC as well as technical staff from each of the agencies represented. Comments were solicited multiple times during the process and incorporated into the project.

CONCEPTUAL LAYOUT

Conceptual layouts were developed for the corridor from Spring Hill Metrorail Station to N. Beauregard Street, a span of approximately 10.5 miles. South of the N. Beauregard Street intersection, the Envision Route 7 BRT alignment joins the West End Transitway alignment to the terminus at the Mark Center. Design for this segment is being advanced by the City of Alexandria.

The conceptual layouts align with jurisdictional plans by meeting the number of lanes and preserving all existing lane movements and configurations at major intersections along the corridor. Additionally, a sidewalk or shared use path has been included on both sides of the street unless adequate sidewalk was already available. The BRT facility and accompanying roadway have been designed to include space from service lanes where available to minimize ROW needs. The need for additional or expanded bridge structures was carefully considered, but it was determined that all future roadway and BRT facilities can be accommodated by the existing bridge structures.

Sample Conceptual Layout



RIGHT-OF-WAY (ROW) NEEDED

ROW need is determined by comparing the edge of the conceptual layouts with the edge of the existing ROW. The additional ROW needed for the project is the area where the edge of the conceptual layout is beyond the existing ROW. The ROW analysis shows that some, but not all parcels adjacent to the facility will be necessary to implement the BRT service. However, in most cases, only a small portion of the parcel will be necessary for the expansion of the Route 7 ROW. The analysis found that although portions of one hundred parcels would be needed, less than 20 percent of the total area of each parcel will be needed in most cases. Where a larger portion of the parcel is needed, the parcel is either small or located in the path of the new Ring Road. Generally, additional ROW is needed in the southern portion of Tysons, the Pimmit Hills area, Seven Corners, and Bailey's Crossroads. In addition, small amounts of ROW are needed in immediate station areas throughout the corridor.

ESTIMATED COST

A capital cost estimate has been developed for the project. The capital costs for the project were developed in a parametric process based upon the quantities and unit rates of similar BRT projects. Quantities for each of the items were developed using the conceptual layout plans prepared for the corridor. Items were assigned to a Federal Transportation Agency (FTA) Standard Cost Categories (SCC) code. The right-of-way costs include the fee acquisition of permanent and temporary easements, relocation costs, legal fees, business damages, and other miscellaneous costs. Right-of-way cost estimates are based on average, local, per-acre value with factors for the above properties' costs being considered. No vehicle, maintenance facility, or operations costs are included in this estimate.

To account for the level of unknowns at this point of the project, two levels of contingencies have been included in the cost estimate, allocated and unallocated. Allocated contingencies focus on specific cost or service items and vary based on the risk of the item. Unallocated contingencies are general in nature and are added on top of all costs and allocated contingencies. The allocated contingency will be included for each SCC cost category. The allocated contingency is based on each of the estimate items per their respective costs and a level of certainty and judgment based on the estimate and design progress detail. For this estimate, lower risk line items have an allocated contingency of 15 percent, while higher risk line items have a higher allocated contingency of 30 percent. Allocated contingencies for ROW acquisition are the highest at 40 percent.

To account for the current labor and construction market in the Washington, D.C. metropolitan area, the cost estimate is presented as a range from low to high. For the low range estimate, the allocated contingencies described above were applied to each line item. For the high range estimate, the allocated contingencies were doubled. In addition, an unallocated contingency of 15 percent has been added on top of the full cost which also includes allocated contingencies.

	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 percent)	\$59.9 M	\$66.7 M	\$77.8 M	\$86.7 M
Unallocated Contingencies (15 percent)	\$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

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



TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice

DATE: November 7, 2019

SUBJECT: Department of Rail and Public Transportation (DRPT)

At the November meeting DRPT Director Jennifer Mitchell will give her report.

A. DRPT Monthly Report

DRPT Director Mitchell will give her report on DRPT activities. The [monthly Department of Rail and Public Transportation \(DRPT\) Report](#) is attached.

B. WMATA Annual Reporting Requirements

At the September 17, 2019 Commonwealth Transportation Board (CTB) meeting, DRPT provided a [summary and analysis of WMATA's compliance and reporting for FY2019](#). DRPT found that WMATA met the requirements of the statute and [CTB policy](#) and recommended no enforcement actions. On October 17, 2019 the [CTB approved a resolution](#) agreeing with these findings and the recommendation for no enforcement actions.

In order to determine compliance with several components of [Virginia's dedicated funding legislation](#) and [guidance articulated by the Commonwealth Transportation Board \(CTB\)](#), WMATA is required to submit documents annually to the Virginia Department of Rail and Public Transportation (DRPT) demonstrating compliance. DRPT then makes a recommendation to the CTB on whether WMATA has complied with these requirements and whether any enforcement actions (i.e. a withholding of state funding) are required.

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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: November 4, 2019

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

The CTB will hold a brief joint Workshop/Action Meeting on November 20, 2019 before the start of the [2019 Governor's Transportation Conference and Innovation Summit](#) at the Hyatt Regency Crystal City in Arlington. The Governor's Transportation Conference and Innovation Summit will begin on November 20 and end on November 22.

At its meeting on October 17, 2019 the CTB approved a resolution accepting DRPT's analysis and recommendations related to WMATA's compliance with Chapter 854 of the 2018 Virginia Acts of Assembly and the September 2018 CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for FY 20. DRPT recommended no enforcement actions for FY 20 based upon our analysis of the information submitted by WMATA.

Also at its October meeting, the CTB approved the inaugural I-395/I-95 Commuter Choice Program of Projects that was developed by NVTC and PRTC and amended the FY 20-25 Six Year Improvement Program (SYIP) to include the \$18,950,049 in approved program funding.

In advance of DRPT's FY 21 public transportation grant application cycle that begins on December 1, 2019, DRPT will host a series of Transit and Mobility Programs Grant Workshops for its local and regional public transit agency partners across the Commonwealth, including two workshops in Northern Virginia. DRPT will host an [FY 21 TDM Operating Assistance and Mobility Programs Workshop](#) and Webinar on Thursday, November 7, 2019 at its Northern Virginia office in Alexandria. DRPT will also host [an FY 21 Urban and Rural Transit and MPOs Workshop](#) on Tuesday, November 21, 2019 at the National Highway Institute Training Center in Arlington.

DRPT.Virginia.gov

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

DRPT has been an active partner with the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT) on the new [I-95 Corridor Improvement Plan](#) that the CTB was directed to undertake by the General Assembly. The CTB has initiated a data-driven study to develop the I-95 Corridor Improvement Plan that will identify key problem areas along the corridor and identify potential solutions and areas for additional review and study. The CTB is conducting a series of public meetings during the plan development process. The first round of public meetings focused on problem identification and was held in July. Draft recommendations were presented at the second round of public meetings in October. The CTB will conclude public meetings in 2019 with one final round of meetings still to be scheduled and will report findings and recommendations to the General Assembly in 2020.

DRPT continues to work with regional partners on 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 of commuter rail in the corridor. The next interaction with the Regional Stakeholder Group will be a web-based crowd sourcing exercise to receive comments on revised draft recommendations and will be scheduled soon. DRPT plans to have an updated plan document completed by the end of the year.

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. On September 5, 2019, Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) published the [Draft Environmental Impact Statement \(DEIS\)](#) for the Long Bridge project. DRPT is the named Project Sponsor for future phases of the project. DDOT hosted a public hearing on the DEIS on October 22, 2019 in Washington, DC and received public comments on the DEIS until October 28, 2019. DRPT will continue to provide updates on the Atlantic Gateway Program projects as they become available.

On September 10, 2019, the FRA, in cooperation with DRPT, announced that the [Record of Decision \(ROD\)](#) for the DC2RVA Higher Speed Rail Project, has been signed, completing the Environmental Impact Statement (EIS) study process and making the project eligible to receive additional federal funding to advance project planning. DRPT will provide updates on the DC2RVA project as they become available.

TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: November 7, 2019

SUBJECT: Virginia Railway Express (VRE)

At the November meeting VRE staff will update the Commission on VRE activities. There will be a VRE action item following the Closed Session at the end of the meeting.

A. VRE Leadership Transition

The VRE Operations Board announced on October 18th that CEO Doug Allen will be leaving VRE. The Operations Board will be looking for a new CEO with strong leadership qualities to move VRE to the next level. The Operations Board has passed a resolution recommending the Commissions take action to end the employment agreement with Mr. Allen and to delegate to the VRE Deputy Chief Executive Officer all duties and responsibilities of the VRE CEO. The Commission will be asked to take action following a Closed Session at the end of its November meeting. PRTC will also take action at its November 7th meeting.

B. VRE CEO Report and Minutes

VRE staff will be present to provide the VRE CEO report. The Minutes of the October 18th VRE Operations Board Meeting and the VRE CEO Report for October 2019 are attached.

C. Draft VRE 2020 Legislative Agenda

At the October 18th VRE Operations Board meeting, the VRE Legislative Committee updated the Operations Board on the draft 2020 VRE Legislative Agenda, which includes both state and federal issues. The VRE Operations Board is expected at its November meeting to take action to recommend the agenda to the Commissions for their approval in December.

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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

PRESS RELEASE

Office of Public Affairs

For Immediate Release

October 18, 2019

Contact: Karen Finucan Clarkson
571-255-0931 (mobile)
703-838-5433 (office)
kfinucanclarkson@vre.org

VRE Operations Board Recommends Leadership Transition

Alexandria, Va. – The Virginia Railway Express (VRE) Operations Board announced today that CEO Doug Allen and the board have agreed to part ways. “Doug has done an excellent job leading VRE through a period of significant growth,” said Operations Board Chair Katie Cristol. “He helped professionalize the organization, added important staff, led the development of strategic and finance plans to guide the organization over the next decade, and has been a leading voice for transit in both the Commonwealth and throughout the country. We thank Doug for his service and wish him well.”

The Operations Board will be looking for a new CEO with strong leadership qualities as VRE moves to the next level, Cristol noted, pointing to the challenges of managing a growing staff and navigating an increasingly complex environment for passenger rail in the crowded Mid-Atlantic corridor.

The Operations Board has recommended that Deputy CEO/Chief Operating Officer Rich Dalton serve as acting CEO while a leadership search is underway. A seasoned, rail operations veteran, Dalton has been with the system for 10 years and served as acting CEO during VRE’s last leadership transition, in 2012.

VRE is governed jointly by the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commissions; final action on Allen’s departure and Dalton’s appointment as interim CEO during a search period will be taken at the commissions’ meetings on November 7 and November 14, respectively.

The 12th largest commuter rail service in the U.S., VRE’s mission is to provide safe, cost effective, accessible, reliable, convenient, and customer responsive commuter-oriented passenger rail service. The 4.5 million rides the railroad provides annually in Northern Virginia and Washington D.C. remove some 100 million vehicle miles from the region’s interstates. Learn more at www.vre.org.

###

**Virginia Railway Express
Operations Board**

**Resolution
10-10-2019**

Employment Contract of VRE Chief Executive Officer

WHEREAS, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission entered into an employment agreement with Doug Allen dated September 13, 2012, appointing Doug Allen as the VRE Chief Executive Officer; and,

WHEREAS, the Commissions delegated to the VRE Operations Board responsibility for oversight and evaluation of the performance of the VRE Chief Executive Officer; and,

WHEREAS, the VRE Operations Board greatly appreciates Mr. Allen's leadership during a period of growth and expansion, yet also seeks a new skill set in its Chief Executive Officer as the organization continues to evolve in a dynamic and increasingly complex passenger rail environment;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission end the employment agreement with Doug Allen without cause in accordance with the terms of that agreement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board hereby places Doug Allen on administrative leave with pay pending action by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission on the above VRE Operations Board recommendation, and delegates to the VRE Deputy Chief Executive Officer all duties and responsibilities of the VRE Chief Executive Officer until further action by the Commissions.

Approved this 18th day of October 2019

Katie Cristol
Chair

John Cook
Secretary



MINUTES
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD MEETING
October 18, 2019

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Preston Banks (PRTC)
 *Elizabeth Bennet-Parker (NVTC)
 *Sharon Bulova (NVTC)
 *Maureen Caddigan (PRTC)
 *John Cook (NVTC)
 *Katie Cristol (NVTC)
 *Matt Kelly (PRTC)
 *Jeanine Lawson (PRTC)
 *Wendy Maurer (PRTC)
 *Jennifer Mitchell (DRPT)
 *Martin Nohe (PRTC)
 *Pamela Sebesky (PRTC)
 *Gary Skinner (PRTC)

Members Absent

Mark Dudenhefer (PRTC)

Alternates Present

*Cindy Shelton – (PRTC)

Alternates Absent

Canek Aguirre (NVTC)
 Ruth Anderson (PRTC)
 Victor Angry (PRTC)
 Pete Candland (PRTC)
 Jack Cavalier (PRTC)
 Hector Cendejas (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeff McKay (NVTC)
 Michael McLaughlin (DRPT)
 Paul Trampe (PRTC)
 Mark Wolfe (PRTC)

*Voting Member

Jurisdiction

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

Stafford County

Stafford County

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

Staff and General Public

Khadra Abdulle – VRE	Lezlie Lamb – VRE
Doug Allen – VRE	Steve MacIsaac – VRE Legal Counsel
Monica Backmon – NVTA	Betsy Massie – PRTC
Paolo Belito – Prince William County	Kate Mattice – NVTC
Rick Canizales – Prince William County	Ellie McCurdy – City of Alexandria
Matt Cheng – NVTC	Ryan McManus – Prince William County
Rich Dalton – VRE	Becky Merriner – PRTC
Greg Deibler - VRE	Kristin Nutter – VRE
John Duque – VRE	Dr. Bob Schneider – PRTC
Karen Finucan-Clarkson – VRE	Mark Schofield – VRE
Xavier Harmony - DRPT	Sonali Soneji – VRE
Chris Henry – VRE	Joe Swartz – VRE
Christine Hoeffner – VRE	Alex Thorp – CSX
Pierre Holloman – Arlington County	Ann Warner – Ann Warner LLC
John Kerins – Keolis	Katherine Youngbluth – Arlington County
Mike Lake – Fairfax County	

Chair Cristol called the meeting to order at 9:11 A. M. The Pledge of Allegiance and the Roll Call followed.

Approval of the Agenda – 3

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

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

Mr. Nohe moved, with a second by Ms. Bulova, to approve the minutes from September 20, 2019. The vote in favor was cast by Members Banks, Bennett-Parker, Bulova, Cook, Cristol, Kelly, Lawson, Mitchell, Nohe, Sebesky, and Skinner. Members Caddigan and Maurer abstained.

Vice Chair's Comments – 5

- VRE Alternate from Stafford County, Cindy Shelton, was invited to sit in for Member Dudenhefer
- The Finance Committee will meet after the Operations Board meeting today. The committee Members are Wendy Maurer, Chair; Elizabeth Bennett-Parker; John Cook; Pamela Sebesky; and Gary Skinner
- The Audit Committee will meet prior to the November meeting. The Committee will meet with representatives of PBMAres, VRE's financial auditor, who will review VRE's financial statements and their opinion letter.
- VRE will honor former Fredericksburg Mayor and early VRE Board Member, the late Bill Greenup, by naming a locomotive after him. A ceremony is scheduled for November 9th at 10:00 am, at the Crossroads yard.

Chief Executive Officer's Report – 6

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

- VRE held its annual emergency response drill at the Broad Run Station on September 28th.

- VRE partnered with the City of Manassas Fire and Rescue.
- Operation Lifesaver worked in coordination with VRE to film a railroad safety to educate the public on the dangers of walking on railroad tracks.
- VRE conducted its annual Master Agreement Survey on October 2, the results of which are used in determining jurisdictional subsidies.
 - PRTC helps coordinate the on-board collection of surveys
 - NVTC assists with the data collection and analysis
- Per an Operations Board request, VRE will conduct a follow-up Customer Survey on October 30th focused on whether riders have seen improvements in communications since the May Customer Service Survey.
- Repairs have been made to a VRE locomotive damaged in July when it struck a tree that had fallen on the tracks.
- A temporary platform was installed at the Quantico station. This is the first step in the station improvements project and the temporary platform meets FRA requirements for lighting and ADA access.
- The first upgraded ticket vending machine was installed at Union Station. All the major interior components have been replaced. All TVM upgrades should be completed by year's end.
- Director of Rail Operations, Chris Henry, briefed the Board on ticket checking and fare evasion processes.
- VRE ran special service at the Clifton Day festival on Sunday, October 13th.
- VRE hosted North Carolina Railroad Company Board Members and Staff for a briefing and system tour on October 4th. The group is exploring the feasibility of commuter rail service in North Carolina.

Public Comment Time – 7

Chair Cristol opened the floor for public comment time. There were no speakers. No electronic comments were received this month.

Action Items – 8

Authorization to Execute a Contract for Benchmark Road Slope Stabilization – 8A

Mr. Skinner moved, with a second by Ms. Maurer, to authorize the CEO to execute a contract for Benchmark Road Slope Stabilization.

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

Authorization to Extend the Lease Agreement for Parking at the Broad Run Station– 8B

Mr. Nohe moved, with a second by Ms. Bennett-Parker, to authorize the CEO to extend the lease agreement with the City of Manassas for a parcel of land adjacent to the VRE Broad Run Station Platform in the amount of \$21,119 for a period of twelve months, increasing the total authorization to an amount not to exceed \$116,128.

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

Resolution of Support for Prince William County's North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension Application for FY 2024-2025 NVTA Six-Year Program Update -8C

Ms. Caddigan moved, with a second by Ms. Lawson, to support and endorse the application by Prince William County to the Northern Virginia Transportation Authority FY 2024-2025 Six-Year Program Update for North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project.

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

Information Items – 9

Draft 2020 Legislative Agenda – 9A

- The draft 2020 VRE Legislative Agenda developed by the Legislative Committee was shared with the full Operations Board. The Board will be asked in November to recommend the Commissions approve the agenda.

Spending Authority Report – 9B

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

- A Purchase Order in the amount of \$71,439 to B&H Foto and Electronics Corporation for 14 new display screens for variable messaging system proof of concept project at the Alexandria and Fredericksburg stations.

Closed Session – 11

Ms. Cristol moved, with a second by Ms. Maurer, pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A (1) of the Code of Virginia,) to convene a closed meeting for the purpose of discussing one personnel matter involving contract employee.

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

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

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

Chair Cristol announced the Board would take a short recess at 11:00 A.M.

The Chair reconvened the meeting at 11:07 A.M.

Mr. Cook moved, with a second by Ms. Bulova, to recommend the Commissions end the employment agreement with Doug Allen without cause, in accordance with that agreement; and, place Doug Allen on Administrative leave with pay pending action by the Commissions; and, to delegate to the VRE Deputy Chief Executive Officer all duties and responsibilities of the VRE Chief Executive Officer until further actions by the Commissions.

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

Members of the Board were given an opportunity to speak to Mr. Allen's service and leadership during a period of growth and expansion. Members thanked Mr. Allen for his years of service, hard work, and professionalism.

Chair Cristol announced the Finance Committee has deferred its meeting until November and asked if there was any other business. There was none.

Chair Cristol adjourned the meeting, without objection, at 11:19 A.M.

Approved this 15th day of November 2019

Katie Cristol
Chair

John Cook
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the October 18, 2019 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
8A-10-2019**

**Authorization to Execute a Contract for
Benchmark Road Slope Stabilization**

WHEREAS, a major rain event that washed out the culvert carrying Massaponax Creek under Benchmark Road also washed out significant portions of the railroad embankment adjacent to the Hamilton-to-Crossroads Third Track and Benchmark Road; and,

WHEREAS, the embankment slope must be repaired and stabilized to complete VRE commitments and close out funding agreements for the Hamilton-to-Crossroads Third Track project; and,

WHEREAS, on September 6, 2019, an IFB was issued and one response was received on September 27, 2019; and,

WHEREAS it was determined Terra Site Constructors, LLC is both responsible and responsive to the IFB requirements;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Terra Site Constructors, LLC of Chantilly, Virginia, for Benchmark Road Slope Stabilization in the amount of \$364,625, plus a 20% contingency of \$72,925, for a total amount not to exceed \$437,550.

Approved this 18th day of October 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
8B-10-2019**

**Authorization to Extend the Lease
Agreement for Parking at the Broad Run Station**

WHEREAS, in February 2005, VRE entered into an initial Lease Agreement with the City of Manassas, through its Airport Director, and a total of 81 parking spaces were constructed by VRE on the leased parcel; and,

WHEREAS, the initial Lease Agreement was extended through December 14, 2014; and,

WHEREAS, the existing 59-month Lease Agreement was executed with the City of Manassas on December 15, 2014 and runs through November 14, 2019; and,

WHEREAS, VRE staff recommends extending the existing Lease Agreement for a period of twelve months to allow additional time for discussions with the City of Manassas regarding property needs to accomplish all elements of the Broad Run Expansion project;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to extend a Lease Agreement with the City of Manassas, through its Airport Director, for a 34,022 square foot parcel of land adjacent to the VRE Broad Run Station platform in the amount of \$21,119, for a period of twelve months, which will increase the total authorization associated with the Lease Agreement to an amount not to exceed \$116,128.

Approved this 18th day of October 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
8C-10-2019**

**Resolution of Support for Prince William County's North Woodbridge
Mobility Improvements: Annapolis Way Connector and Horner
Road/Marina Way Extension Application for FY 2024-2025 NVTA Six
Year Program Update**

WHEREAS, NVTA has issued a call for regional transportation projects to agencies and jurisdictions for consideration for funding for its FY2024-2025 Six Year Program update; and,

WHEREAS, Prince William County has submitted an application for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project (TransAction ID 281, Annapolis Connector); and,

WHEREAS, the Prince William County project will provide mobility improvements that expand access to transit, including the VRE station, and reduce congestion within the planned North Woodbridge Town Center and adjacent roadways; and,

WHEREAS, the project complements the VRE Woodbridge Station Improvements project, also submitted to NVTA for FY2024-2025 Six Year Program funding consideration;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby support and endorse Prince William County's NVTA FY2024-2025 Six Year Plan Update application for the North Woodbridge Mobility Improvements: Annapolis Way Connector and Horner Road/Marina Way Extension project.

Approved this 18th day of October 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
10-10-2019**

Employment Contract of VRE Chief Executive Officer

WHEREAS, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission entered into an employment agreement with Doug Allen dated September 13, 2012, appointing Doug Allen as the VRE Chief Executive Officer; and,


WHEREAS, the Commissions delegated to the VRE Operations Board responsibility for oversight and evaluation of the performance of the VRE Chief Executive Officer; and,

WHEREAS, the VRE Operations Board greatly appreciates Mr. Allen's leadership during a period of growth and expansion, yet also seeks a new skill set in its Chief Executive Officer as the organization continues to evolve in a dynamic and increasingly complex passenger rail environment;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission end the employment agreement with Doug Allen without cause in accordance with the terms of that agreement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board hereby places Doug Allen on administrative leave with pay pending action by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission on the above VRE Operations Board recommendation, and delegates to the VRE Deputy Chief Executive Officer all duties and responsibilities of the VRE Chief Executive Officer until further action by the Commissions.

Approved this 18th day of October 2019


John Cook
Secretary


Katie Cristol
Chair

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CEO REPORT

OCTOBER 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 | OCTOBER 2019

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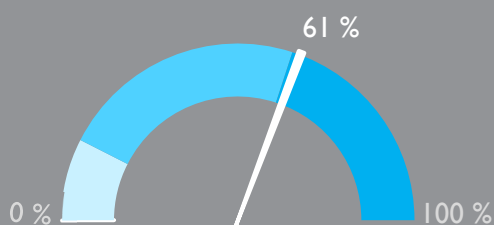
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

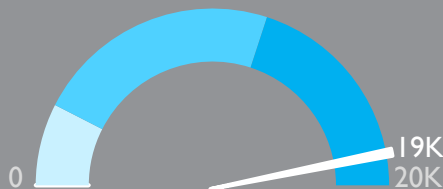


SUCCESS AT A GLANCE



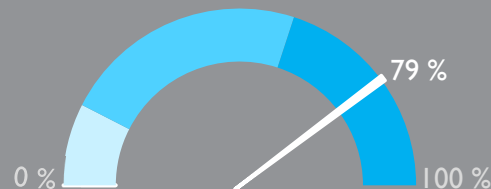
**PARKING
UTILIZATION**

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



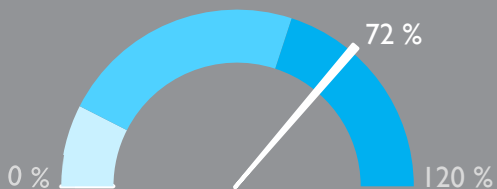
**AVERAGE DAILY
RIDERSHIP**

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.
Same month, previous year: 17,779



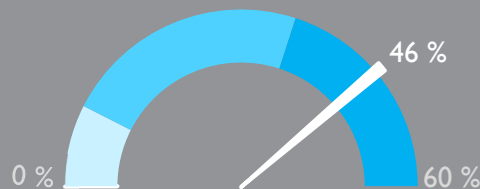
**ON-TIME
PERFORMANCE**

Percentage of trains that arrive at their destination within five minutes of the schedule.
Same month, previous year: 72%



SYSTEM CAPACITY

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



OPERATING RATIO

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

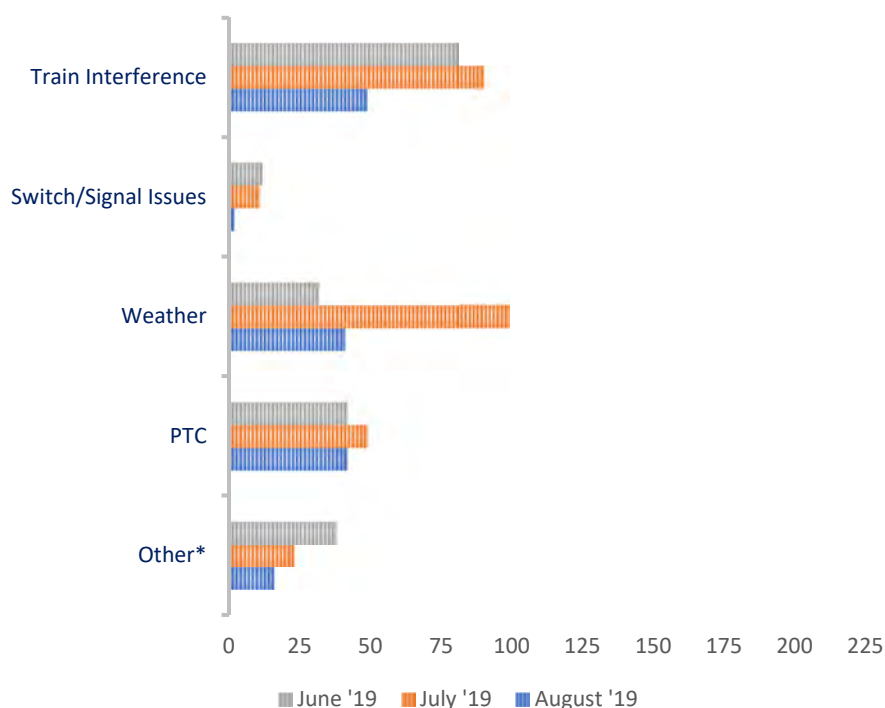
August 2019

ON-TIME PERFORMANCE

OUR RECORD

	August 2019	July 2019	August 2018
Manassas Line	82%	69%	62%
Fredericksburg Line	76%	53%	81%
System Wide	79%	61%	72%

PRIMARY REASON FOR DELAY



VRE operated 704 trains in August. Our on-time rate for August was 79 percent.

One hundred fifty trains arrived more than five minutes late to their final destinations. Of those late trains, 65 were on the Manassas Line (43 percent), and 85 were on the Fredericksburg Line (57 percent).

Overall, August showed improvement in on-time performance. Positive train control delays have remained steady in the last three months. All categories had decreases from July, but weather (heat restrictions were in effect on 12 days) and congestion had a significant impact on OTP.

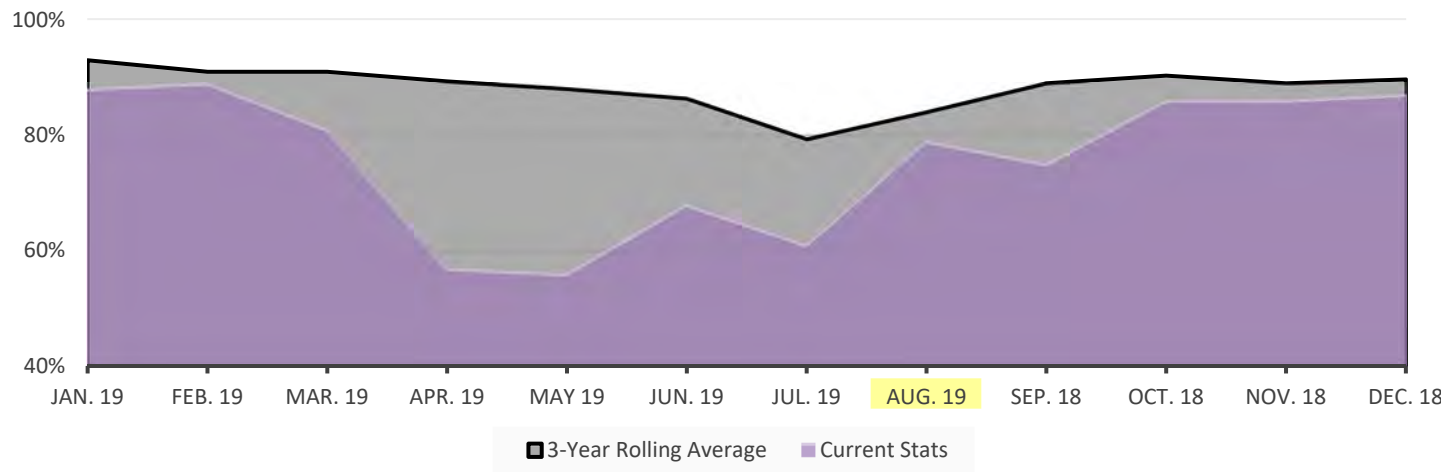
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

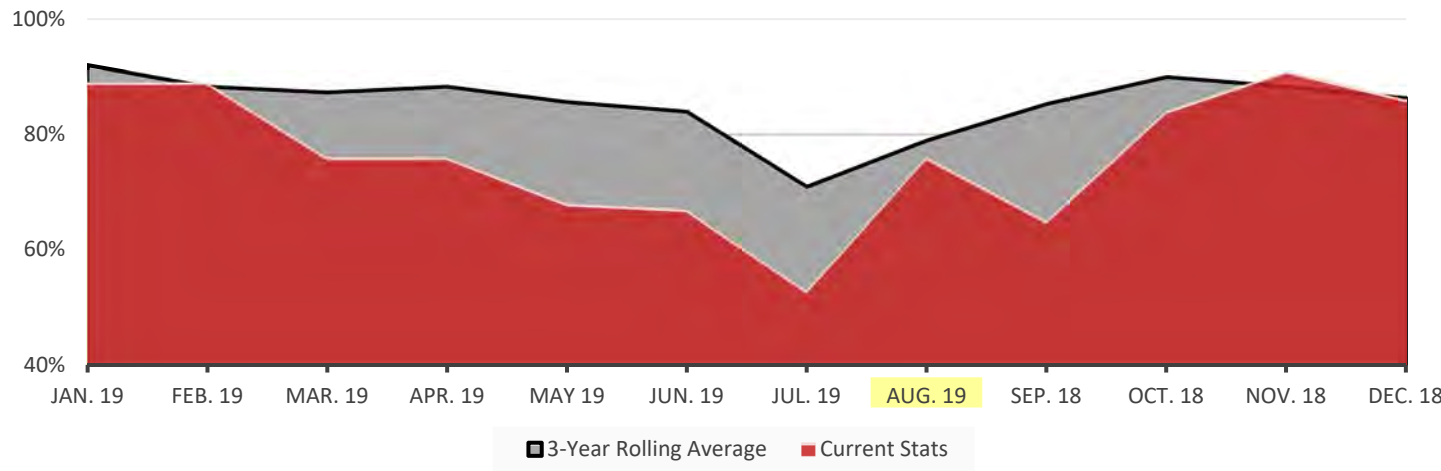
	System Wide			Fredericksburg Line			Manassas Line		
	June	July	August	June	July	August	June	July	August
Total late trains	205	272	150	106	166	85	99	106	65
Average minutes late	14	16	13	13	16	12	16	15	14
Number over 30 minutes	14	28	8	4	16	4	10	12	4
Heat restrictions	10	19	12	10	19	12			

ON-TIME PERFORMANCE

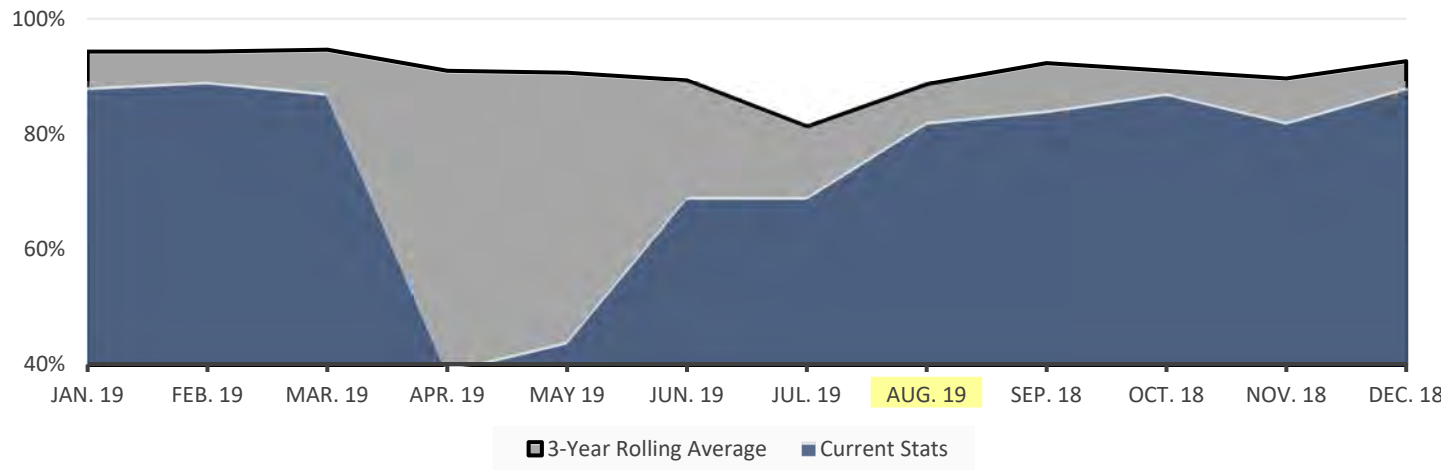
VRE SYSTEM



FREDERICKSBURG LINE

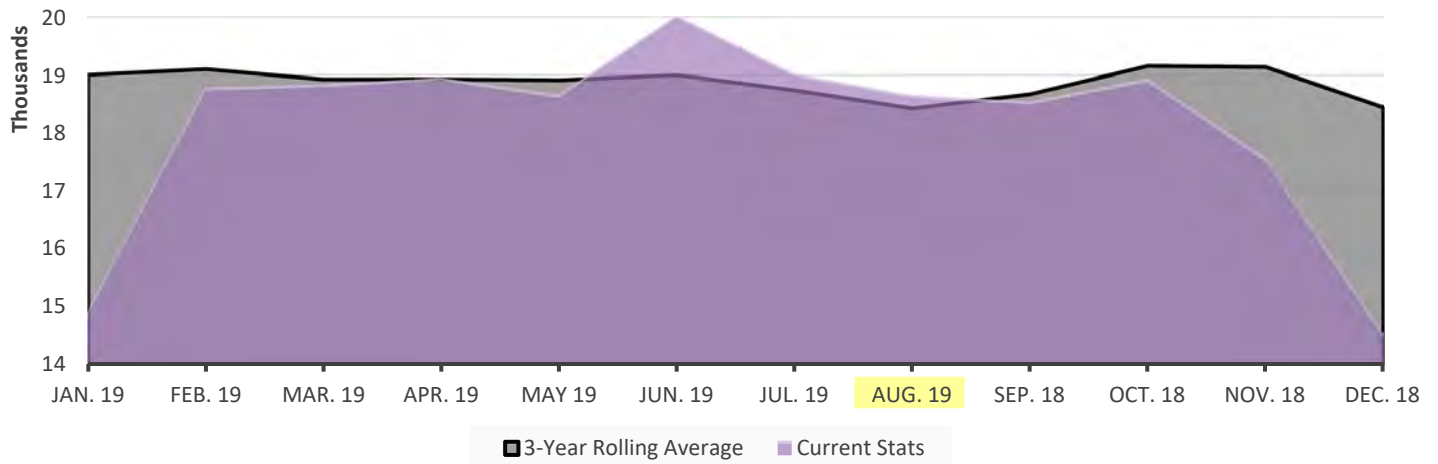


MANASSAS LINE

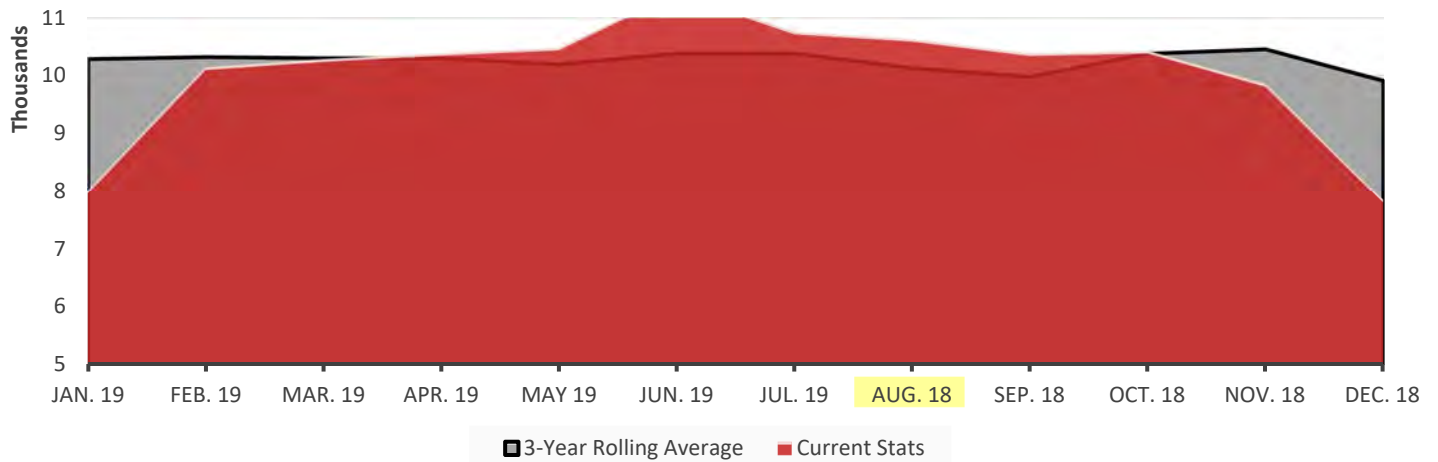


AVERAGE DAILY RIDERSHIP

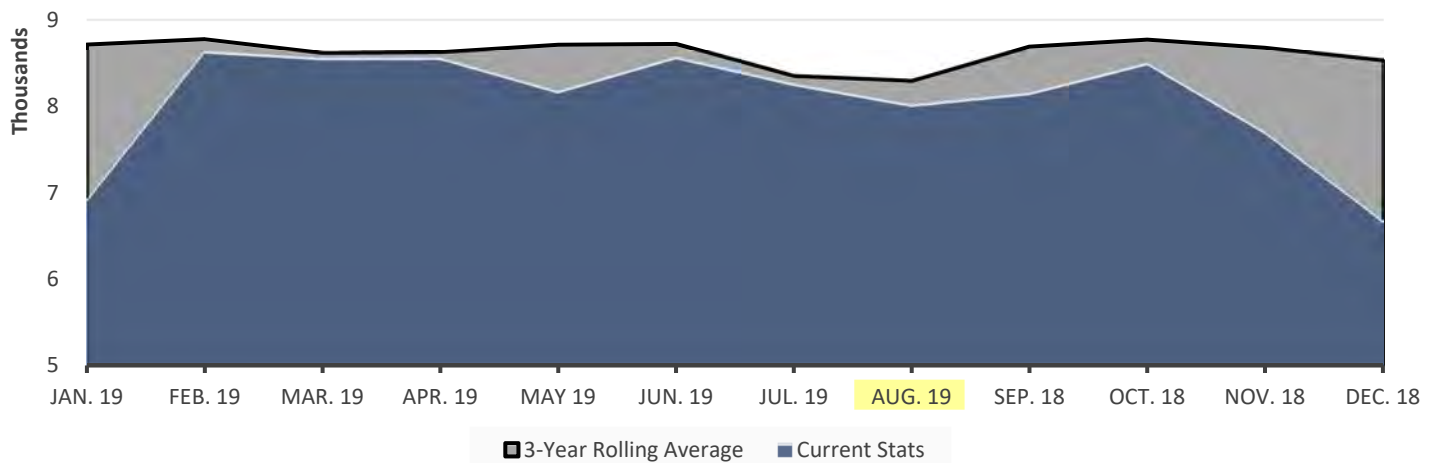
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE

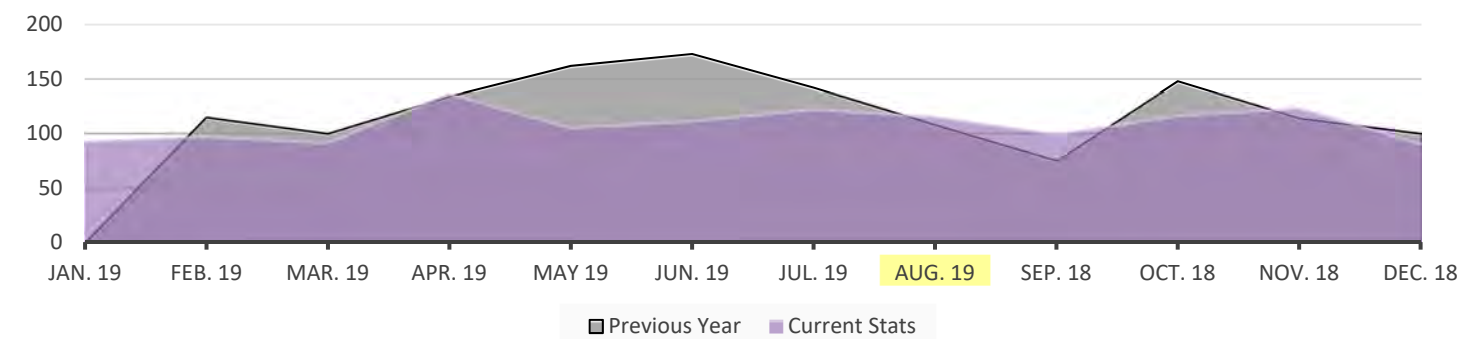


Average daily ridership (ADR) in August was approximately 18,600.

	August 2019	July 2019	August 2018
Monthly Ridership	410,334	418,434	414,912
Average Daily Ridership	18,652	19,020	17,779
Full Service Days	22	22	23
“S” Service Days	0	0	0

SUMMONSES ISSUED

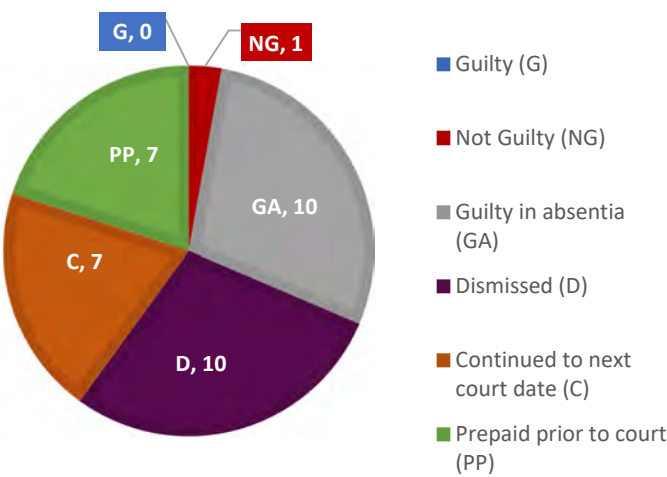
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

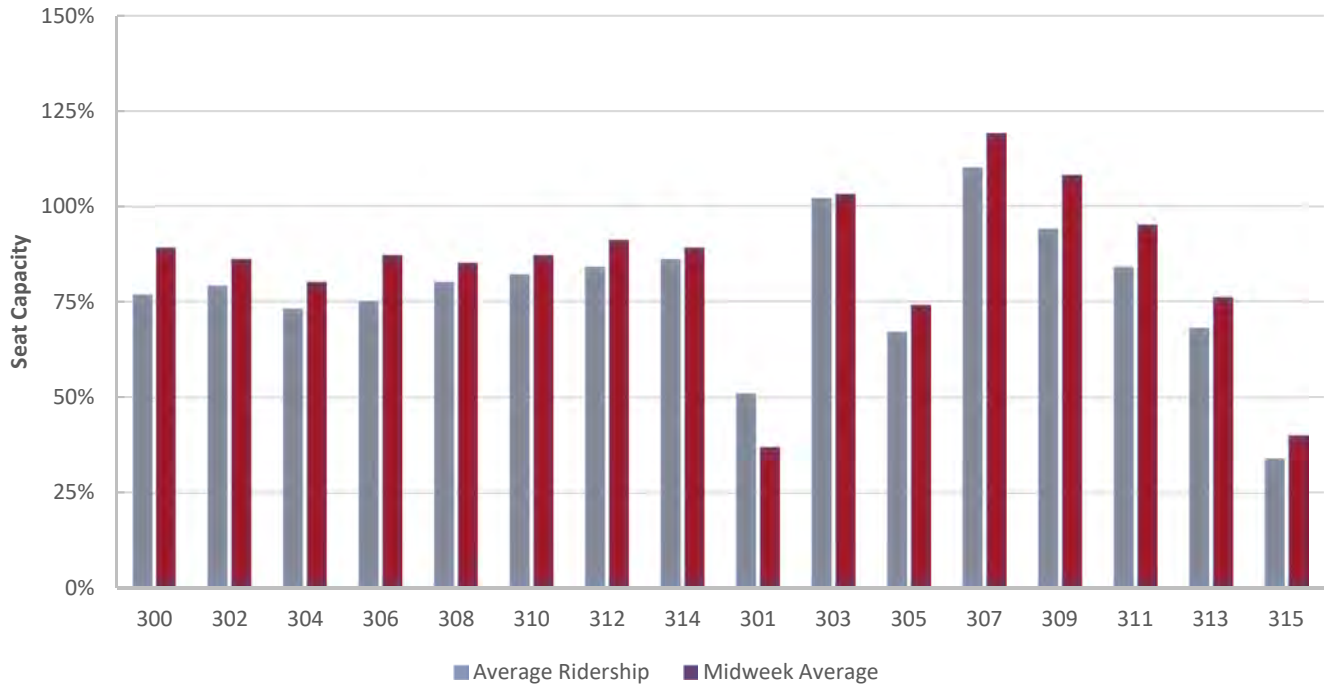
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	15
One-time courtesy	11
Per the request of the conductor	8
Defective ticket	1
Per Ops Manager	0
Unique circumstances	0
Insufficient information	1
Lost and found ticket	0
Other	3
Total Waived	39

MONTHLY SUMMONSES COURT ACTION

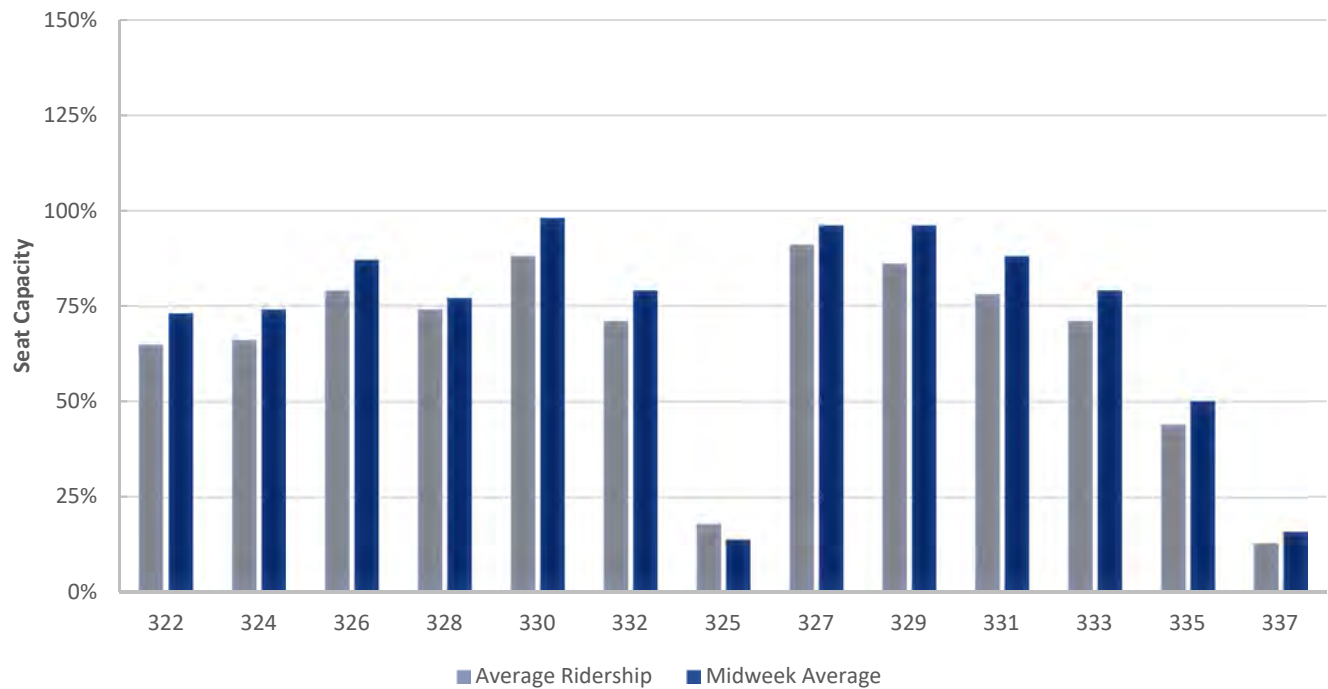


TRAIN UTILIZATION

FREDERICKSBURG LINE

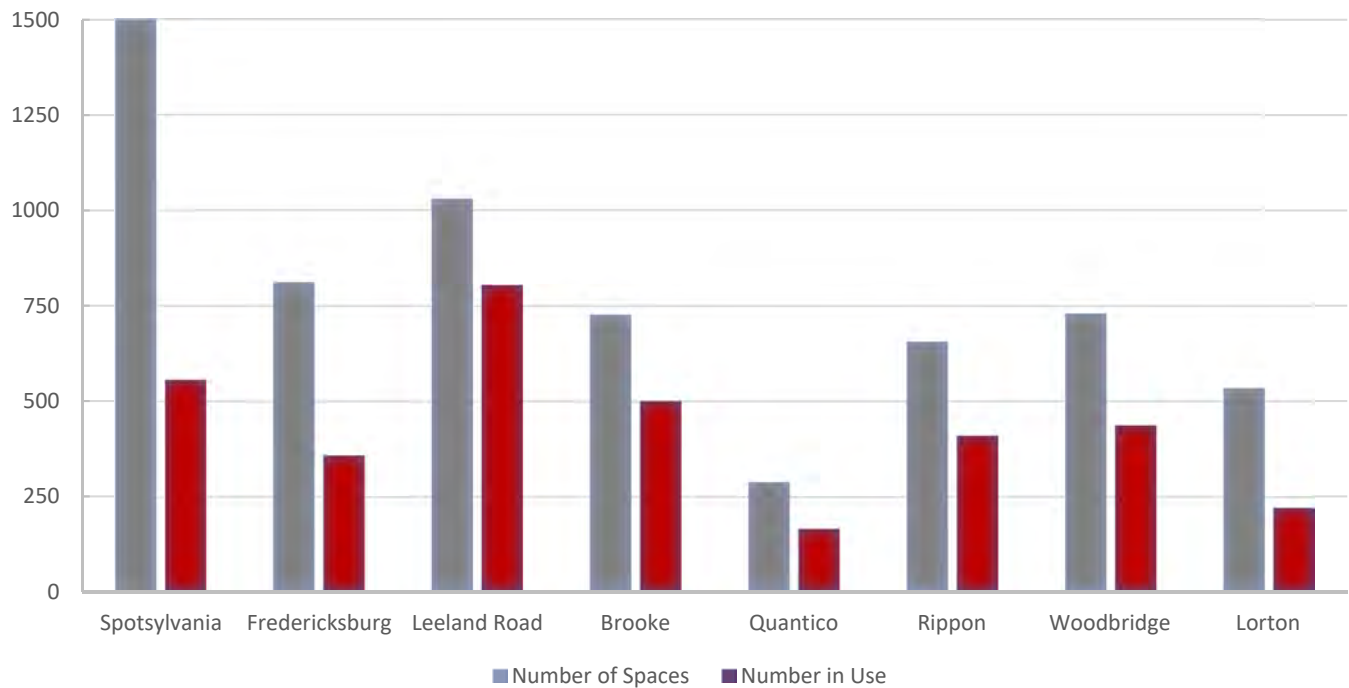


MANASSAS LINE

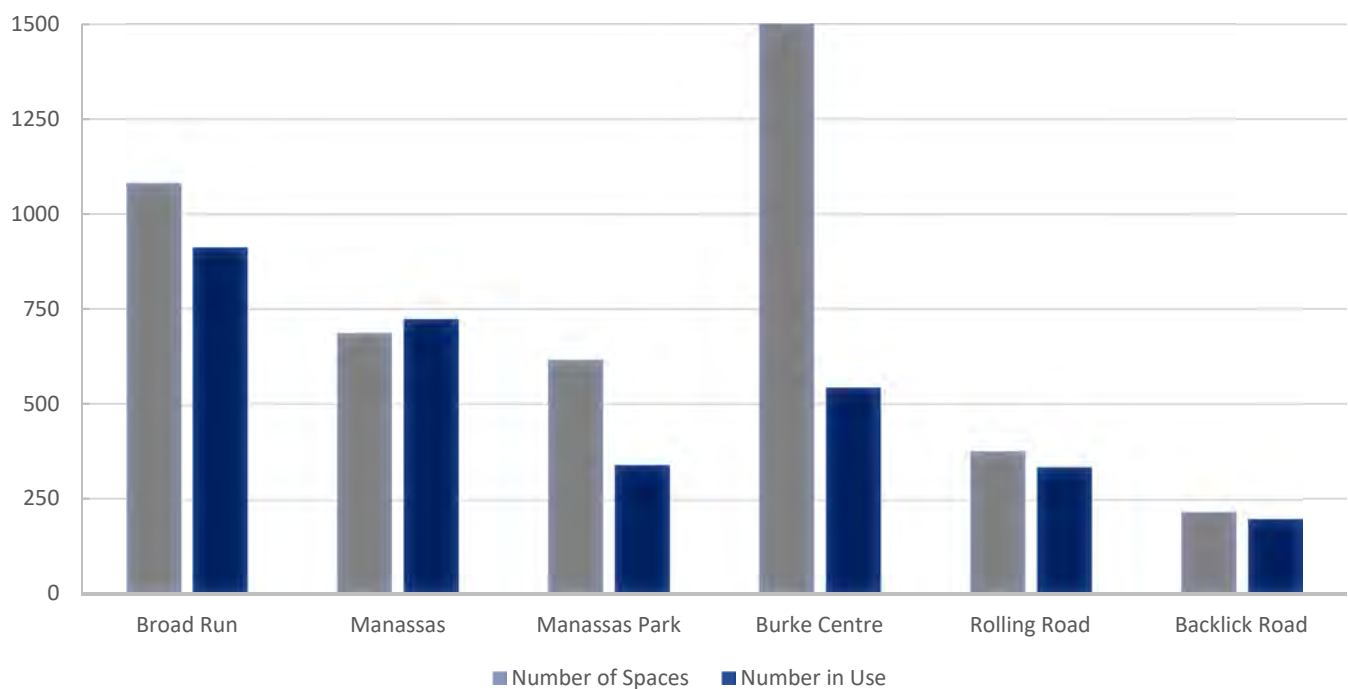


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the second month of FY 2020 is approximately \$69,000 below budget (an unfavorable variance of -0.9 percent) and is 5.2 percent above the same period in FY 2019. Revenue for the period was impacted positively by additional ridership resulting from the Metrorail Yellow and Blue Line shutdown.

VRE's annual liability insurance premium was accounted for in full in July, resulting in a year-to-date operating ratio of 46 percent. Absent this premium, the operating ratio would have been 57 percent. VRE is required to budget a minimum operating ratio of 50 percent.

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

FY 2020 Operating Budget Report Month Ended August 31, 2019							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,727,258	3,824,683	7,580,804	7,649,365	(68,561)	-0.9%	43,810,000
Other Operating Revenue	2,040	19,643	67,265	39,286	27,979	71.2%	225,000
Subtotal Operating Revenue	3,729,298	3,844,325	7,648,069	7,688,651	(40,582)	-0.5%	44,035,000
Jurisdictional Subsidy (1)	(180)	-	9,062,029	9,062,209	(180)	0.0%	13,230,397
Federal/State/Other Jurisdictional Subsidy	2,726,769	2,676,108	5,425,902	5,322,350	103,552	1.9%	31,462,978
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	125,506	43,651	281,314	87,302	194,012	222.2%	500,000
Total Operating Revenue	6,581,393	6,564,084	22,417,313	22,160,511	256,802	1.2%	89,228,375
Operating Expenses							
Departmental Operating Expenses	6,199,443	6,901,673	16,634,451	17,382,384	747,933	4.3%	82,991,618
Debt Service	518,490	518,480	1,036,990	1,036,960	(30)	0.0%	6,221,757
Other Non-Departmental Expenses	-	1,310	15,000	2,619	(12,381)	0.0%	15,000
Total Operating Expenses	6,717,933	7,421,462	17,686,441	18,421,962	735,522	4.0%	89,228,375
Net income (loss) from Operations	(136,540)	(857,378)	4,730,873	3,738,549	992,324		-
Operating Ratio							
			46%	44%	Budgeted	53%	
					Goal	50%	

(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:

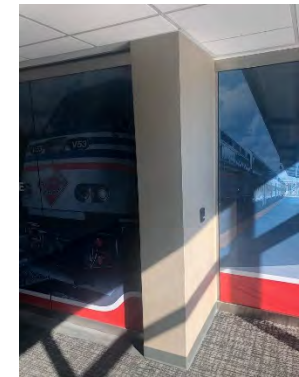
1. Replacement of Track 8 wayside power electrical conductors at Broad Run Maintenance and Storage Facility
2. Replacement of cracked window at Alexandria Headquarters Suite 201
3. Repairs to wallpaper at Alexandria Headquarters Suite 201



Replacement of window at Alexandria headquarters

Projects scheduled to be completed this quarter:

1. Installation of electrical conduits and conductors for Variable Messaging System (VMS) at Alexandria and Fredericksburg Stations
2. Repairs to platform concrete at Manassas Station
3. Design of Phase 2 renovations to Alexandria Headquarters Suite 202



Repairs to wallpaper at Alexandria headquarters

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at additional stations (locations to be determined)

Ongoing projects:

1. Development of IFB for modernization of east elevator at Woodbridge Station
2. Development of IFB for canopy roof replacement at Backlick Road Station
3. Replacement of parking lot entrance signs at various stations
4. Replacement of waste and recycling receptacles at various stations

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
- 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 Rolling Road Station platform extension
- Purchase of LED light fixtures
- Construction of L'Enfant south storage track wayside power
- Variable Messaging System replacement
- Tactile strip replacements
- Pavement repairs and striping at the Rippon and Leeland Road stations and Fredericksburg Lot G
- Franconia-Springfield Station painting services
- Website management services
- Purchase of forklift trucks
- Final design services for VRE Broad Run expansion
- Locomotive prime mover turbochargers
- Safety and security consulting services
- Renewal of locomotive head end power engine systems

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Long Bridge Project Environmental Impact Statement (*study by others*) – Draft environmental impact statement, which identifies a preferred alternative and examines its impacts, was released and published in the Federal Register; public comment period runs through October 28, with a public hearing on October 22.
2. New York Avenue Midday Storage Replacement Facility – continuing due-diligence activities on potential property acquisitions; reviewing preliminary design effort and collaboration with Amtrak on project agreements.

Projects or project phases scheduled to be completed this quarter:

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

Projects or project phases scheduled to be initiated this quarter:

13. IFB for construction of Rolling Road Station Improvements
14. Construction of temporary platform for Quantico Station Improvements
15. Request for proposals (RFP) advertised for LOU Construction Management
16. Crystal City Station Improvements 30% Design Plans and environmental documentation

Ongoing projects:

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

Projects Progress Report Follows

PASSENGER

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

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

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

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

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

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

ESTIMATED COSTS (\$)						STATUS		
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date		
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	●	Design underway. Stakeholder meetings held 3/1 and 4/3.
7,000,000	7,000,000	-	467,500	270,487	60%	2nd QTR 2019	●	Materials continue to be delivered. Assembly of cross-over has begun.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	●	Design work on east platform only; west platform improvements unfunded.
13,000,000	13,000,000	-	*	531,457	35%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	714,349	35%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	387,599	25%	4th QTR 2023	●	PE design/EC completion pending CSXT design review with anticipated completion in 4th QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	●	Potomac Shores VRE Station design underway to include parking structure.
18,372,949	18,372,949	0	388,784	830,833	30%	TBD	●	FD start 1st QTR 2019. SMART SCALE grant agreement pending.
23,391,019	23,391,019	-	*	374,663	25%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2019.
15,527,090	15,527,090	-	*	338,830	25%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2019.
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	●	Meeting held with Governing Body on 4/3. FD continues.
2,000,000	2,000,000	-	640,503	418,887	70%	3rd QTR 2020	●	Invitation for Bids (IFB) pending NS Construction Agreement and Fairfax County Building Permit.
49,940,000	19,098,463	30,841,537	399,121	393,642	100%	2nd QTR 2023	■	DRPT LONP received. RFP posted for completion of PE & EC, with FD as an optional task.
70,650,000	62,465,721	8,184,279	130,501	65,150	50%	2nd QTR 2023	●	DRPT LONP received. Real estate research in progress under LONP.

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

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

ROLLING STOCK

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

PLANNING, COMMUNICATIONS AND IT










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

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

STATUS: ◆ Completed ● Underway ■ On Hold

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

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

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	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%	4th QTR 2019	 CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	 Completion of FD pending completion of land acquisition.
2,950,000	2,950,000	-	2,950,000	159,065	5%	TBD	 Reviewing and updating closing documents for land acquisition.
89,666,508	89,666,508	-	3,588,305	1,715,298	50%	4th QTR 2021	 Reviewing preliminary design and continuing to collaborate with Amtrak on agreements.
75,264,693	75,264,693	-	69,457,809	47,915,644	99%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
14,191,833	14,191,833	-	10,294,079	7,984,451	95%	4th QTR 2018	 Implementation Completed. Final stabilization and familiarization phase in process.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024	 PE design and EC underway. Property acquisition due diligence underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	3rd QTR 2019	 Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.



VIRGINIA RAILWAY EXPRESS

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State Legislative Issues:

Protect Commuter Rail Operating and Capital (C-ROC) funding levels.

Continue to keep legislators and administration apprised of how we are allocating/spending the C-ROC funds.

Support Secretary of Transportation/Department of Rail and Public Transportation on a coordinated funding plan using state and federal funds for Long Bridge expansion project and the DC to RVA rail expansion project.

Support actions by Northern Virginia Transportation Authority (NVTA) and others to restore funding for NVTA.

Defend against legislative proposals that would decrease funding for VRE.

Watchlist Issues

Advocate for increasing overall state transit operating and capital funds to “increase the pie” to allow for greater support to commuter rail and transit.

Monitor the Virginia Transit Association and others’ proposals to increase funding for public transportation and create programs that will increase ridership.

Monitor proposals to create transportation authorities that would include VRE jurisdictions.



VRE Contacts:

Doug Allen – CEO, ☎ 703.838.5411, ✉ dallen@vre.org

Joe Swartz – Chief of Staff, ☎ 703.838.5425 ✉ jswartz@vre.org

Ann Warner – Federal Relations Consultant, ☎ 202.230.8017 ✉ ann@annwarnerllc.com

Aimee Perron-Seibert – State Legislative Consultant, ☎ 804.647.3140 ✉ aimee@commonwealthstrategy.net

DRAFT

Federal Legislative and Regulatory Issues:

Federal Grant Programs

Work with USDOT, U.S. Congressional delegation, relevant U.S. Congressional Committees, and regional stakeholders to educate and secure Administration and Congressional support for discretionary grant applications submitted by VRE.

FAST Act Reauthorization

VRE will partner with other stakeholders to advocate for appropriate funding levels and policies to support commuter rail and mass transit.

Surface Transportation Board (STB) Authority

Educate Congress and the Administration on the imperative of preserving STB's jurisdiction over VRE, and other common carrier commuter railroads.

Monitor industry, Congressional and Administration efforts affecting the ability of VRE, and similar commuter railroads, to seek relief from the STB when negotiating with Amtrak.

Amtrak On-Time-Performance

Amtrak is working with the Federal Railroad Administration on developing OTP metrics and measurements which will then be enforced by the STB.

Watchlist Issues

USDOT Rulemaking

On August 15, 2017, the President signed an Executive Order on "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure." VRE will track and comment on proposed guidance, rulemakings, or requests for comment from USDOT helping to advance regulatory reforms applicable to VRE's operations and Capital Improvement Program.

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TO: Chairman Letourneau and NVTC Commissioners

FROM: Kate Mattice

DATE: November 7, 2019

SUBJECT: Executive Director Report

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

A. Executive Director Newsletter

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

This month's newsletter highlights include a major step forward for the I-395/95 Commuter Choice program as the Commonwealth Transportation Board approved a slate of 10 projects. The newsletter also reflects on the lessons learned from the summer shutdown of six Metrorail stations in Virginia and the completion of the 2019 *Report on the Performance and Condition of WMATA*.

The newsletter also includes an update on the NoVaRides Post-Metro Shutdown Marketing Campaign. Since the September 16th launch, display ads managed by 2060 Digital, a partner of WTOP radio, have made 2.4 million impressions and led to 5,553 clicks to novarides.org. NVTC's click through rate (CTR) is 0.23 percent. The national benchmark for CTR is 0.06-0.08 percent. Ads on Facebook and Instagram have provided a combined 3.5 million impressions with post engagement of 74,181, link clicks of 1,894 and a CTR of 0.05 percent. NVTC's own data shows that there have been 10,006 visits to novarides.org and people are spending an average of over five minutes on the page. Unique pageviews are 8,924. NVTC's 15 and 30 second YouTube ads have also performed well. From September 20th through November 4th, they've been viewed 86,500 times and percentage of people watching 100 percent of the videos is 48.63 percent.

B. NVTC Financial Report

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

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Executive Director Newsletter

November 2019



It's easy to get caught up in short-term trends and overlook the real long-term successes manifesting themselves in our communities. In the case of transit, it can take years to plan, build and start running new service. How do we know its impact on the region? That's where the Council of Government's State of the Commute survey comes in. The latest version of the triennial survey found that just under 1 in 6 people in the Washington region drives alone to work. That's down from 1 in 7 when the survey started in 2001. Meanwhile, transit use from 2004 to now increased 7%. It's not that hard to imagine these trends continuing. In the next few years we'll see the opening of Phase II of the Silver Line to Loudoun County and the Purple Line connecting Prince George's and Montgomery Counties in Maryland. The introduction of tolling on I-66 Inside the Beltway has already had a measurable effect on commuter behavior and we expect similar changes when tolling starts on I-395/95. Partly funded by Commuter Choice, people who once drove to work now also have more opportunities to ride buses into the district.

The survey also identifies a significant correlation between where people live and whether they ride the bus or train. Just over half of all people who live within half-a-mile of rail rode the train to work. Just over a third who live within the same distance from a bus stop took transit. Metrorail has become such a part of the fabric of our region that 44% of people considered how far a new home or job would be from a Metro station when they were contemplating making a change.

"Growth in and regional improvements to different commuting options like transit and teleworking is allowing more residents in the D.C. region to leave their cars at home," said Nicholas Ramfos, Commuter Connections Director when COG released the survey.

We are part of enabling the growth and improvements. Every extra train or bus trip we support gives commuters another chance to leave their cars at home. While progress can be hard to see day-to-day, it's encouraging to know that our efforts to improve transit in the region are headed down the right track.

Executive Director

Inside this Issue

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



NVTC@novatransit.org
www.novatransit.org



Key Dates

Nov. 15	VRE Operations Board Meeting
Nov. 20-22	Governor's Transportation Conference
Dec. 5	NVTC Commission Meeting
Dec. 9	NVTC-PRTC Legislative Briefing
Dec. 18	NVTC WMATA Committee
Dec. 20	VRE Operations Board Meeting
Jan. 16	NVTC Commission Meeting

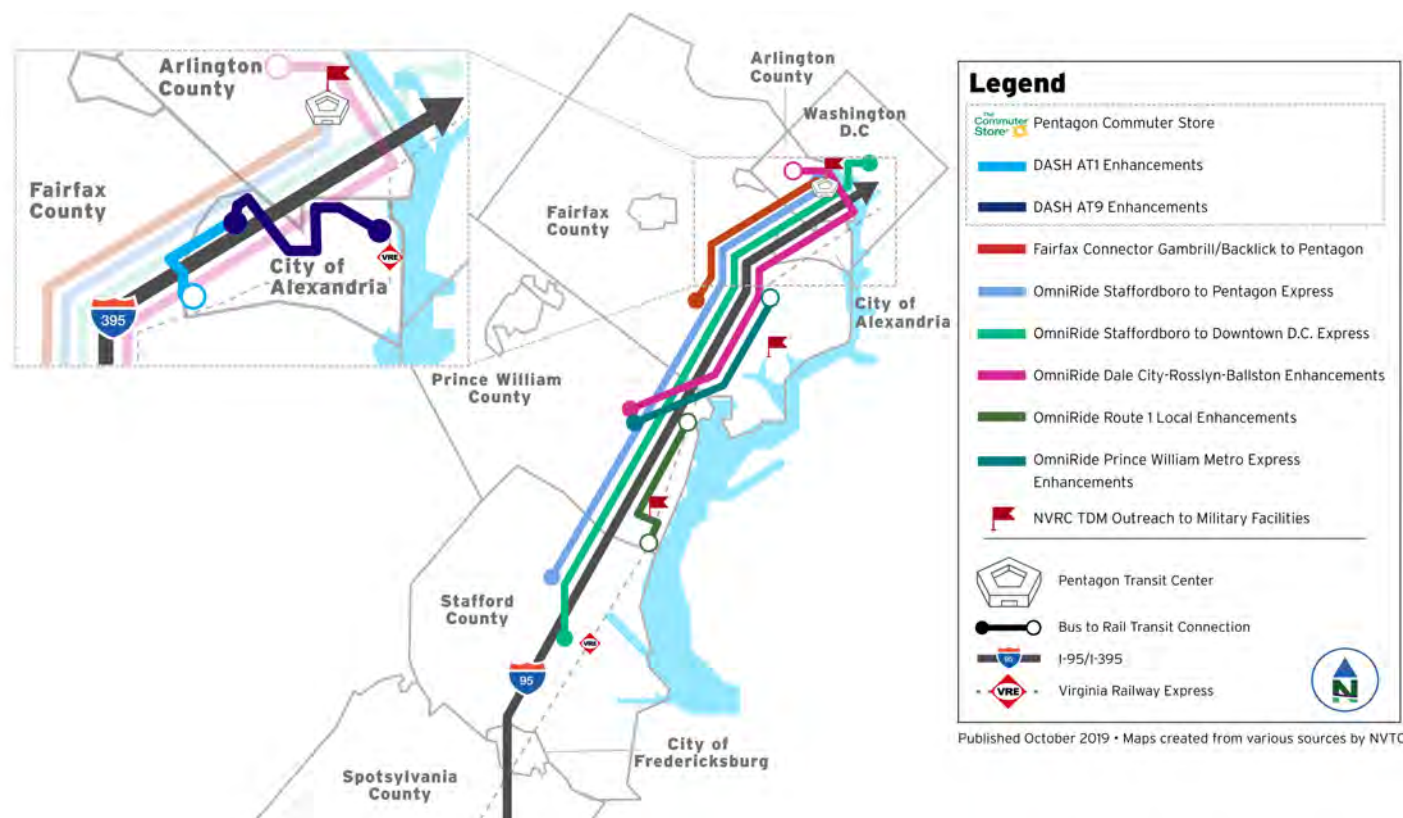
CTB greenlights \$18.9 million in I-395/95 Commuter Choice projects

The CTB voted to approve a group of 10 transit and multimodal projects in Northern Virginia to be funded by annual transit payments provided by Transurban to the Commonwealth that will begin this fall before 395 Express Lanes tolling gets underway. Supporting mass transit improvements in the I-395 and I-95 corridor is part of the 395 Express Lanes project agreement between the Commonwealth and Transurban. The public-private partnership agreement provides an annual transit payment of \$15 million, with a yearly escalation, from Transurban to the Commonwealth. The 10 projects that will move forward when the 395 Express Lanes open were selected through a competitive grant application process managed by NVTC, led internally by Ben Owens and Jae Watkins. It initiates a 68-year partnership among the Commonwealth, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC). By the conclusion of the partnership, Transurban will have funded more than \$2 billion in transit improvements. The projects are expected to move an additional 700 people through the corridor each day and save close

to 89,000 hours of travel delay each year. These are the approved projects:

1. Enhanced bus service from Dale City to Ballston
2. Enhanced bus service on AT-1 Plus: West End to Van Dorn Metro
3. Enhanced bus service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro
4. Enhanced bus service on Route 1 Local: Quantico to Woodbridge VRE
5. New bus service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements
6. New TDM outreach campaign for military facilities
7. New bus service from Staffordsboro to D.C.
8. Enhanced bus service on AT-9: Mark Center to Potomac Yard
9. Enhanced bus service from Staffordsboro to the Pentagon
10. Commuter Store at the Pentagon Transit Center

For drivers who will occasionally pay a toll to take the 395 Express Lanes, the projects will help provide congestion relief on the general-purpose lanes in addition to expanded public transit options. Visit <http://www.novatransit.org/programs/commuterchoice/i395-95commuterchoice/> to learn about the enhanced transit services they can use on 395 Express Lanes when the project opens in November.



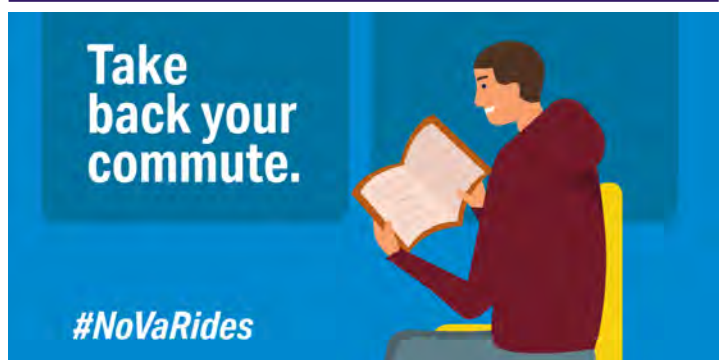
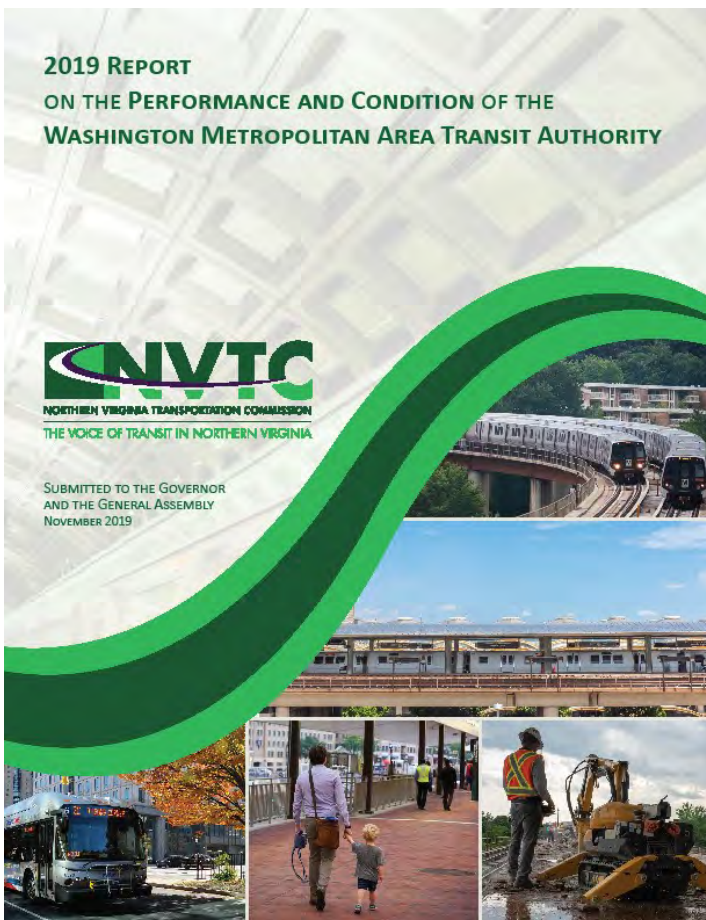
2019 WMATA Report goes to governor, General Assembly

The Commission recently approved the 2019 Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority. The report serves as the primary mechanism for NVTC to articulate our priorities for controlling costs and improving efficiencies at WMATA. It provides a one-stop shop for Metrorail and Metrobus performance data, as well as reports on WMATA's use of dedicated funds. The report further documents the capital projects funded by WMATA using the new dedicated funding. New and continuing recommended strategies this year include:

- Maximize use of eight-car trains
- Improve weekend rail service
- Develop parking passes
- Optimize parking facilities
- Expand and enhance fare passes
- Rebuild ridership and improve efficiency
- Increase non-fare revenues
- Control cost escalation and enhance efficiency

Evaluating the summer WMATA shutdown to prepare for future reconstruction

NVTC, WMATA and jurisdictional staff reviewed lessons learned from the Summer 2019 Platform Improvement Project. Led by Matt Cheng, staff discussed critical steps and events in the planning and coordination timeline, which started in May of 2018 through the reopening of the stations in early September 2019. Jurisdictional staff were also able to give feedback on how mitigation and supplemental services fared during the summer and how implementation of traffic, supplemental service and communication strategies might be improved for future transit outages or major construction projects. While many of the mitigation strategies this summer performed well, some possible improvements include: better communication of construction dates and impacts; increased opportunities for bus shuttles and roadway management; and more innovative and flexible transit options for riders affected by a shutdown. A general overview of these lessons learned and improvements will be provided to the Commission at its December meeting.



Loudoun's WMATA funding adjustment

The WMATA Board voted unanimously to update its funding formula for regional Metrobus service in anticipation of Loudoun's entry as a full WMATA funding partner. Previous WMATA Board Policy assumed that all funding partners had Metrobus service in their respective jurisdictions, so the change enacted by the WMATA Board reflects the unique situation of Loudoun County joining the system while never having requested Metrobus service. NVTC staff worked closely with Chairman Matt Letourneau and Loudoun County staff on this issue. It was guided through the WMATA Board process by Commissioners Paul Smedberg and Christian Dorsey to resolve this unique circumstance.



Examining the Rosslyn bottleneck



WMATA's Blue, Orange and Silver Lines merge at the Rosslyn tunnel, creating a bottleneck. WMATA has embarked on a [capacity and reliability study](#) of these three lines to improve service, reduce crowding, and reduce delays due to service issues and track and maintenance work. The agency is studying various alternatives and will engage with the public and stakeholders at key points over the next year. NVTC staff are participating in the process through the project's stakeholder technical committee and strategic advisory committee.

Transit leaders gather for APTA conference in New York

Kate Mattice attended the American Public Transportation Association 2019 [TRANSform conference](#) in New York, along with colleagues from VRE, ART, DASH, WMATA, as well as the Federal Transit Administration. This annual gathering of public transportation providers, vendors, and partners brought together more than 2,000 professionals to focus on the best practices of emerging technologies, including many of the initiatives being explored by our Northern Virginia transit providers. Kate also met with officials from New York's MTA regarding their new [OMNY](#) contactless fare payment system and toured the recently opened Second Avenue Subway extension and collaborated with transit leaders on shared legislative priorities.





Patricia Happ and Dinah Girmah attended the APTAtech Conference in Columbus, Ohio. (Top left)

Jae Watkins and Zach Smith attended the ACT Legislative Summit on Capitol Hill. (Top right)

Commissioner Christian Dorsey and Arlington Director of Transportation Dennis Leach participate in a panel on "How Northern Virginia is Preparing for Amazon." (Bottom left)



NVTC AND PRTC PRESENT

ANNUAL LEGISLATIVE BRIEFING

Join our Commissioners for an overview of federal and state issues affecting transit in Northern Virginia



RSVP NOW!

*December 9, 2019 | 8:30 AM-11 AM
Embassy Suites by Hilton
8100 Loisdale Rd, Springfield, VA*



WMATA



Reconstruction work continues for bus loops and kiss & ride lots at six Metro stations in Virginia. The work is part of the Platform Improvement Project. Tile installation also continues at two stations. While buses continue to operate in temporary locations at a number of stations, restoring the bus loops and kiss & ride lots is a high priority. WMATA's contractors are expected to continue punch list work inside the stations through the end of the year. As the bus loops are restored, customers should be aware that some work will continue to finish installing upgrades in bus shelters, including lighting, charging stations and digital information displays.



Photos: WMATA

OmniRide



Stafford residents will have a new commuting option starting Monday, November 4, when OmniRide begins operating two new Express bus routes from the Staffordboro Commuter Lot with service to L'Enfant Plaza and the Pentagon. This is the first time in its 33-year history that OmniRide has launched bus service with an origin point outside the Prince William County area. In Stafford, OmniRide Route 543 will offer four morning trips and four afternoon/evening trips serving the 14th Street corridor and L'Enfant Plaza. OmniRide Route 942 will offer four direct trips to the Pentagon in the mornings and five return trips in the afternoon/evenings. Fares on the new routes will be free through December.

ART



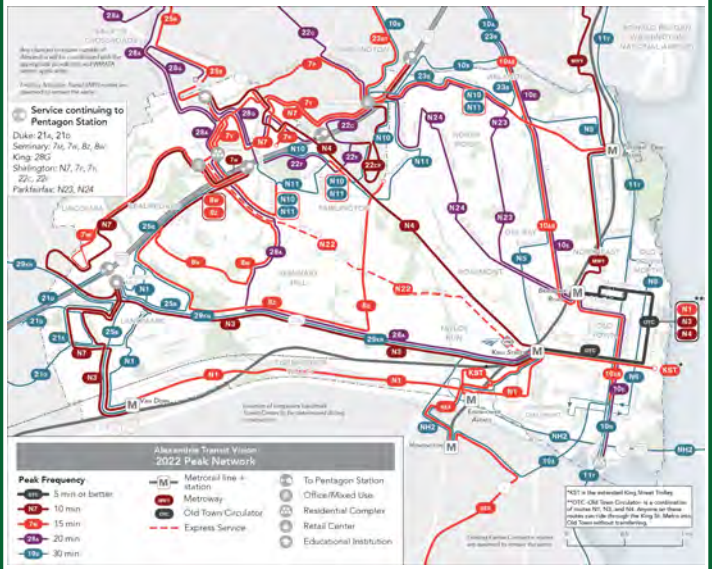
A recent ART Satisfaction Study shows that the majority of riders have a positive image of ART and that ART enjoys high satisfaction among users. Recommendations following the study include: Continue to talk with current and potential customers to understand how to better tailor services to their transportation needs, target investments in service and marketing and invest in improving the bus service.



DASH Bus



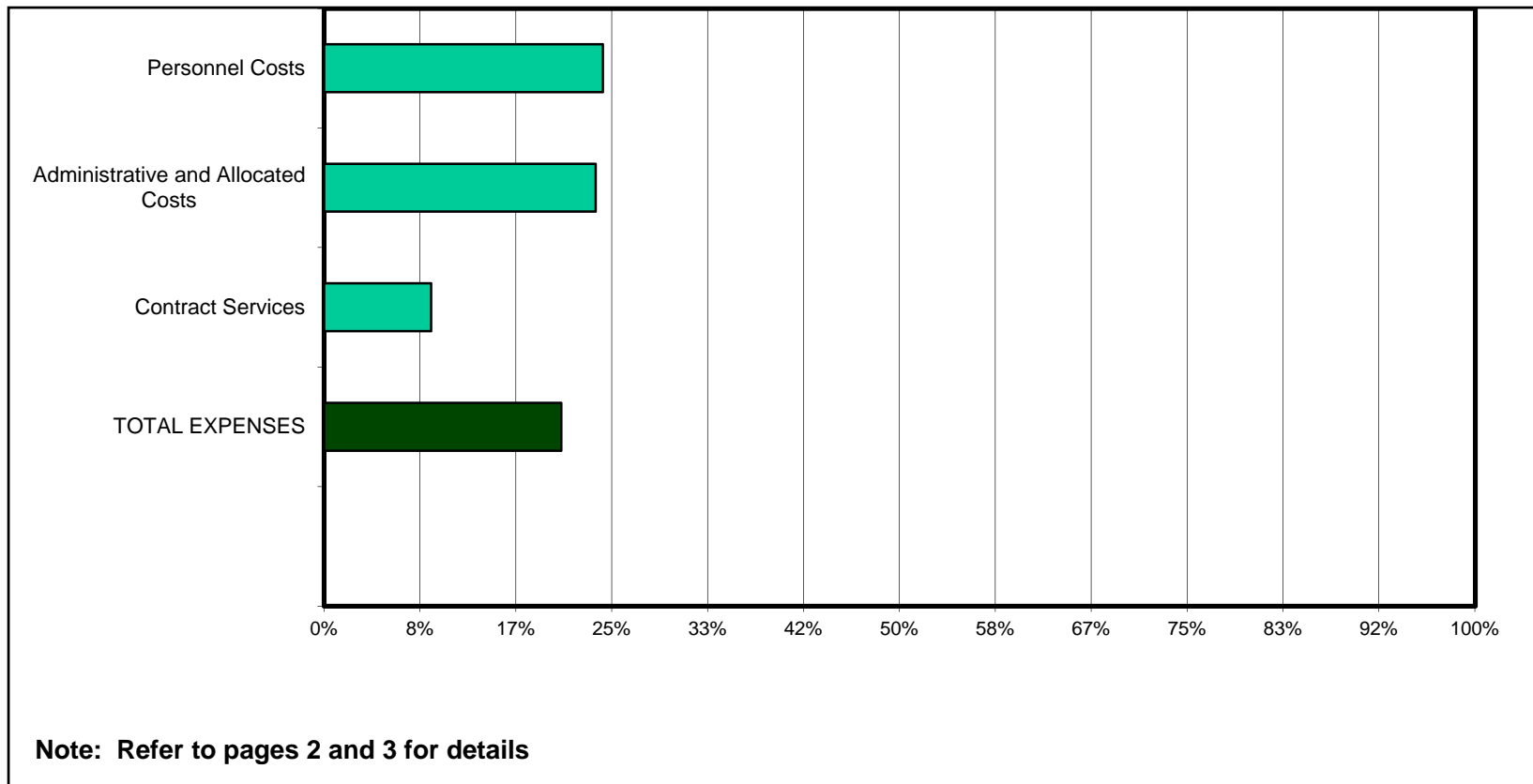
The City of Alexandria and DASH have developed a short term and long term plan to redesign its bus network. The purpose of the project is to create a more useful bus network that encourages more people to get to more places using transit. The city hosted public meetings in October and has another one planned for November.



Northern Virginia Transportation Commission

Financial Reports
September, 2019

Percentage of FY 2020 NVTC Administrative Budget Used
September 2019
(Target 25% or less)



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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 154,688.24	\$ 461,930.63	\$ 1,881,500.00	\$ 1,419,569.37	75.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>154,688.24</u>	<u>461,930.63</u>	<u>1,881,500.00</u>	<u>1,419,569.37</u>	<u>75.4%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	9,111.00	34,719.14	128,000.00	93,280.86	72.9%
Group Health Insurance	9,930.33	32,782.76	169,300.00	136,517.24	80.6%
Retirement	11,747.00	35,241.00	148,100.00	112,859.00	76.2%
Workmans & Unemployment Compensation	162.22	495.68	6,000.00	5,504.32	91.7%
Life Insurance	336.40	1,673.20	6,900.00	5,226.80	75.8%
Long Term Disability Insurance	669.23	2,240.19	9,100.00	6,859.81	75.4%
Total Benefit Costs	<u>31,956.18</u>	<u>107,151.97</u>	<u>467,400.00</u>	<u>360,248.03</u>	<u>77.1%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,200.00	2,127.03	17,800.00	15,672.97	88.1%
<i>Rents:</i>	<i>23,181.07</i>	<i>69,493.57</i>	<i>303,700.00</i>	<i>234,206.43</i>	<i>77.1%</i>
Office Rent	21,010.57	63,326.87	283,400.00	220,073.13	77.7%
Parking & Transit Benefits	2,170.50	6,166.70	20,300.00	14,133.30	69.6%
<i>Insurance:</i>	<i>368.00</i>	<i>1,706.05</i>	<i>6,800.00</i>	<i>5,093.95</i>	<i>74.9%</i>
Public Official Bonds	-	400.00	2,000.00	1,600.00	80.0%
Liability and Property	368.00	1,306.05	4,800.00	3,493.95	72.8%
<i>Travel:</i>	<i>2,935.87</i>	<i>17,303.22</i>	<i>42,800.00</i>	<i>25,496.78</i>	<i>59.6%</i>
Conference / Professional Development	1,708.98	14,220.88	26,200.00	11,979.12	45.7%
Non-Local Travel	-	265.57	4,300.00	4,034.43	93.8%
Local Travel, Meetings and Related Expenses	1,226.89	2,816.77	12,300.00	9,483.23	77.1%
<i>Communication:</i>	<i>842.83</i>	<i>4,089.05</i>	<i>13,800.00</i>	<i>9,710.95</i>	<i>70.4%</i>
Postage	157.10	767.22	1,400.00	632.78	45.2%
Telephone and Data	685.73	3,321.83	12,400.00	9,078.17	73.2%
<i>Publications & Supplies</i>	<i>841.58</i>	<i>4,126.72</i>	<i>25,600.00</i>	<i>21,473.28</i>	<i>83.9%</i>
Office Supplies	285.82	1,826.68	2,700.00	873.32	32.3%
Duplication and Paper	555.76	2,300.04	10,900.00	8,599.96	78.9%
Public Engagement	-	-	12,000.00	12,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,221.28	6,721.81	36,500.00	29,778.19	81.6%
Furniture and Equipment (Capital)	507.73	4,022.28	14,600.00	10,577.72	72.5%
Repairs and Maintenance	50.00	150.00	1,000.00	850.00	85.0%
Computer Operations	663.55	2,549.53	20,900.00	18,350.47	87.8%
<i>Other General and Administrative:</i>	(13.97)	2,103.31	9,300.00	7,196.69	77.4%
Memberships	-	506.01	1,400.00	893.99	63.9%
Fees and Miscellaneous	(13.97)	1,597.30	6,400.00	4,802.70	75.0%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>30,576.66</u>	<u>107,670.76</u>	<u>456,300.00</u>	<u>348,629.24</u>	<u>76.4%</u>
<u>Contracting Services</u>					
Auditing	9,300.00	16,250.00	23,800.00	7,550.00	31.7%
Contract Services and Support - Commuter Choice	42,784.69	43,756.25	690,500.00	646,743.75	93.7%
Contract Services and Support - Other	4,625.01	12,125.01	120,000.00	107,874.99	89.9%
Legal	2,916.67	8,750.01	35,000.00	26,249.99	75.0%
Total Contract Services	<u>59,626.37</u>	<u>80,881.27</u>	<u>869,300.00</u>	<u>788,418.73</u>	<u>90.7%</u>
 Total Gross G&A Expenses	<u><u>\$ 276,847.45</u></u>	<u><u>\$ 757,634.63</u></u>	<u><u>\$ 3,674,500.00</u></u>	<u><u>\$ 2,916,865.37</u></u>	<u><u>79.4%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
September 2019

September 2019			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
3	DMV	Motor Vehicle Fuels Sales tax					\$ 2,570,043.89
3	DMV	CROC			1,250,000.00		
3	DRPT	Capital grant receipt - Alexandria			21,526.00		
3	VRE	Post-shutdown marketing local match		16,911.25			
3	American General	Refund		73.26			
4	DRPT	Capital grant receipt - Alexandria			399.00		
4	NVTC	Project chargeback - Commuter Choice			143,976.00		
6	DRPT	Capital grants receipts - Alexandria			325,883.00		
6	DRPT	Capital grant receipt - Fairfax					8,636.00
9	DRPT	Capital grant receipt - Fairfax					112,550.00
10	DRPT	Capital grants receipts - Alexandria					46,955.00
11	FTA	Grant receipt - Alexandria			580.00		
18	DRPT	Intern grant receipt			7,446.00		
19	DRPT	Technical assistance receipt - Route 7			28,867.00		
19	DRPT	Capital grant receipt - Arlington					12,820.00
23	DRPT	Capital and operating assistance - WMATA					13,251,467.00
24	DRPT	Technical assistance receipt - Fare collection			6,629.00		
24	Fairfax	Post-shutdown marketing local match			16,911.25		
26	DRPT	Operating assistance - City of Fairfax					200,413.00
27	Loudoun	Fare collection local match		5,186.03			
27	PRTC	Fare collection local match		10,652.61			
27	VRE	Staff support		14,442.95			
27	Staff	Expense reimbursement		1.00			
27	DRPT	Capital grant receipt			15,786.00		
30	Banks	Investment earnings		10.98	3,027.90	45,343.55	269,894.35
			-	47,278.08	1,821,031.15	45,343.55	16,472,779.24
DISBURSEMENTS							
1-30	Various	G&A expenses	(201,039.43)				
3	VRE	Grant revenue			(1,250,000.00)		
6	Alexandria	Costs incurred			(347,808.00)		
7	NVTC	Commuter Choice projects reimbursement				(143,976.00)	
10	Loudoun	Commuter Choice project reimbursement				(45,447.00)	
12	Alexandria	Costs incurred			(580.00)		
24	Fairfax	Other operating					(16,911.25)
26	Sagitta	Post-shutdown marketing campaign	(4,999.50)				
26	Stantec	Consulting - NTD project	(7,531.05)				
26	Kittelson	Consulting - Route 7	(17,459.64)				
26	Kimley-Horn	Consulting - Commuter Choice I-66	(35,148.19)				
26	Kimley-Horn	Consulting - Commuter Choice I-395	(7,636.50)				
27	VRE	Grant revenue			(15,786.00)		
30	Banks	Service charges		(6.95)			
			(273,814.31)	(6.95)	(1,614,174.00)	(189,423.00)	(16,911.25)
TRANSFERS							
3	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
4	Transfer	From LGIP to LGIP (NTD project)			52,472.00		(52,472.00)
26	Transfer	From LGIP to LGIP (NTD project)			7,531.05		(7,531.05)
27	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
			400,000.00	-	(339,996.95)	-	(60,003.05)
NET INCREASE (DECREASE) FOR MONTH			\$ 126,185.69	\$ 47,271.13	\$ (133,139.80)	\$ (144,079.45)	\$ 16,395,864.94

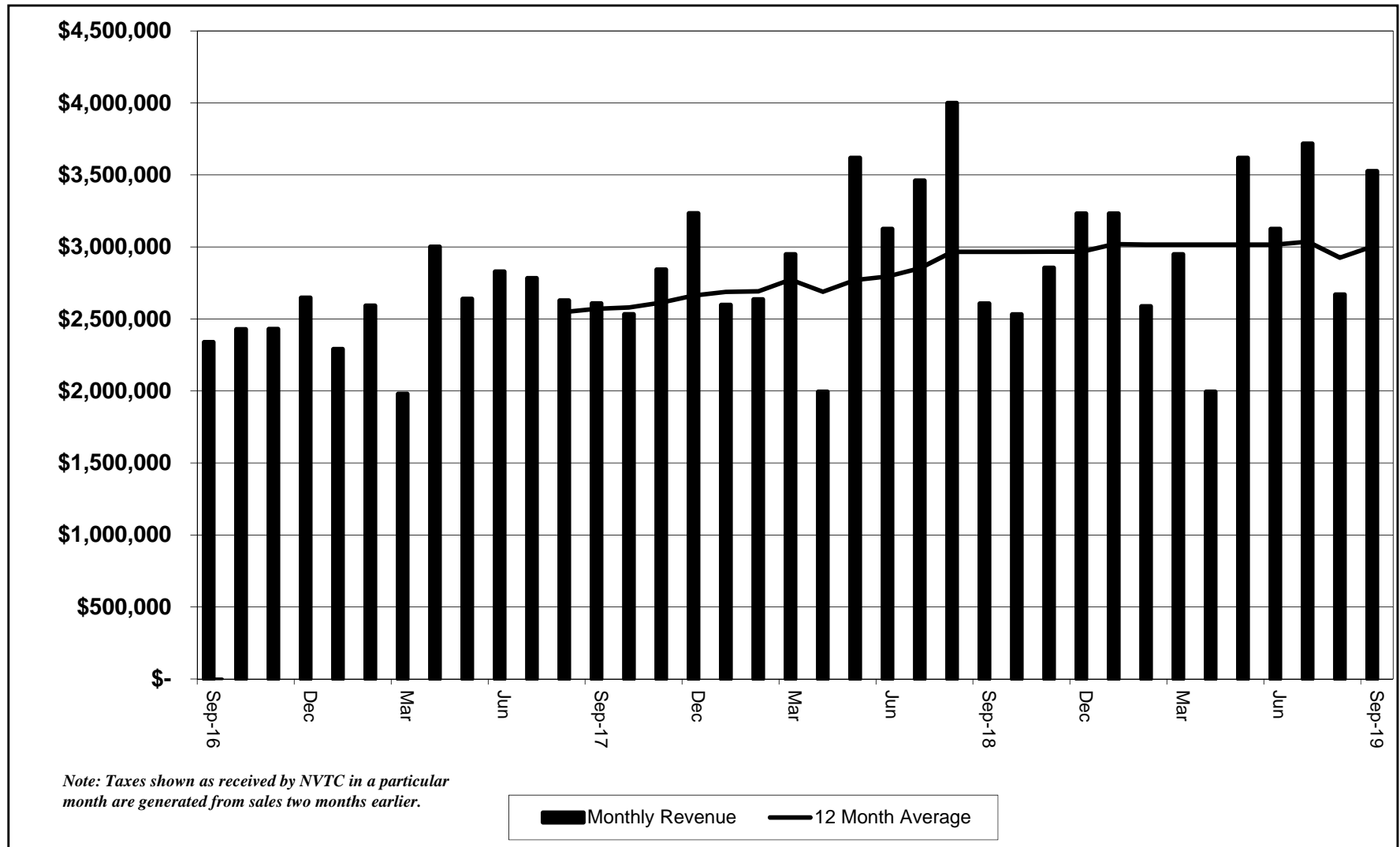
**NVTC
INVESTMENT REPORT
September 2019**

Type	Rate	Balance 8/31/2019	Increase (Decrease)	Balance 9/30/2019	Balance			
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 71,021.83	\$ 126,185.69	\$ 197,207.52	\$ 197,207.52	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	54,495.43	47,271.13	101,766.56	101,766.56	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	2.214%	170,939,316.79	16,118,645.69	187,057,962.48	1,537,107.62	25,186,090.70	127,667,338.84	32,667,425.32
		<u>\$ 171,064,834.05</u>	<u>\$ 16,292,102.51</u>	<u>\$ 187,356,936.56</u>	<u>\$ 1,836,081.70</u>	<u>\$ 25,186,090.70</u>	<u>\$ 127,667,338.84</u>	<u>\$ 32,667,425.32</u>

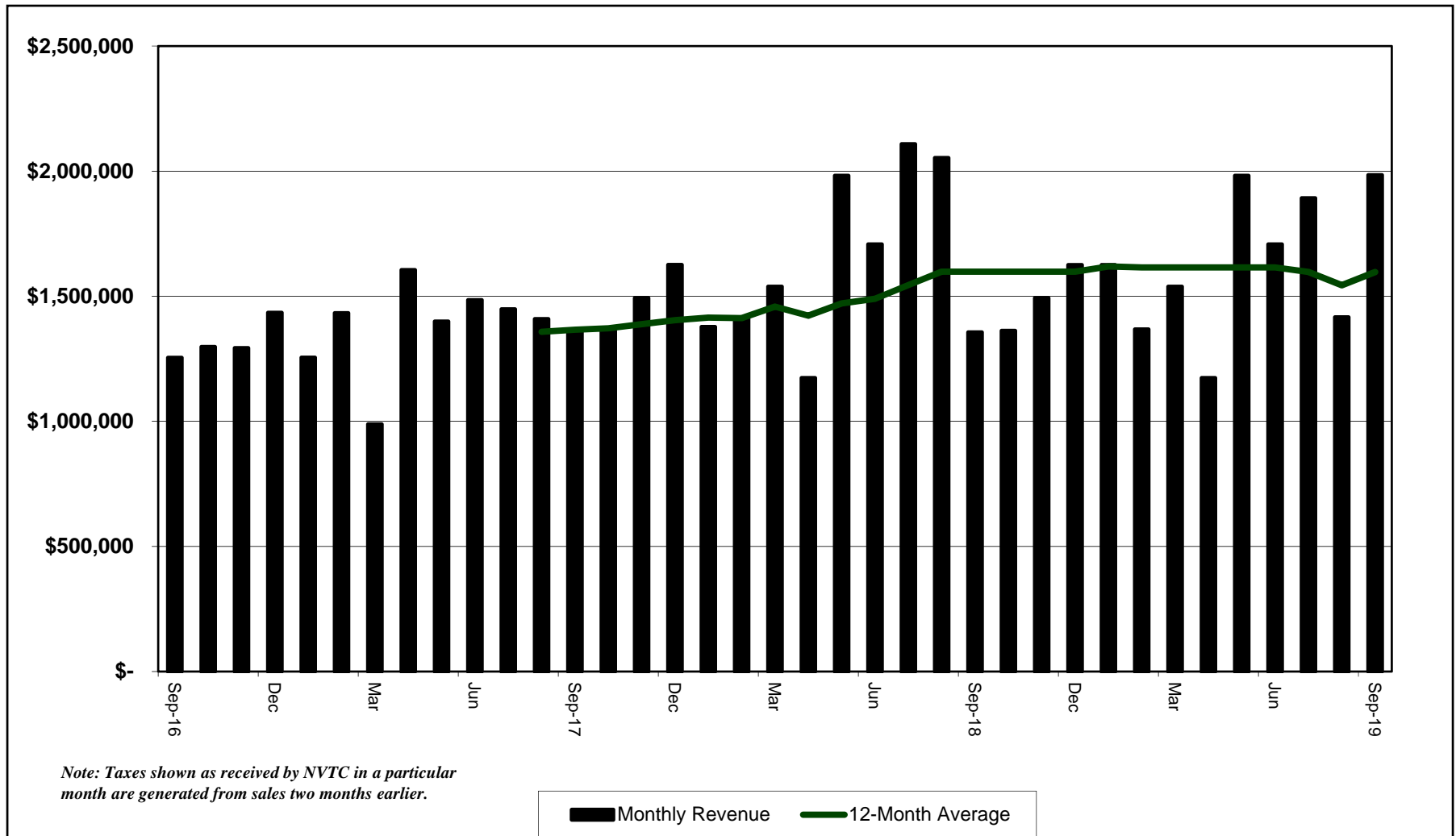
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

FISCAL YEARS 2017-2020



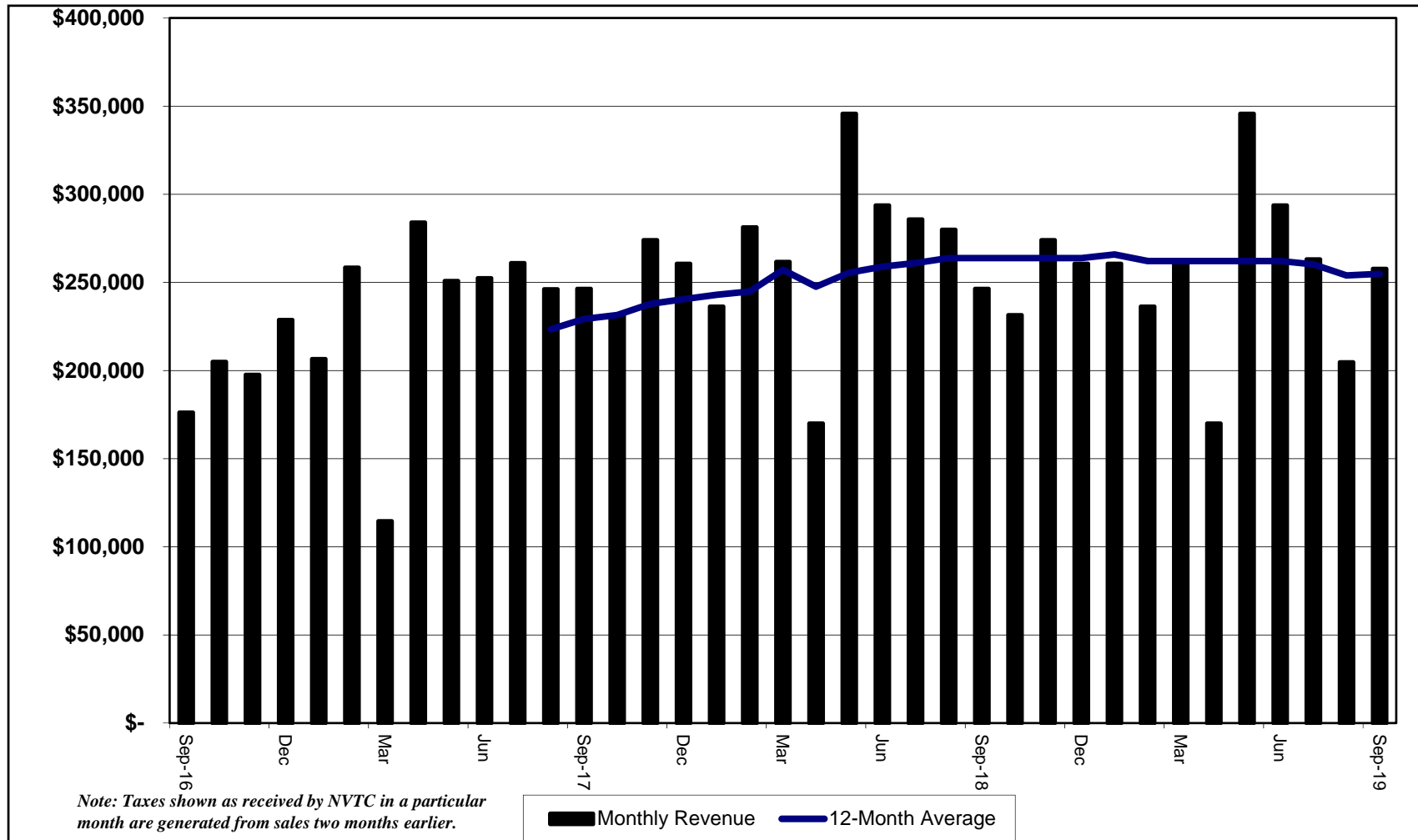
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2017-2020



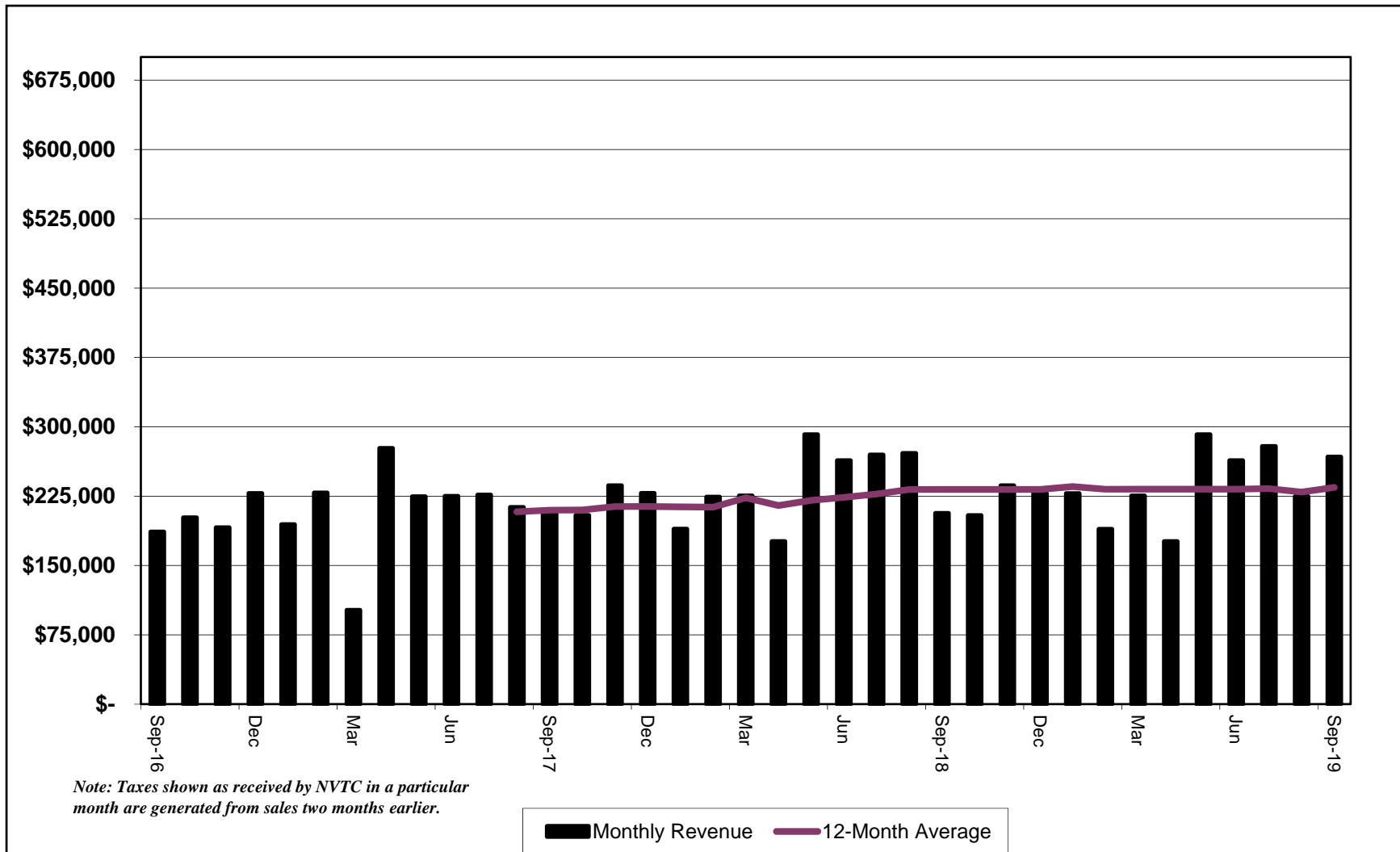
NVTC MONTHLY GAS TAX REVENUE

CITY OF ALEXANDRIA

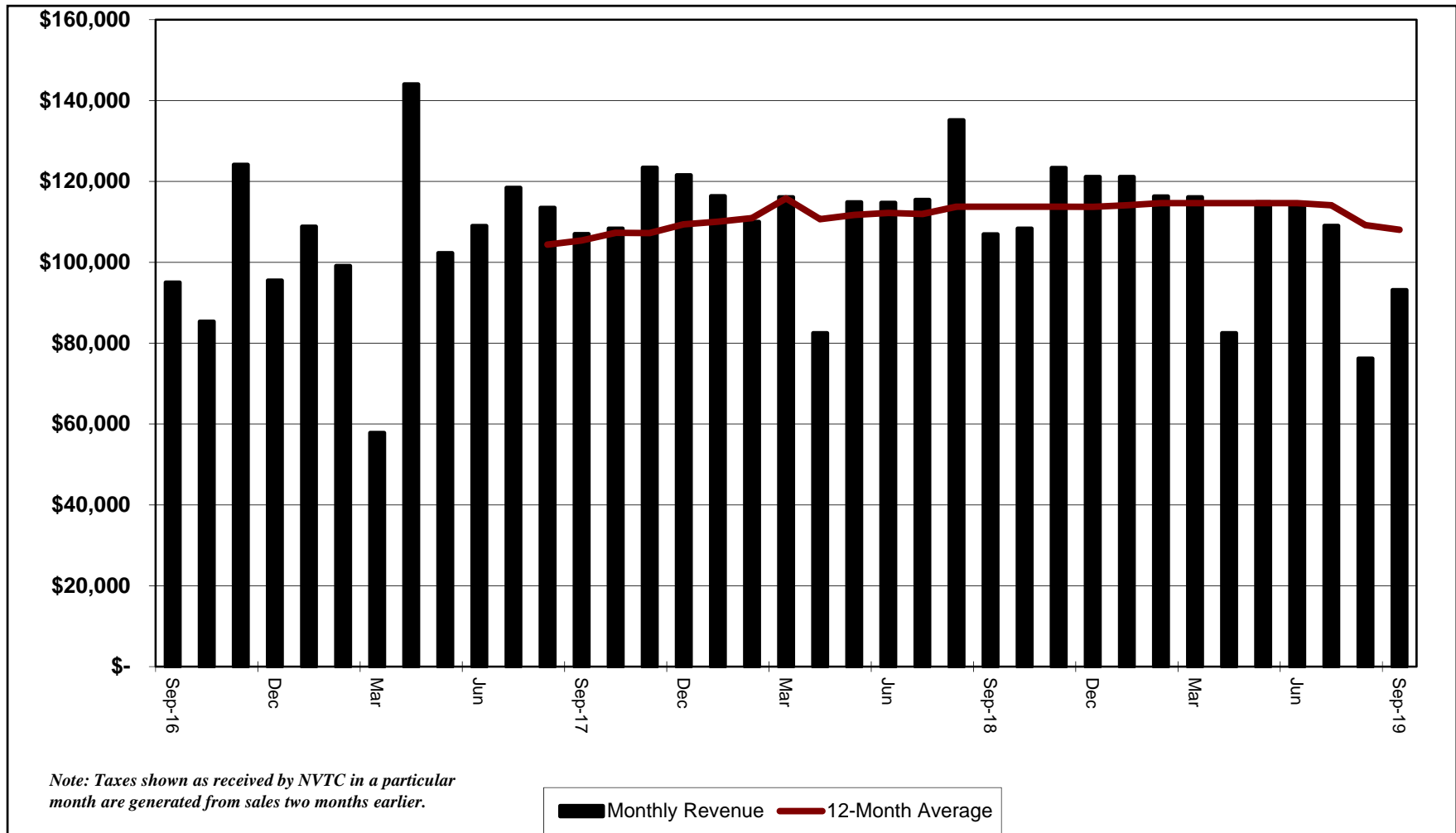
FISCAL YEARS 2017-2020



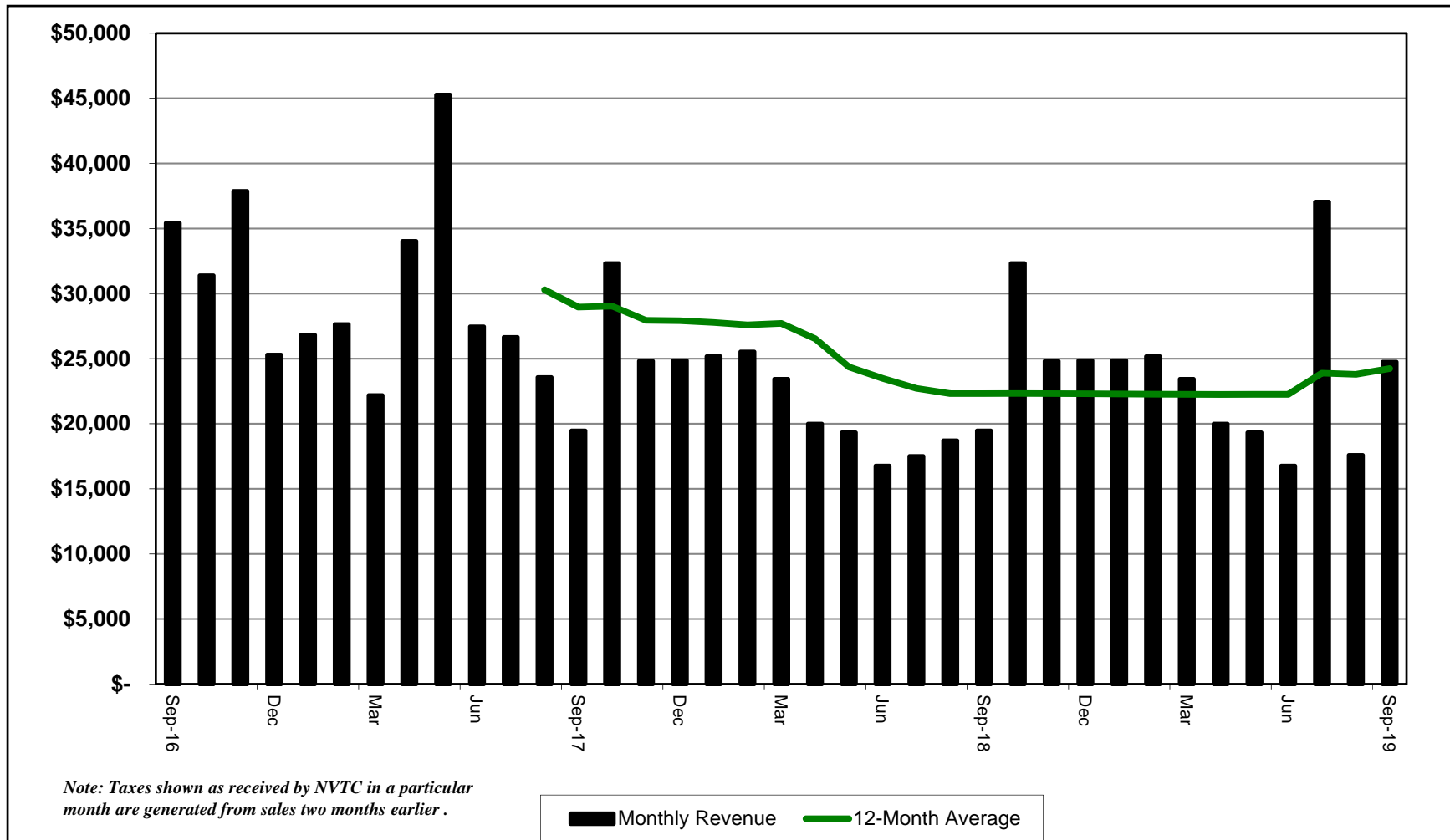
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2017-2020



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



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



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

