

The following items were handed out at
the October 3, 2019 NVTC Meeting.

NVTC AND PRTC PRESENT

ANNUAL LEGISLATIVE BRIEFING

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



SAVE THE DATE!

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



Presents

How Northern Virginia is preparing for Amazon HQ2 through Transportation Improvements

October 8, 2019, 5:30 PM

Northern Virginia Transportation Commission
2300 Wilson Blvd., Main Floor Conference Room
Arlington, VA 22201

Fee: Free to COMTO members. \$10 for non-members.

COMTODC.com



Panelists

Jennifer Mitchell, Director,
Virginia Department of Rail and
Public Transportation (DRPT)

Christian Dorsey, WMATA and
Arlington County Board Member

Dennis Leach, Director of
Transportation, Arlington County

October 4, 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

Bus Transformation Project Team

c/o NeoNiche Strategies

4501 Ford Avenue, Suite #501

Alexandria, Virginia 22302

Dear Bus Transformation Project Team:

The Northern Virginia Transportation Commission (NVTC) appreciates the opportunity to provide feedback on the September 2019 *Final Strategy for the Bus Transformation Project*. We applaud the team's effort to prioritize the region's bus network in order to retain and attract riders. However, we write to express our strong concern that the process moving forward is excluding those actually responsible for providing transit services in Virginia – local transit providers and their funding jurisdictions. strategy report clearly does not understand the important role of local transit providers and local funding jurisdictions in its approach to implementation.

As the regional body whose focus is on improving public transportation that serves Northern Virginians, NVTC shares the Project's goal to create an affordable, reliable, equitable, and financially sustainable bus system. As our region grows, we – and the six bus systems that serve Northern Virginia – ~~firmly recognize and~~ have made huge strides to ensure the bus network will play an even greater role in serving the needs of transit riders who travel to destinations not served by Metrorail.

NVTC supports the report's recommendations to **provide frequent and convenient bus service, prioritize buses on roadways and create an excellent customer experience.** In June 2019, NVTC [sent a letter to the Bus Transformation Project Team](#) stating our support for the three strategies listed above. As we stated in our letter, each one of these strategies are actively being implemented by our NVTC jurisdictional bus systems, both independently and through NVTC's coordination efforts.

In Northern Virginia, we *get* it.

However, NVTC and our member jurisdictions are greatly concerned about the governance structure that is proposed for the **publicly appointed task force to transform bus.** The strategy report, as prepared, appears to clearly miss two integral participants to ensure implementation success: ~~the local transit providers that manage our bus systems and the local jurisdictions who fund the bus systems (including Metrobus).~~ This will jeopardize the ability of the region to meet this approach appears to question the feasibility of meeting the project's initial intent to find an inclusive, regional approach to improve the bus network.

****Not final version****

**Letter presented as a blue item
for discussion. Commissioners
asked for edits at Oct. meeting.**

Unlike the District of Columbia and Maryland, it is both the localities of Northern Virginia and the Commonwealth who are responsible for the funding of the WMATA system in Virginia. We are also the home to six bus systems that actively coordinate services with Metrobus and Metrorail.

For over 55 years, NVTC has provided the venue and governance structure that supports regional coordination of these bus systems and WMATA. We represent the Virginia jurisdictions that hold ultimate responsibility in Virginia to fund WMATA and those that operate their own bus systems: the cities of Alexandria, Falls Church, and Fairfax, and the counties of Arlington, Fairfax, and soon, Loudoun. We are also the co-owners of the Virginia Railway Express and have formalized cooperative agreements with OmniRide on transit funding programs. We actively facilitate coordinated transit efforts across our bus systems, and between our bus systems and WMATA.

NVTC is the body in Virginia that brings all of these elements together to coordinate regionally. We provide a proven structure and engagement model that facilitates regional operational and funding coordination. To exclude us from a leave those key elements outside of the task force charged with an implementation strategy is short-sighted and questions the likelihood of implementation success.

NVTC recognizes that reimagining the region's bus network will not be an easy undertaking but believes the region can work together to propel the bus from the "last choice" to a better choice for riders. NVTC urges the Bus Transformation Project team to engage with NVTC, our jurisdictions, and our transit operators on the future of bus in the region and ensure that all voices are heard in the implementation process of the final recommendations.

Best regards,

Matthew F. Letourneau
Chairman

COMMUTER CHOICE PROGRAM

Actions and Program Updates

October 3, 2019



Ben Owen
Commuter Choice Senior Program Manager

COMMUTER CHOICE PROGRAM

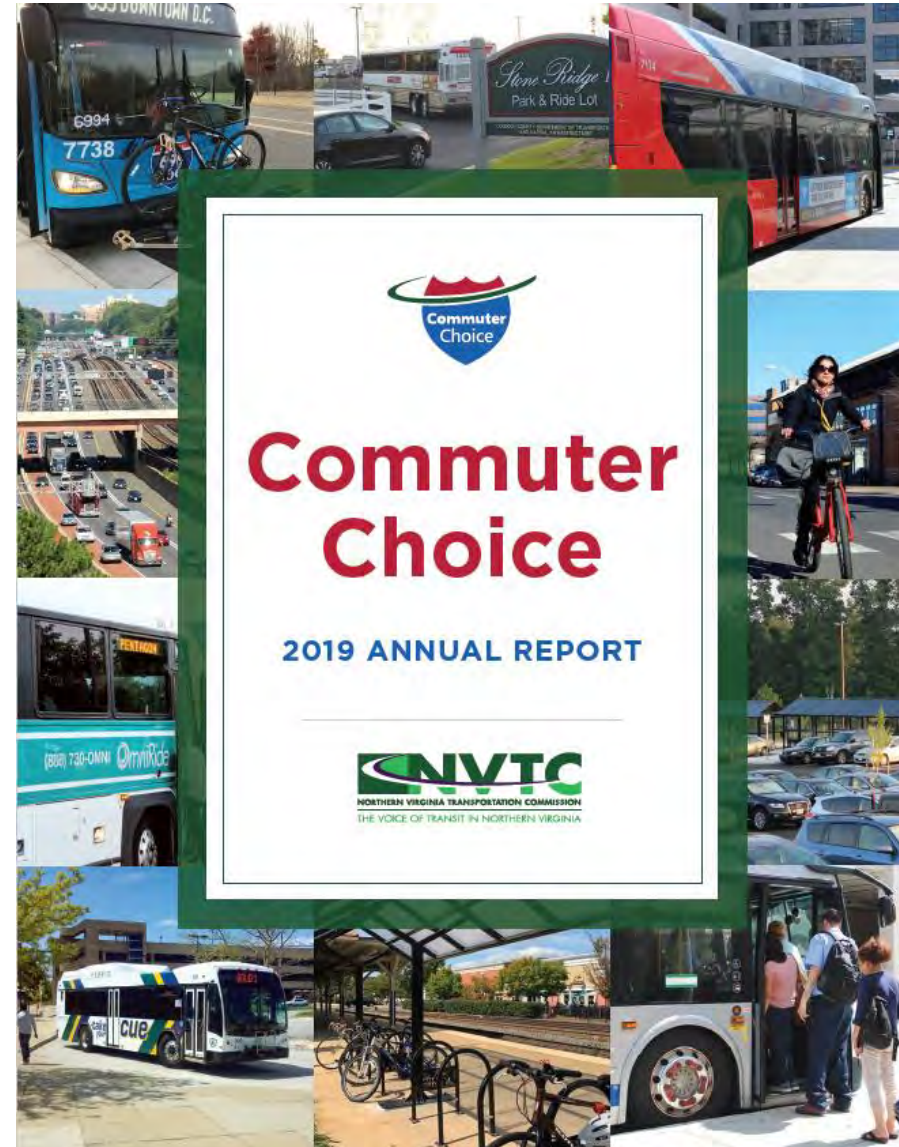
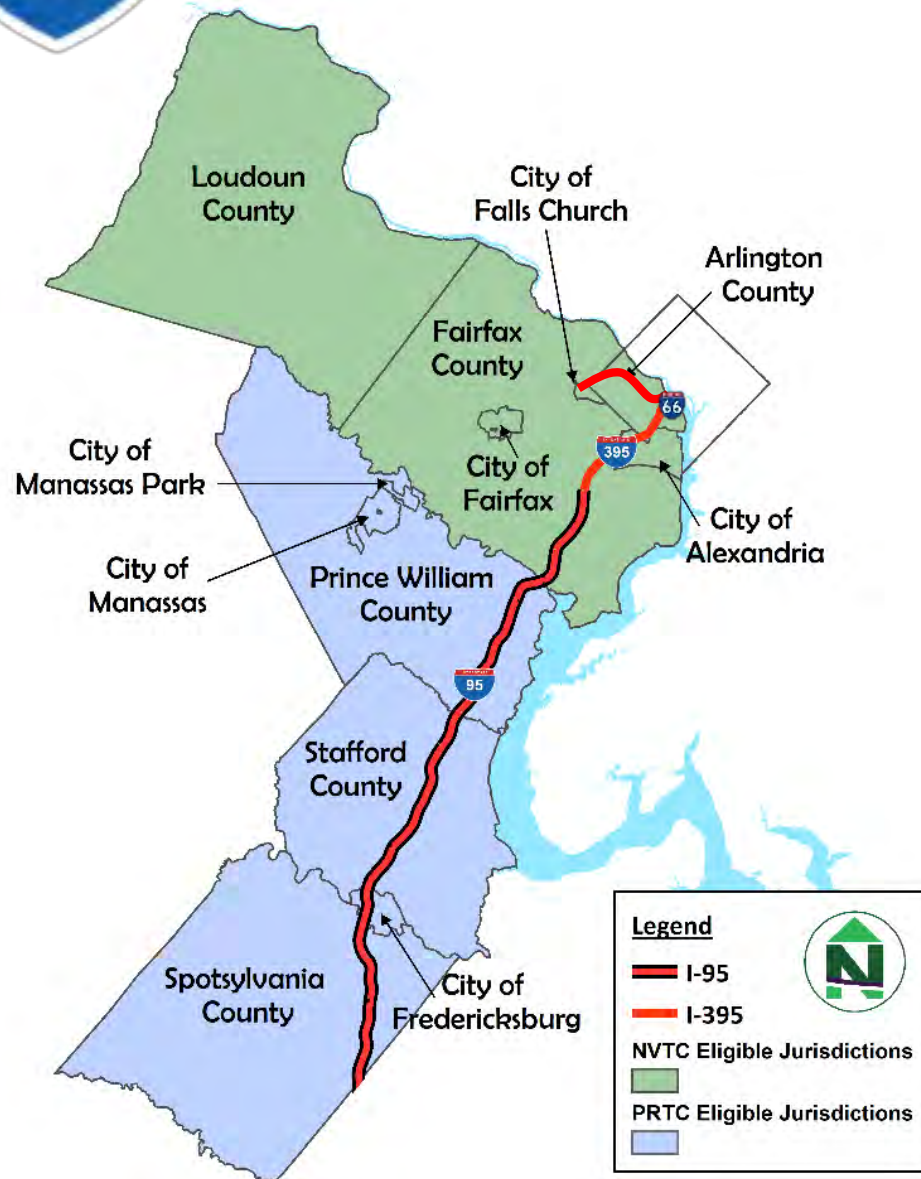


Action on FY 2019 Annual Report





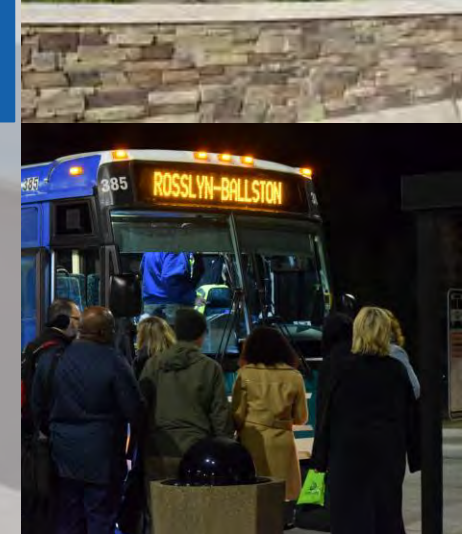
FY 2019 Annual Report



I-395/95 COMMUTER CHOICE PROGRAM

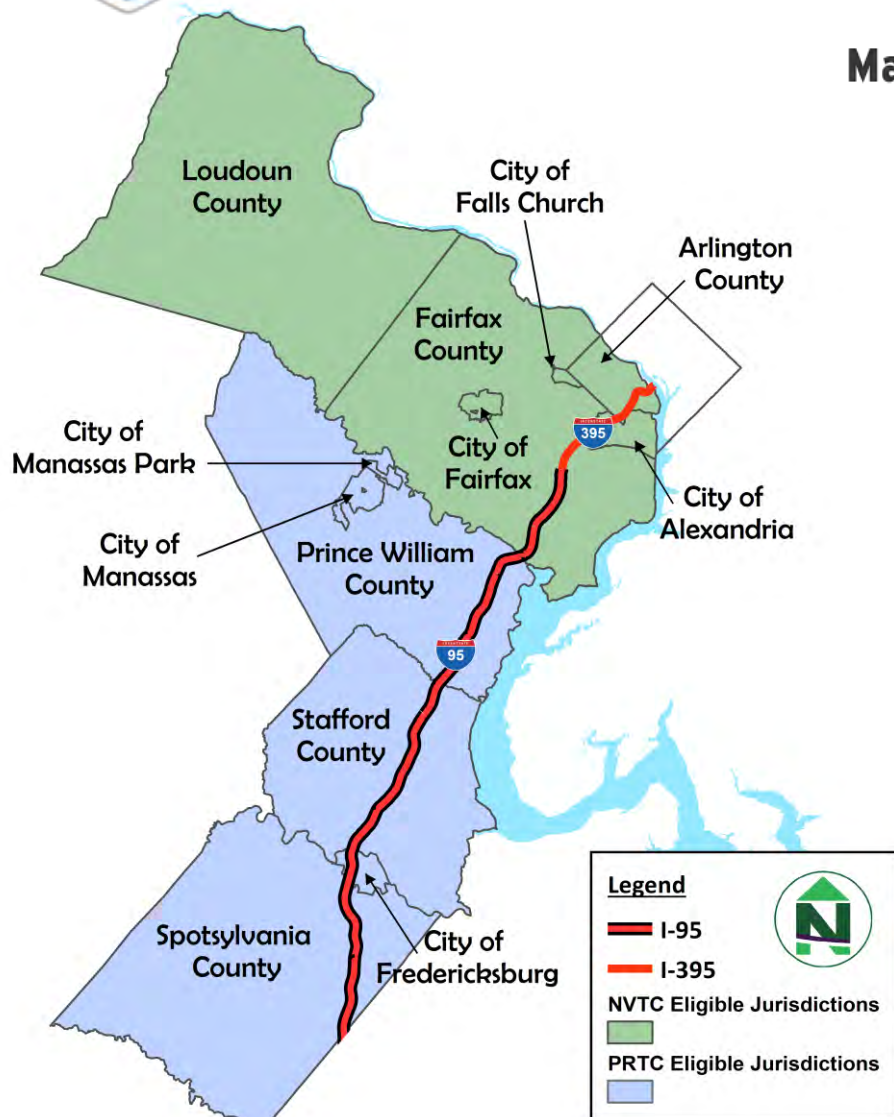


Action on Inaugural Program of Projects





I-395/95 Commuter Choice Overview



Maximize Person Throughput



Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices



Enhance transportation safety and travel reliability

\$15 million per year
plus 2.5% annual escalation →
Up to \$22 million for
inaugural 20-month program



I-395/95 Inaugural Program Development



COMPLETED

Call for
Projects

Application
Review

Public
Input

Joint Commission
Working Group
Program
Recommendation

TODAY

**Commission
Adoption and
Referral to CTB**

- NVTC
- PRTC

OCT. 17

**CTB
Approval**

- Inclusion in
SYIP

LATE 2019

**Toll Day 1
Execute Project
Agreements**



Proposed I-395/95 Inaugural Program



Applicant	Application Title	Application Score (Max. 100 Points)	Funding Request
NVTC	I-395/95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	-	\$ 800,000
OmniRide	Enhanced Bus Service from Dale City to Ballston	100	\$ 251,600
DASH	Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro	92	\$ 3,040,000
OmniRide	Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	85	\$ 562,400
OmniRide	Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	80	\$ 1,133,500
Fairfax County	New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements	80	\$ 3,540,903
NVRC	New TDM Outreach Campaign for Military Facilities	79	\$ 396,184
OmniRide	New Bus Service from Staffordboro to Downtown D.C.	77	\$ 3,569,200
DASH	Enhanced Bus Service on AT-9: Mark Center to Potomac Yard	74	\$ 1,949,000
OmniRide	New Bus Service from Staffordboro to the Pentagon	66	\$ 3,495,300
Arlington County	Commuter Store at the Pentagon Transit Center	63	\$ 211,962
Fairfax County	Enhanced Bus Service to the Pentagon with Saratoga and Backlick North Park and Ride Improvements	57	\$ 3,382,520
Prince William County	New TDM Outreach to the I-395/95 Corridor	56	\$ 300,000
Stafford County	Expanded Transit Access to Leeland Road VRE Station	39	\$ 5,268,687
Arlington County	Roadway Improvements at Glebe Road and I-395 Interchange	18	\$ 3,000,000
FRED Transit	New Bus Service from North Stafford to Quantico VRE Station – <i>Deferred by applicant</i>		\$ 322,619
Arlington County	Operational Enhancements of the Crystal City - Potomac Yard Transitway – <i>Deferred by applicant</i>		\$ 150,000
Arlington County	Enhanced Bus Service on Metrobus 7Y: McPherson Square to Southern Towers – <i>Deferred by applicant</i>		\$ 200,000
TOTAL FUNDING REQUEST			\$31,573,875

10 projects,
\$19M

Endorsed by the
NVTC-PRTC Joint
Commission
Working Group

3 new bus services,
5 enhanced bus
services and
2 TDM efforts
would move 700
more people
through the
corridor

(in the morning inbound peak)



Proposed I-395/95 Inaugural Program



Applicant	Application Title	Funding Request
OmniRide	Enhanced Bus Service from Dale City to Ballston	\$ 251,600
DASH	Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro	\$ 3,040,000
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OmniRide	New Bus Service from Staffordboro to the Pentagon	\$ 3,495,300
Arlington County	Commuter Store at the Pentagon Transit Center	\$ 211,962
NVTC	I-395/95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	\$ 800,000
TOTAL		\$18,950,049



I-395/95 Commission Action



- Approve Resolution #2392:
 - Approve the Inaugural I-395/95 Commuter Choice Program of Projects
 - Forward to the Commonwealth Transportation Board
 - Authorize the NVTC Executive Director to Execute the Standard Project Agreements

I-66 COMMUTER CHOICE PROGRAM

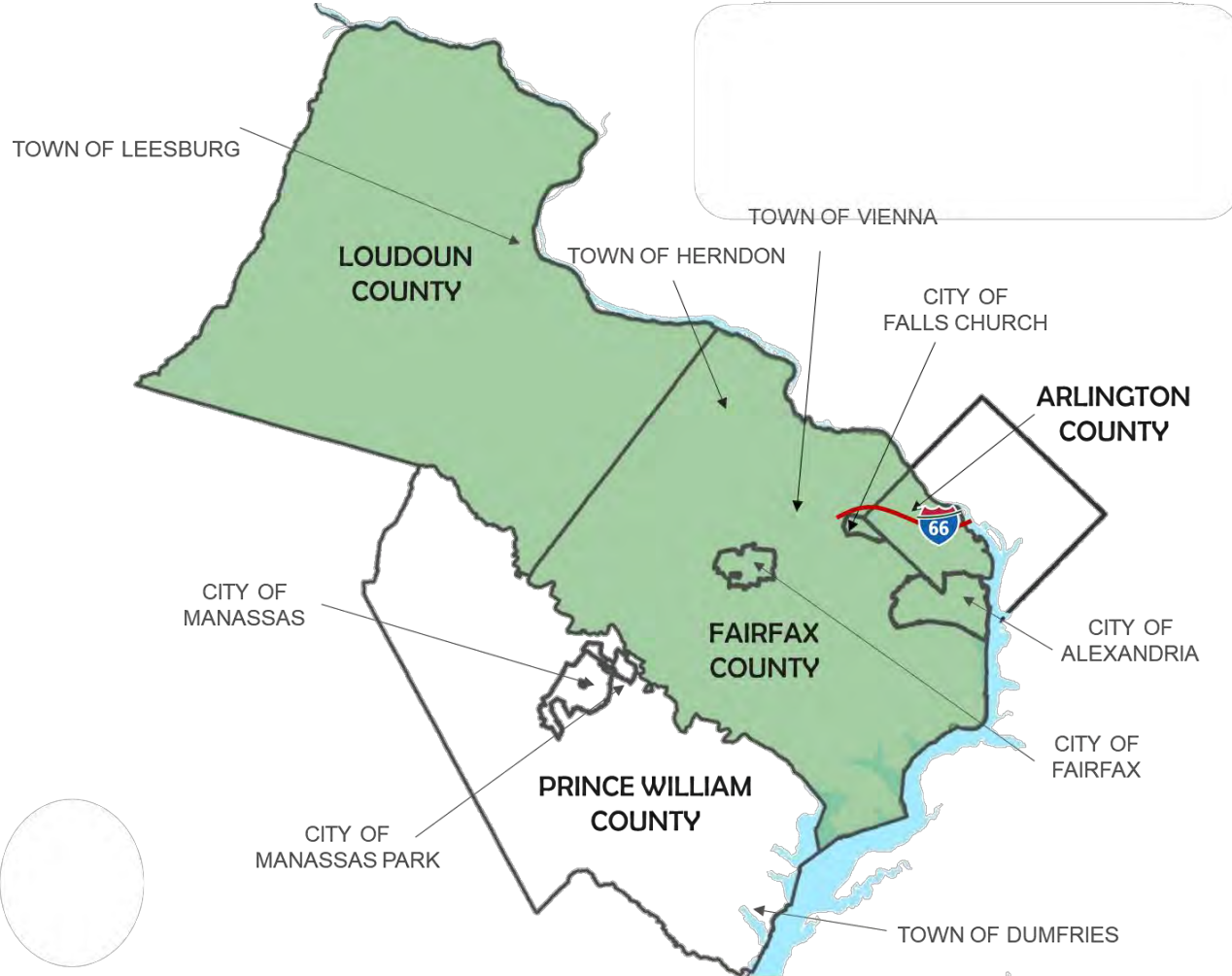


Briefing on Round Four Call for Projects





I-66 Commuter Choice Overview



Reduce Roadway
Congestion



Increase Travel
Options



Move More
People



Enhance
Transportation
Connectivity



Improve Transit
Service



Current Technical Evaluation Approach



55 points

20 points

15 points

10 points

Technical Merit

Priorities

Regional Priorities
(I-66)
Toll Day 1 Readiness
(I-395/95)

Cost
Effectiveness

Applicant
Preference

45%

15%

15%

15%

10%

Person Throughput

Travel Time
Savings

Trans-
portation
Connections

Accessi-
bility

Diversion
Mitigation

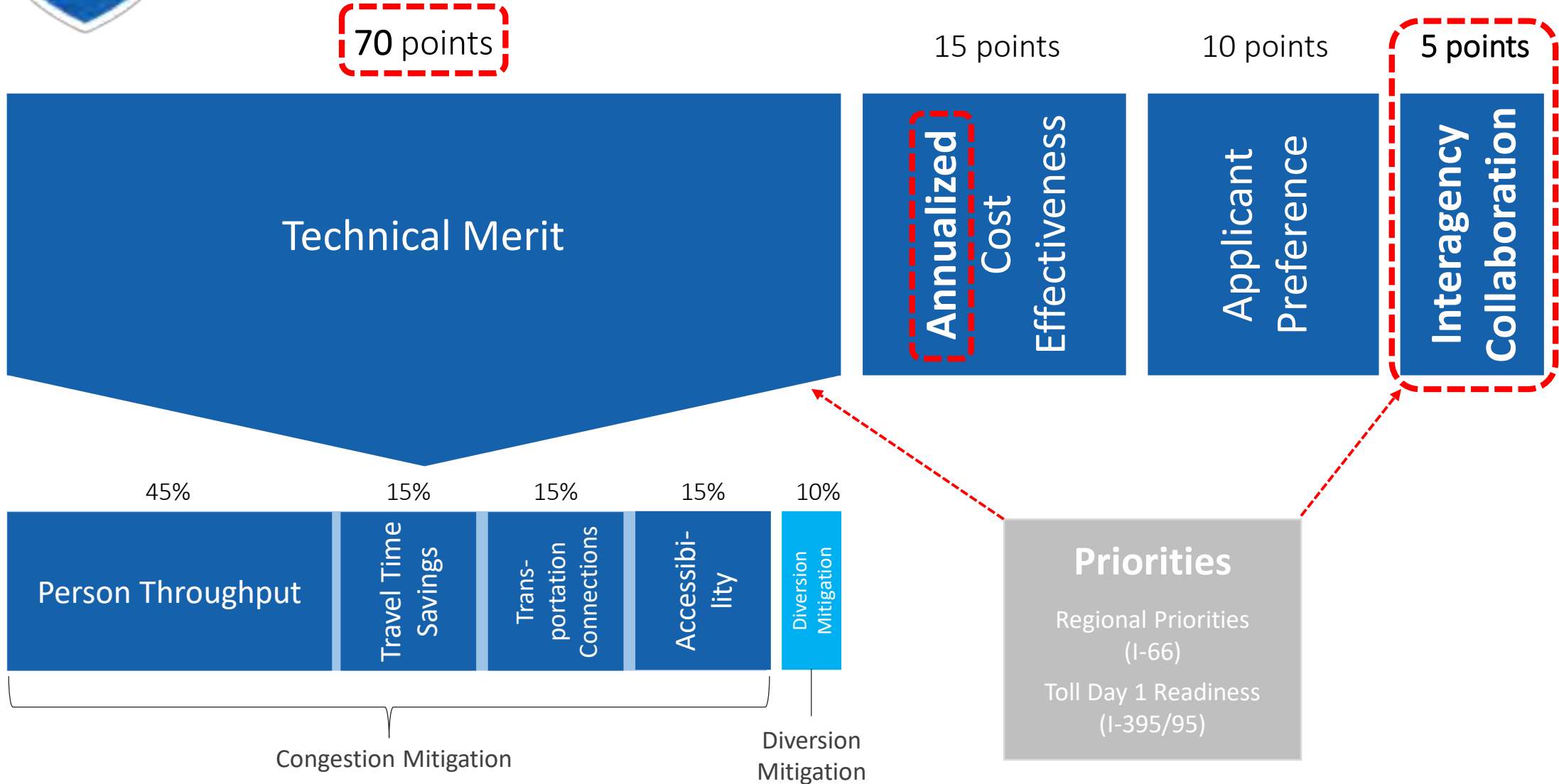
Congestion Mitigation

Diversion
Mitigation

Results in a technical score
(max 100 points) provided to
Commission and public for
consideration

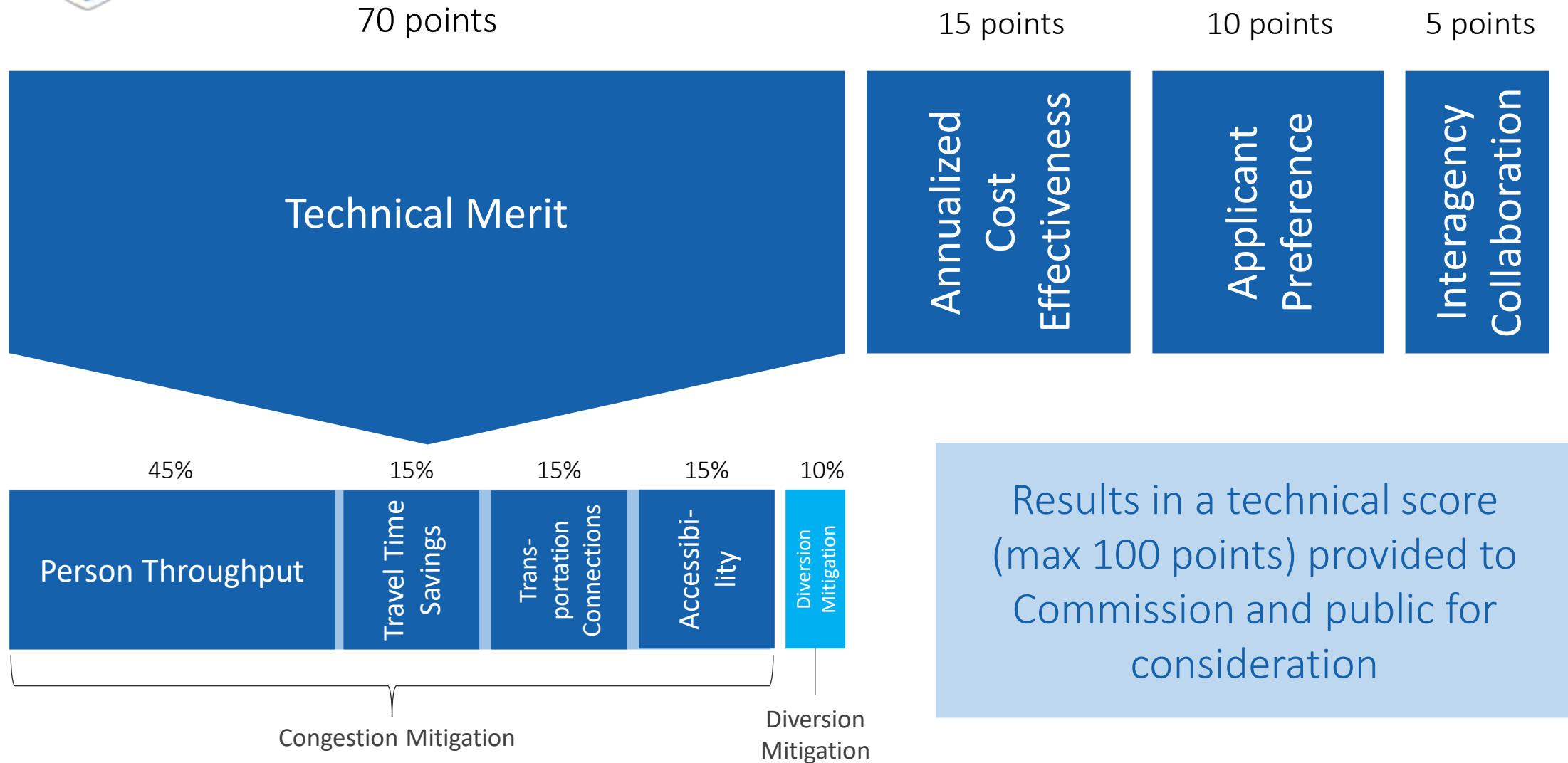


Proposed Changes to the Approach





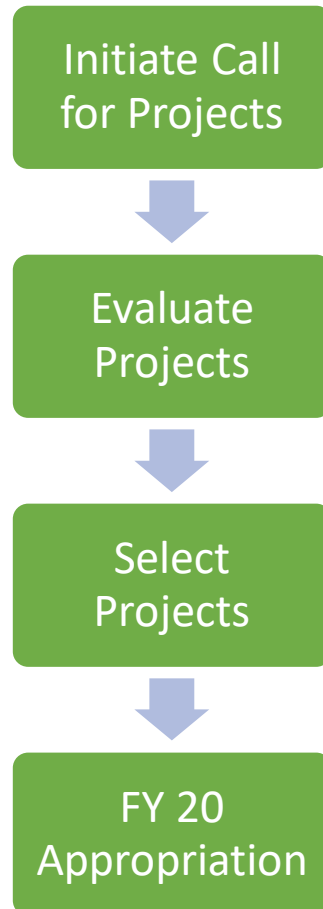
Proposed Technical Evaluation Approach



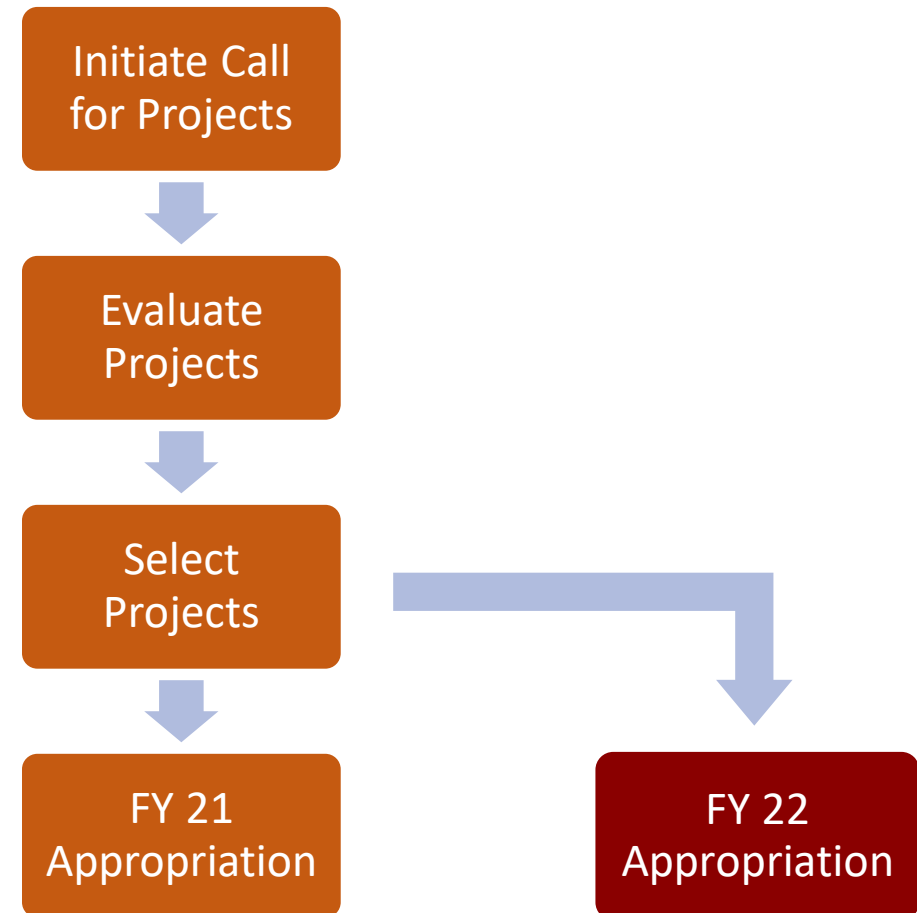


Two-Year Calls for Projects

To Date:
Annual Programs

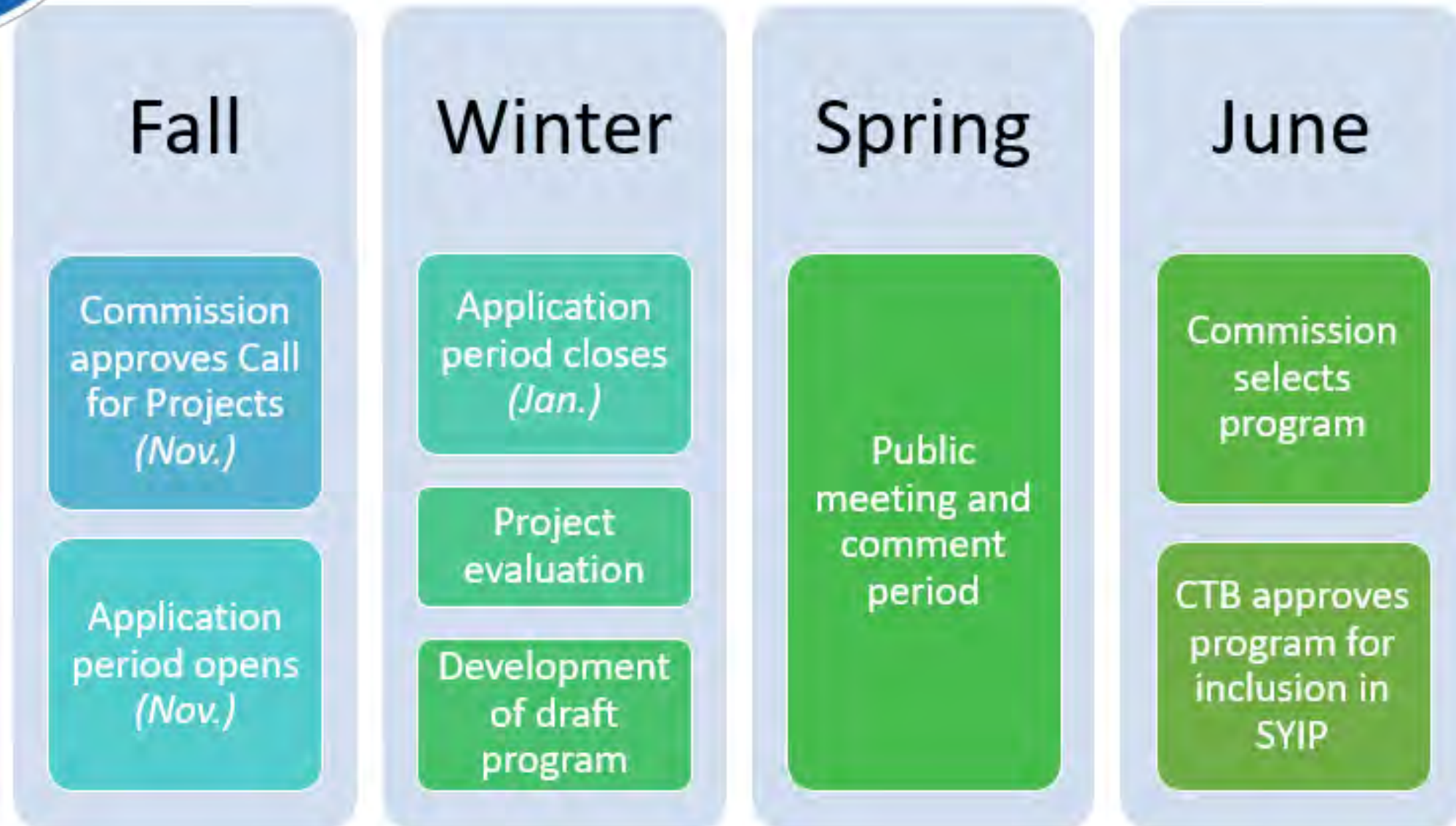


Proposed:
Two-Year Programs



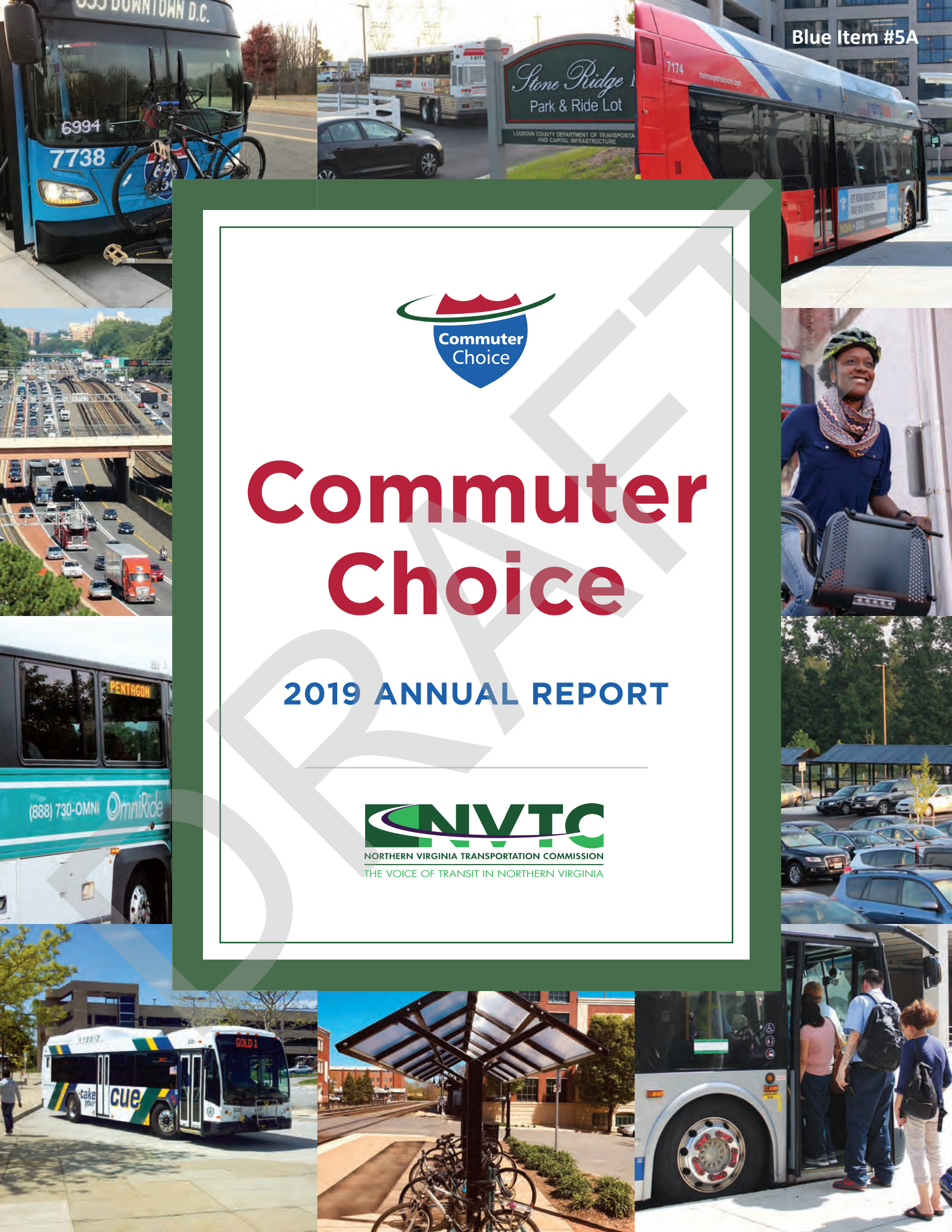


I-66 Round Four Schedule



Questions





Commuter Choice

2019 ANNUAL REPORT



OVERVIEW

Annual Report Fiscal Year 2019



Commuter Choice, a trailblazing, innovative and competitive grant program, invests toll revenues in public transit and other multimodal projects along two expressway corridors in Northern Virginia.

A partnership between the Northern Virginia Transportation Commission (NVTC) and the Commonwealth of Virginia, Commuter Choice improves the reliability and efficiency of commuting along some of the most congested interstate corridors in the nation. By offering more options, toll road users and transit riders can choose the mode that gets them to the places that they want to go.

Projects are selected through a competitive process that considers each project's ability to: move more people, support diverse travel choices and enhance transportation safety and travel reliability. By moving people more efficiently, congestion is lessened, and toll road users experience more consistent travel speeds. Access to transit, roadway operations, transportation demand management (TDM) and other multimodal projects encourage different travel modes and add resources for commuters who seek alternatives to driving alone.

Local investment in transit and multimodal projects ensures that Northern Virginians have access to safe, reliable and sustainable transportation to educational and career opportunities in the Washington metropolitan region. Even people who do not use Commuter Choice-funded services benefit from the growth of a more connected public transportation network.

The Commuter Choice program began supporting projects to alleviate congestion as rush hour tolling started on I-66 Inside the Beltway. With the upcoming extension of the 95 Express Lanes to include the eight miles of formerly high occupancy vehicle (HOV) lanes along I-395, the program will soon begin providing grants for transit and multimodal projects along the I-395/95 corridor between Spotsylvania County and the D.C. line.

Commuter Choice on the I-66 corridor Inside the Beltway

During fiscal year 2019, NVTC announced a call for projects for Round Three (FY 2020) and received 20 project applications requesting more than \$32 million in funding. After evaluation, 13 projects were selected to receive a total of \$19.6 million. Once implemented, the 13 projects will save 485,000 hours of collective travel delay annually and move approximately 3,800 people through the I-66 corridor Inside the Beltway each morning. Eighty-seven percent of the program will fund new or enhanced bus service and the remaining funding will support transit incentives, alternate ways to travel such as carpool and vanpool, and the program's administration.

Commuter Choice on the I-395/95 corridor

The Commuter Choice program on the I-395/95 corridor is the result of a 68-year Memorandum of Agreement (MOA) between the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia authorizing NVTC to use revenues from the 395 Express Lanes to fund multimodal transportation projects. In April 2019, the inaugural Commuter Choice program on the I-395/95 corridor launched its first call for projects and received 17 applications requesting over \$30 million in funding. NVTC expects to seek approval in October from the Commonwealth Transportation Board (CTB) to award \$18.9 million in projects.

Information on awarded projects from both corridors will be described in the 2020 Annual Report.

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Projects Awarded in Round Three (FY 2020)



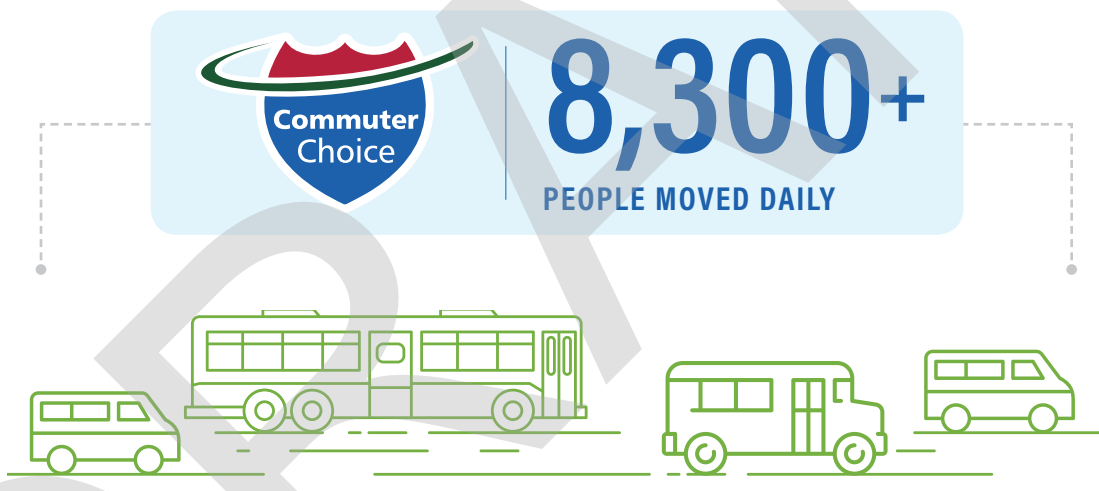
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Eligible Applicants

Program Highlights

Commuter Choice moves more people through Northern Virginia's congested corridors.

- ✓ *Commuter Choice has invested \$41.5 million in 36 projects that move an additional 8,300+ people through the corridor each day.*
- ✓ *NVTC monitors the effectiveness of projects and reports on project and corridor transit performance.*
- ✓ *Commuter Choice has funded nine new express bus routes and increased service on seven existing routes. Three of the new bus routes, initially funded in Round One (FY 2017-2018), were awarded continued funding in Round Three (FY 2020).*

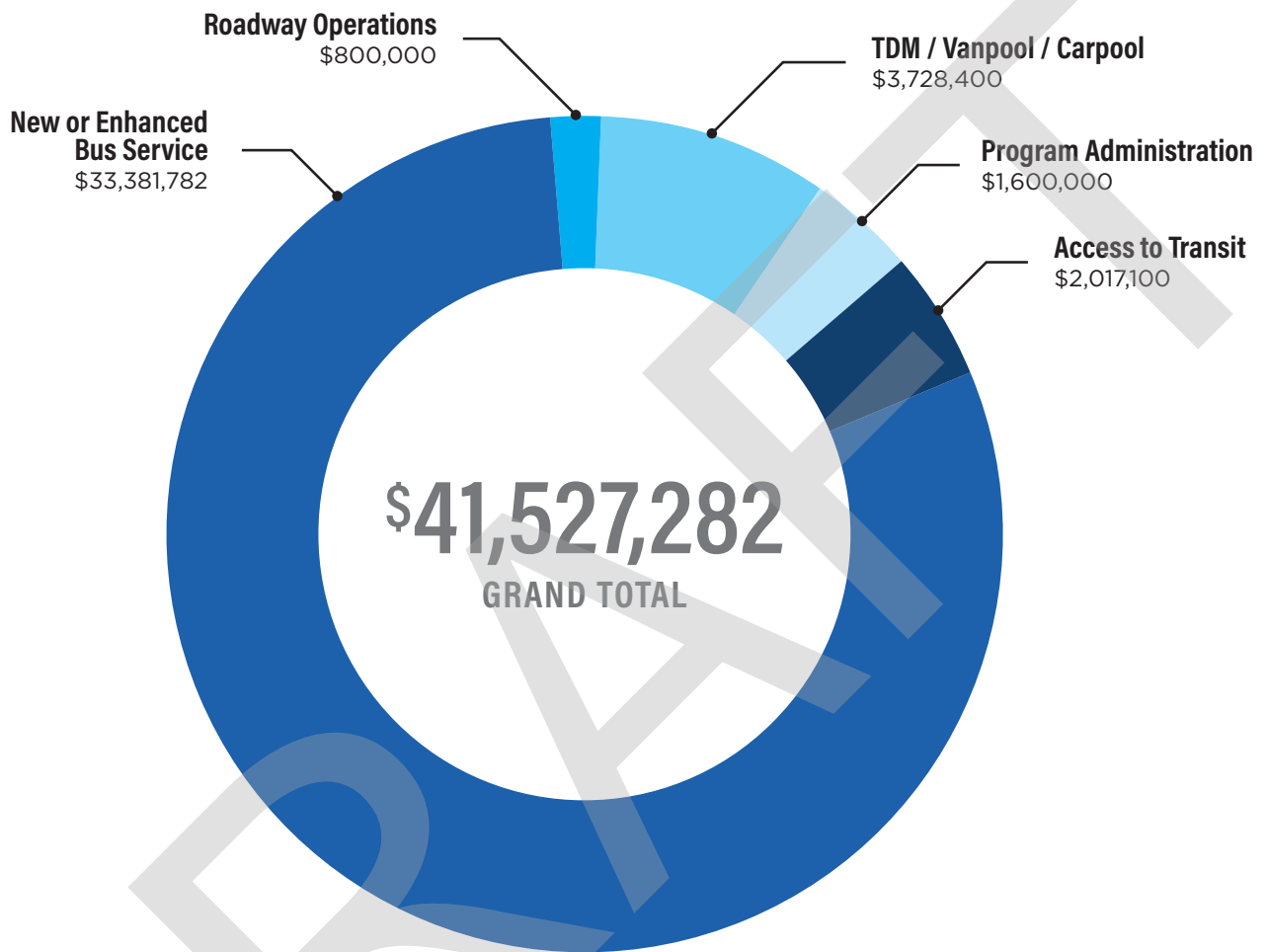


Commuter Choice projects increase travel options and enhance transportation connectivity by using toll revenues to support local projects.

- ✓ *Commuter Choice projects connect 20 activity centers across Northern Virginia and the District of Columbia.*
- ✓ *Commuter Choice funding has contributed to the construction of a park and ride lot, added Capital Bikeshare programs near existing transit hubs and enhanced bus stop amenities.*
- ✓ *Since 2017, Commuter Choice projects have reduced close to 1 million annual hours of travel delay.*

2017-PRESENT

Projects by Award Amount and Category



Project Categories	Award Amount	Number of Projects
Access to Transit	\$2,017,100	4
New or Enhanced Bus Service	\$33,381,782	21
Roadway Operations	\$800,000	2
TDM / Vanpool / Carpool	\$3,728,400	8
Program Administration (2017-present)	\$1,600,000	1
GRAND TOTAL	\$41,527,282	36



New or Enhanced Bus Service

ARLINGTON COUNTY

Bus Stop Consolidation and Accessibility Improvements, Lee Highway and Washington Boulevard

Consolidates underutilized and closely spaced bus stops along the Lee Highway and Washington Boulevard corridors to reduce travel times and attract new bus riders. Upon project completion, up to 30 bus stops will be retrofitted with bus stop pads and pedestrian facilities – such as sidewalks, curb ramps, and crosswalks – that are compliant with the Americans with Disabilities Act (ADA). The upgraded bus stops will also add enhanced passenger amenities, including shelters, benches and new lighting fixtures.

💰 Funding \$462,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support capital costs related to the project.

✅ Project Status

Of the 30 planned bus stop improvements, 24 have been completed, including the addition of ADA-compliant passenger landing pads and pedestrian facilities such as upgraded sidewalks, curb ramps and crosswalks. Riders will see additional shelters, lighting and customer information displays as the project reaches completion during fiscal year 2020.

FAIRFAX COUNTY

Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations

Creates a new nonstop service, the Fairfax Connector 698 route, from the Vienna/Fairfax-GMU Metrorail station to the Pentagon Transit Center to enhance connectivity and access to transportation hubs. Four new buses will provide 10 inbound and 10 outbound trips.

💰 Funding \$3,452,618

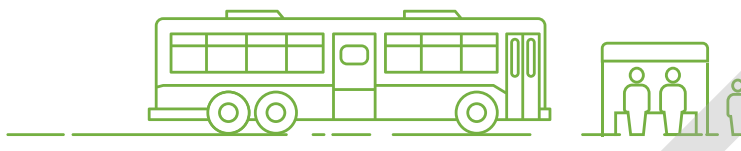
Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of four buses and two-years of operating costs.

✅ Project Status

A successful and well-utilized bus service, Route 698 launched in January 2019. The route has shown consistent growth in ridership and some trips regularly operate near seated capacity. Bus wrapping advertisements and other social media engagement are planned to continue to attract new riders.



FAIRFAX COUNTY

Fairfax Connector Government Center – Downtown DC, Route 699

Provides express bus service from the Fairfax County Government Center, where free parking is available, to major regional employment and educational centers – including The George Washington University campus, U.S. Department of State, and World Bank – in Washington, D.C. This Fairfax Connector bus service provides 10 morning rush-hour inbound trips and 10 afternoon rush-hour outbound trips, with departures roughly every 20 minutes.

💰 Funding \$3,336,836

Initially funded in Round One (FY 2017-2018) and was granted continued funding in Round Three (FY 2020)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of four new buses and two years of operating costs.

✓ Project Status

Ridership on Route 699 is strong and continues to grow year after year with some trips exceeding seating capacity by 105 percent and standing passengers. The project was awarded Round Three (FY 2020) funding in response to passenger demand. The continued support will provide additional peak period trips.

CITY OF FALLS CHURCH

Metrobus Route 3T Extension and Service Expansion

Restores direct Metrobus service between West Falls Church-VT/UVA and East Falls Church Metrorail stations. The expanded 3T route features bi-directional, peak period service with 24-minute headways.

💰 Funding \$845,754

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the route's extension.

✓ Project Status

Commuters have utilized Metrobus 3T's expanded service since service returned in January 2019. The City of Falls Church will continue to market the service through social media, web and by attending pop-up promotional events to encourage ridership.

LOUDOUN COUNTY

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Links the Town of Purcellville and Wiehle-Reston East Metrorail station via new bus service. The project initially included a minimum of 80 leased commuter parking spaces and the operation of nine morning and nine afternoon trips.

💰 Funding \$1,065,960

Initially funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the leasing of park and ride lot spaces and covers the operating costs for the new service for two years.

✓ Project Status

The new Metro Connection route has experienced consistent ridership growth since it began service in November 2018. Overall usage of the Purcellville park and ride lot has been strong, and Loudoun County negotiated an additional 45 parking spaces, for a total of 125 spaces, to meet the lot's growing use.

LOUDOUN COUNTY

Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Extends Loudoun County Transit's 88X service to a new western terminus in the Dulles South area and maintains 28-minute headways to the Wiehle-Reston East Metrorail station during peak periods.

💰 Funding \$1,706,040

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support a bus routing analysis, leasing of two buses and two years of operating costs.

✓ Project Status

The route extension has been a success for Loudoun County, and riders have been attracted to the route because of the convenience of parking and boarding buses at the Stone Ridge lot. Total ridership on this route has increased by nearly 30 percent compared to pre-extension service.

LOUDOUN COUNTY

Stone Ridge Enhanced Transit

Establishes commuter bus service from the recently constructed Stone Ridge II park and ride lot in Aldie. The new lot, funded in part by Commuter Choice, triples the commuter parking capacity in the Dulles South area and includes passenger amenities such as bus shelters and bike lockers to encourage ridership and help resolve first- and last-mile issues.

💰 Funding \$1,940,939

Initially funded in Round One (FY 2017-2018) and was awarded continued funding in Round Three (FY 2020)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported the construction of the park and ride lot and two years of operating costs.

✓ Project Status

The Stone Ridge park and ride lot is almost entirely occupied on most weekdays. Ridership on the Stone Ridge to D.C. commuter service has been stable over the last year, with good ridership on all trips.

Stone Ridge Enhanced Transit was awarded FY 2020 funding to continue bus operations.

Gainesville to Pentagon Commuter Service

Connects residents in the rapidly growing community of Gainesville to the Pentagon by providing eight daily trips at first, four inbound during morning rush hour and four outbound during the afternoon rush. Due to growing popularity, one inbound and one outbound trip was added after the first year of service. In May 2018, as construction ramped up on I-66 express lanes outside the Beltway, fares on the Gainesville to Pentagon buses were cut in half with funding from the Virginia Department of Transportation.

💰 Funding \$887,900

Initially funded in Round One (FY 2017-2018) and was awarded continued funding in Round Three (FY 2020)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported the operations of the new Gainesville to Pentagon service, as well as the lease of park and ride spaces and marketing of the route.

✓ Project Status

The Gainesville to Pentagon commuter bus service continues to be among OmniRide's most successful routes. The service is still attracting new riders, many of whom have become regulars. Daily morning peak period ridership has increased by 26 percent since 2018.

The project was awarded Round Three (FY 2020) funding to add trips and serve a new, larger park and ride lot in Gainesville.

OmniRide Linton Hall Metro Direct Bus Service Enhancement

Adds one morning and afternoon trip on OmniRide's Metro Direct route between Linton Hall and the Tysons Corner Metrorail station to serve more riders during I-66 construction and support transit and transportation demand management plans.

💰 Funding \$134,200

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supports transit operating costs of additional trips for two years.

✓ Project Status

OmniRide launched a two-month promotional campaign in May 2019 before the start of bus service in July.

On-Demand Commuter Lot Shuttles in Prince William County

Links Gainesville/Haymarket neighborhoods to nearby commuter lots via free, on-demand shuttles. Funding will cover the purchase of vehicles, onboard vehicle hardware, transit operation and promotion.

💰 Funding \$1,087,796

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of vehicles and support operating costs.

✓ Project Status

Planning is underway with service launch anticipated in 2020. OmniRide is currently working on procuring an operator for the shuttles.



Access to Transit

CITY OF FAIRFAX

CUE Access and Technology Improvements

Improves access and comfort at CUE bus stops through the installation of shelters, benches, signage and real-time transit information displays. The project included funding for a marketing campaign to increase awareness of CUE.

💰 Funding \$965,000

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway are being used to evaluate, procure and implement access and technology improvements to the CUE bus system.

✅ Project Status

Outreach, including conducting online surveys, attending pop-up events, counting samples and survey analysis has been completed and the criteria to prioritize bus stop improvements have been developed. The City of Fairfax expects to complete project design and begin construction in 2020.

FAIRFAX COUNTY

I-66 Corridor Vienna/Merrifield Bike Share Expansion

Adds 10 new bike share stations, connecting residents to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations and regional trails.

💰 Funding \$497,100

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase, installation and operation of new bike share stations.

✅ Project Status

Locations for the 10 stations have been identified. Equipment acquisition, local coordination and station design are underway.



CITY OF FALLS CHURCH

Expanded Transit Access, Bike Share

Supports operations of Capital Bikeshare stations in the City of Falls Church, near the East Falls Church and the West Falls Church Metrorail stations. Many areas in Falls Church are beyond a convenient walk to either of the Metrorail stations but are within a comfortable biking distance. The new bike share stations fill a gap in the regional bike share network, increase travel options and reduce demand on the regional highway system.

💰 Funding \$462,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support up to five years of operating assistance and maintenance for bike share stations along N. Washington St and S. Washington St. (Route 29), W. Broad St (Route 7) and the W&OD Trail in the City of Falls Church.

✓ Project Status

Since the launch of this project in May 2019, Capital Bikeshare has averaged more than 200 daily bike trips that either originate or end in the City of Falls Church.

CITY OF MANASSAS

Bicycle Parking Improvements at Manassas VRE Station

Adds new sheltered bike racks, up to 10 bicycle lockers, and a bicycle repair stand to provide safe and convenient long-term bicycle parking, making bikes more attractive as a first- and last-mile option for Virginia Railway Express and Amtrak riders. The new bicycle amenities will also provide safe and convenient long-term bicycle parking options.

💰 Funding \$55,000

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supports the acquisition and installation of bicycle racks, lockers and other amenities.

✓ Project Status

The bicycle shelter and eight bicycle racks have been installed. Promotional efforts are ongoing, and the installation of the bicycle lockers and the repair station is expected to be completed in September 2019.



Roadway Operations

ARLINGTON COUNTY

I-66 Corridor Intelligent Transportation System Enhancements

Improves Arlington County's real-time traffic monitoring system by enhancing the intelligent transportation systems infrastructure so the county can better respond to special events and incidents in the corridor. When fully implemented, Arlington County will be able to share video feeds and data easily with county residents and regional partners like the Metropolitan Washington Council of Governments, and both the Virginia Department of Transportation and the District of Columbia Department of Transportation.

💰 Funding \$400,000

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support technology and equipment costs, including count stations, Bluetooth detectors and the installation of closed-circuit television (CCTV) as well as the costs to report and share data with partner agencies.

✅ Project Status

Arlington County has begun to procure intelligent transportation system equipment and will soon begin testing and installing the equipment.

ARLINGTON COUNTY

Traffic Management Center

Upgrades to Arlington County's Traffic Management Center will allow the county to maximize its new intelligent transportation system (ITS) capabilities by centralizing data from field devices and respond to incidents as observed in real-time.

💰 Funding \$400,000

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support staff resources for the Traffic Management Center's monitoring and incident response for two years.

✅ Project Status

Arlington County has staffed the center for the morning rush hour and is currently recruiting staff for evening coverage. Since the project began, incident data collection has improved, and the collected data is more detailed and useful. County staff can more accurately monitor and improve incident management and will continue to refine procedures.



Transportation Demand Management

ARLINGTON COUNTY

Expanded TDM Outreach to the I-66 Corridor

Expands Arlington County's transportation demand management efforts in the I-66 corridor, which provide information about transportation options to commuters, as well as incentives to commute by modes other than driving alone. Round One (FY 2017-2018) funding provided support to establish relationships necessary to achieve travel behavior change. The next phase of the project, supported by Round Two (FY 2019) funds, built on the relationships and focused on outreach related to teleworking and implementing flexible work schedules.

Funding \$350,000

Funded in Round Two (FY 2019)

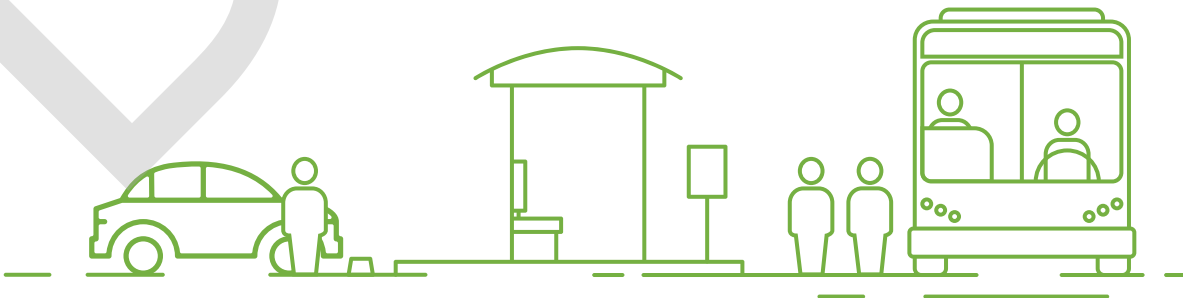
Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the hiring of two staff members, marketing, reporting and outreach and engagement.

Project Status

The information, incentives and tools provided through outreach, marketing and the Commute 66 website serve as a commuter resource.

Monthly updates and online newsletters educate and encourage commuters to carpool, vanpool, use public transit, telework or explore flexible work schedules and provide options for solo drivers.





ARLINGTON COUNTY

Multimodal Real-Time Transportation Information Screens

Provides real-time information on transit arrivals, the availability of Capital Bikeshare and Zipcar as well as travel times and toll rates on I-66 to complement Arlington County's successful transportation demand management program. Multimodal real-time transportation screens, which provide dynamic information, are planned for Metrorail stations, high-utilization bus stops, and residential and office buildings in the Rosslyn-Ballston corridor.

💰 Funding \$250,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of up to 50 screens and the first year of service costs.

✅ Project Status

To date, eight screens have been installed. Arlington County continues to explore opportunities for expanding the displays to additional residential complexes, public schools, hotels and other properties.

OMNIRIDE

Flexible Vanpool Program

Develops and provides rostering and fare payment software to allow riders registered with one vanpool to ride with another and unregistered riders to catch a one-time ride.

💰 Funding \$317,600

Funded in Round Two (FY 2019)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support costs of software and hardware procurement and vanpool promotion.

✅ Project Status

Service and promotional plans are being developed. Procurement for the software platform that will allow for flexible vanpooling is expected to begin in Fall 2019 so that it can be deployed next year.



Completed Projects

ARLINGTON COUNTY

Peak Period Service Expansion to Metrobus Route 2A, Washington Boulevard-Dunn Loring

Increased bus frequency and shorter route run times were designed to make the Metrobus 2A route more attractive to commuters. At the start of the project, half of the commuters in the 2A service area were destined for jobs in Washington, D.C., according to the Metropolitan Washington Council of Governments Household Travel Survey. The 2A operates on Lee Highway and Washington Boulevard, adjacent to I-66, and connects three jurisdictions with three Metrorail stations. The project increased rush-hour frequency to every 10 minutes from 15.

💰 Funding \$1,000,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor supported two years of operating costs for the expanded bus service.

✓ Project Status

Grant support for this project ended in June 2019. The service returned to prior service levels with rush-hour headways of 15 minutes. Overall ridership on the Metrobus 2A route decreased between 2017 and 2019, though it began to rebound between spring 2018 and spring 2019, from approximately 2,100 weekday trips to nearly 2,300.

ARLINGTON COUNTY

Peak Period Service Expansion to ART Bus Route 55

Added buses to the ART Route 55 during the morning and afternoon rush hours to provide extra round trips and attract new riders. The route, which runs along Lee Highway, connects commuters to the East Falls Church and Rosslyn Metrorail stations.

💰 Funding \$450,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported operating costs of expanded service for two years.

✓ Project Status

Grant support for this project ended on June 30, 2019. At the end of funding support, the additional trips averaged nearly 200 weekday passengers. Arlington County is continuing to fund the service expansion through its General Fund.



ARLINGTON COUNTY

Expanded TDM Outreach to the I-66 Corridor

Enhanced the successful transportation demand management (TDM) program, now called Commute66, and targeted commuters bound for locations along the I-66 corridor Inside the Beltway and Washington, D.C. Robust employer and residential outreach sought to reduce single-occupant car trips through the corridor.

💰 Funding \$350,000

Initially funded in Round One (FY 2017-2018) and awarded continued funding in Round Two (FY 2019) and Round Three (FY 2020)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported part-time marketing staff and program incentives. Arlington Transportation Partners provided, in-kind, a part-time residential outreach person to complement the grant-funded contract staff.

✅ Project Status

Funding support for the first grant, awarded in Round One (FY 2017-2018), ended in May 2019. Arlington County was awarded funding in Round Two (FY 2019) and Round Three (FY 2020) to continue support for the project. The initial project established valuable contacts with area employers and collected data on the types of incentives that encourage travel behavior changes.

LOUDOUN COUNTY

Transportation Demand Management

Established a transportation demand management (TDM) program and successfully targeted Loudoun County commuters bound for locations along the I-66 corridor Inside the Beltway and in Washington, D.C. The TDM program, called I SHARE 66, provided incentives – such as reduced fares on express buses into D.C. or to Orange and Silver Line Metrorail stations, a SmarTrip® card promotion for new transit riders, and financial rewards for new carpools and vanpools – to get commuters out of their single-occupant vehicles.

💰 Funding \$623,000

Funded in Round One (FY 2017-2018)

★ Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported program marketing and commuter incentives.

✅ Project Status

The I SHARE 66 TDM program supported more than 190,000 fare-free Loudoun Metro Connection transit rides, established a vanpool and numerous carpools, and offered complimentary SmarTrip® cards for new commuter bus riders.



Projects Awarded in Fiscal Year 2020

Project	Funding	Overview
ARLINGTON COUNTY Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square	\$1,040,000	Increases the peak-period frequency of Metrobus 3Y, a peak-direction route that operates between the East Falls Church Metro and downtown Washington, D.C. via Lee Highway.
FAIRFAX COUNTY Enhanced Bus Service from Government Center to D.C.	\$1,939,500	Enhances the service of the Fairfax Connector Route 699 bus, which runs from the Fairfax County Government Center to major employment areas in Washington, D.C. including the George Washington University campus, U.S. Department of State and the World Bank. Adds three morning and three evening peak-direction trips to the existing 10 trips in each direction per day.
LOUDOUN COUNTY Enhanced Bus Service from Stone Ridge to D.C.	\$532,031	Adds two morning and two evening peak-direction buses from the Stone Ridge park and ride lot to major employment areas in Washington, D.C. including the State Department and the Ronald Reagan Building and International Trade Center.
OMNIRIDE Enhanced Bus Service from Gainesville to D.C.	\$1,519,100	Purchases two new buses and adds two morning and two evening peak-direction buses between the Cushing Road Commuter Lot in Gainesville and major employment areas in Washington, D.C. including the State Department, the World Bank and the Ronald Reagan Building and International Trade Center.
OMNIRIDE Enhanced Bus Service from Gainesville to Pentagon	\$4,671,700	Continues the support of the Gainesville to Pentagon OmniRide Express bus, which averages 300 daily riders. The route enhances connectivity as riders can access multiple Metrorail lines, other regional bus providers and government shuttle routes at the Pentagon. Adds eight trips and covers the purchase of three new buses.
OMNIRIDE New Bus Service from Haymarket to Rosslyn	\$776,700	Adds new express bus service between the Haymarket park and ride lot and the Rosslyn-Ballston corridor. Completed in December 2018, this lot offers 230 parking spaces and access to buses that connect to the Ballston, Clarendon, Courthouse, and Rosslyn Metrorail stations and the Arlington campus of George Mason University.
PRINCE WILLIAM COUNTY New TDM Outreach to the I-66 Corridor	\$200,000	Establishes a commuter-focused transportation demand management (TDM) program in Prince William County to increase awareness and promote regional travel choices.



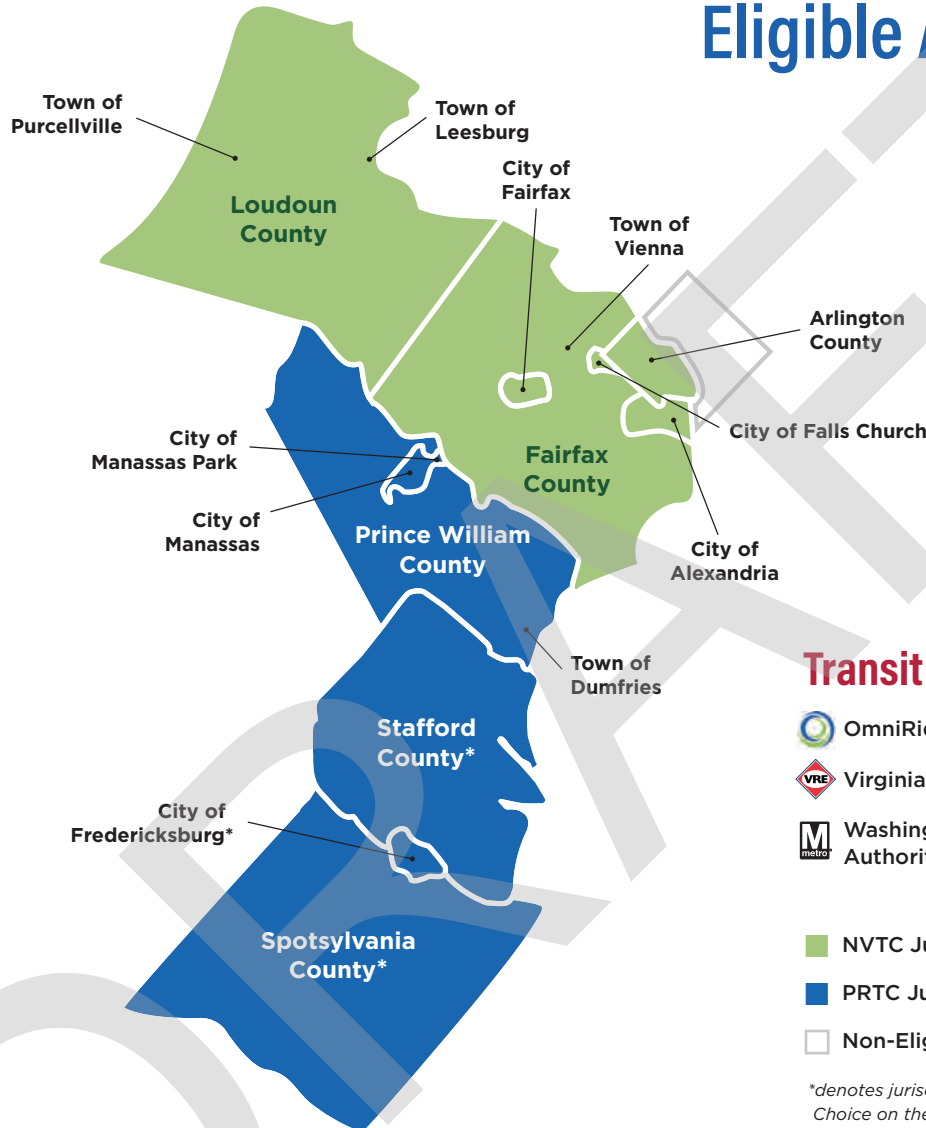
Projects Awarded in Fiscal Year 2020

Project	Funding	Overview
FAIRFAX COUNTY New Bus Service from Stringfellow to L'Enfant Plaza	\$4,326,000	<p>Purchases six new buses and covers the operating costs for new express bus service from the Stringfellow park and ride to L'Enfant Plaza in Washington, D.C.</p> <p>The route will feature 10 morning and 10 evening peak-direction trips and provide access to major employment areas in Washington, D.C. including federal agencies along the National Mall and Seventh Street SW.</p>
OMNIRIDE I-66 Slug Line Campaign	\$287,800	<p>Encourages 'slugging' and informal carpooling in the I-66 corridor and includes the development of a marketing and communications plan to promote slug lines at four commuter lots.</p>
LOUDOUN COUNTY New Bus Service from Stone Ridge to Pentagon	\$1,257,226	<p>Supports the operating costs of new express bus service from the Stone Ridge II park and ride lot to the Pentagon and includes the capital costs for a new bus. Riders can access multiple Metrorail lines, other regional bus providers and government shuttle routes at the Pentagon. The route will feature two morning and two evening peak-direction trips.</p>
LOUDOUN COUNTY New Bus Service from Purcellville to D.C	\$949,482	<p>Purchases a new bus and supports the operating costs for new express bus service from the Purcellville park and ride lot to major employment areas in downtown Washington, D.C. including the State Department and the Ronald Reagan Building and International Trade Center. The route will feature one morning and one evening peak-direction trip.</p>
ARLINGTON COUNTY Expanded TDM Outreach to the I-66 Corridor	\$1,350,000	<p>Supports three years of marketing and outreach through Arlington County Commuter Services (ACCS) and continues the successful commuter program funded in Round One (FY 2017-2018) and Round Two (FY 2019). ACCS' transportation demand management (TDM) program works to ease congestion, move more commuters in fewer vehicles, maximize transportation efficiencies and increase ridership on transit.</p>
NVTC Marketing and Outreach, Program Administration, Evaluation and Oversight	\$800,000	<p>Supports comprehensive program administration, technical and consulting services and the work of the two dedicated staff positions that are responsible for program operations and oversight, reporting, grant and contract management, technical support, coordination with the Commonwealth, applicants and grantees and coordinated outreach efforts along the I-66 corridor.</p>











Eligible Applicants



Transit Agencies

-  OmniRide
-  Virginia Railway Express
-  Washington Metropolitan Area Transit Authority (Metrobus/Metrorail)

-  NVTC Jurisdiction
-  PRTC Jurisdiction
-  Non-Eligible Jurisdiction

**denotes jurisdiction eligible for Commuter Choice on the I-395/95 corridor only*





Published: October 31, 2019

NVTC offers the 2019 Annual Report of the Commuter Choice program to the Commonwealth Transportation Board (CTB) and fulfills the requirement to provide a yearly accounting of the program.

2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201 • (703) 524-3322

novatransit.org

 facebook.com/NoVaTransit  twitter.com/NoVaTransit

Commonwealth and VRE Partnership

NVTC Board Meeting – October 3, 2019

Jennifer Mitchell, Director
Department of Rail and Public Transportation



Overview

The Commonwealth provides funding support to VRE through several programs:

- Statewide Rail Programs
 - Rail Enhancement Fund (REF)
 - Intercity Passenger Rail Operating & Capital Fund (IPROC)
- Statewide Transit Programs
 - Mass Transit Capital Funds
 - Mass Transit Operating Funds
- SMARTSCALE
- Toll Concessionaire Payments
- Discretionary Federal Funds Distributed by DRPT
 - Congestion Mitigation / Air Quality (CMAQ)
 - Surface Transportation Program (STP)

**VRE Moves the
Equivalent of
One Lane of
Traffic Off I-95 /
I-395 and I-66
Each Day**



Examples of State Support for VRE

SMARTSCALE: \$92.6M

- Crossroads Service Yard Expansion
- Station Improvements for
 - Brooke & Leeland Road
 - Quantico
 - Alexandria



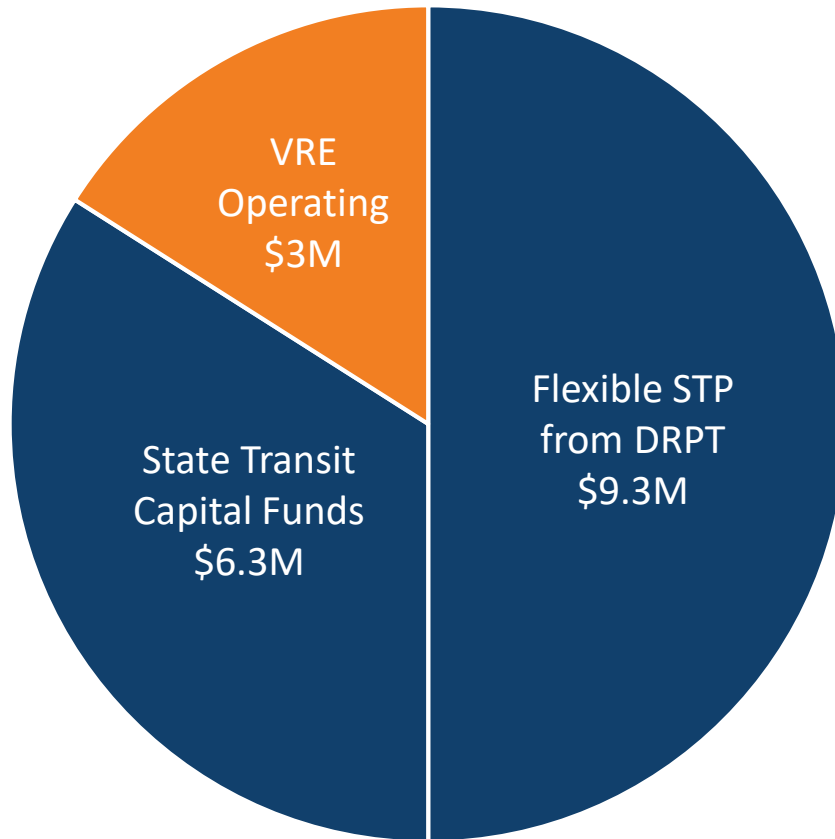
I-66 Outside the Beltway Toll Concession Payment: \$128.5M

- Broad Run Station Maintenance & Storage Facility Expansion
- Expanded platforms at Manassas Station
- Manassas Parking Garage
- Real-Time Traveler Information
- New Rail Cars



Example of State Support for VRE

Track Access Lease Funding (FY 2020): \$18.5M



■ Flexible STP from DRPT 50%

■ State Transit Capital Funds 34%

■ VRE 16%



\$8.5M



\$6.6M

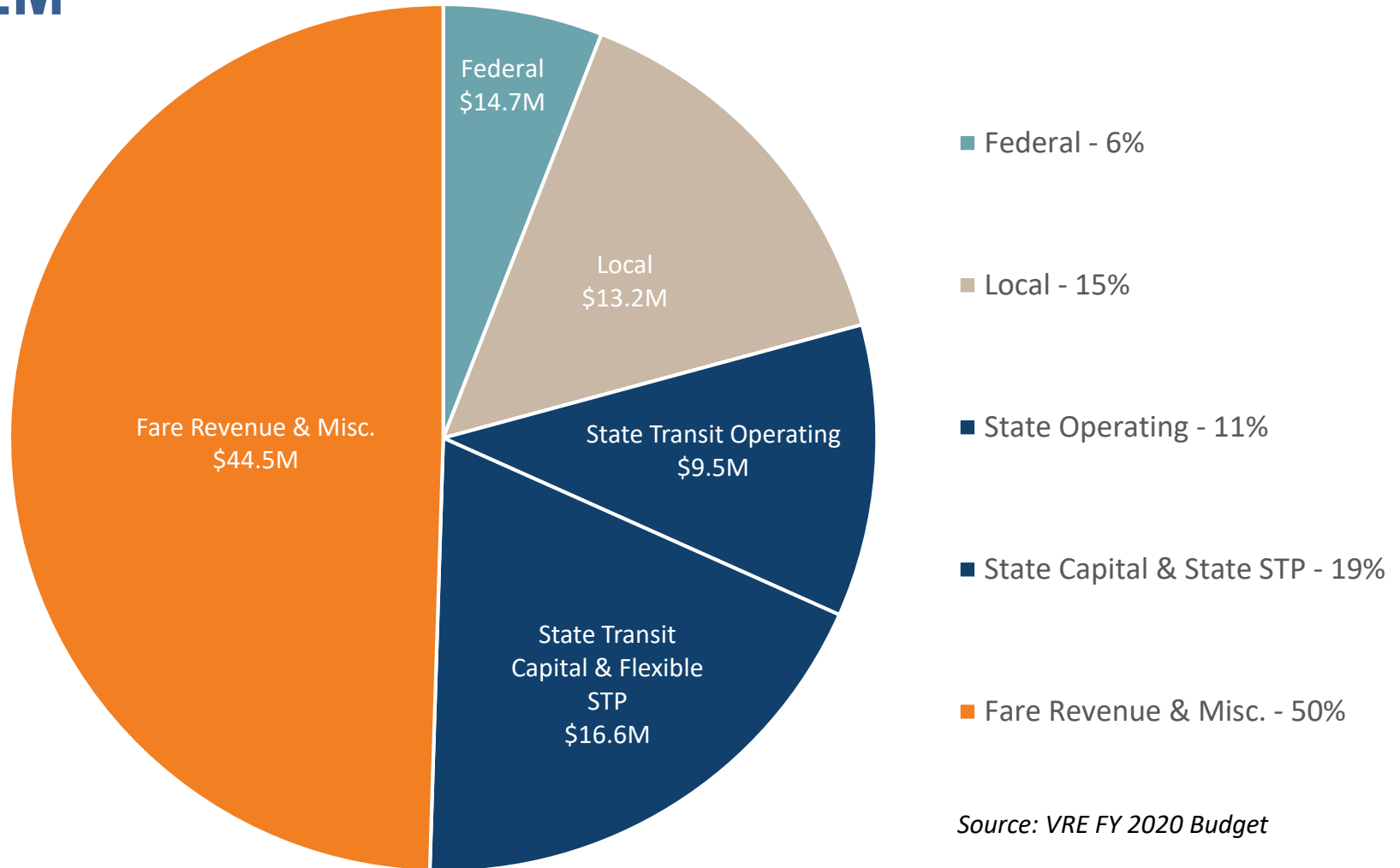


\$3.4M

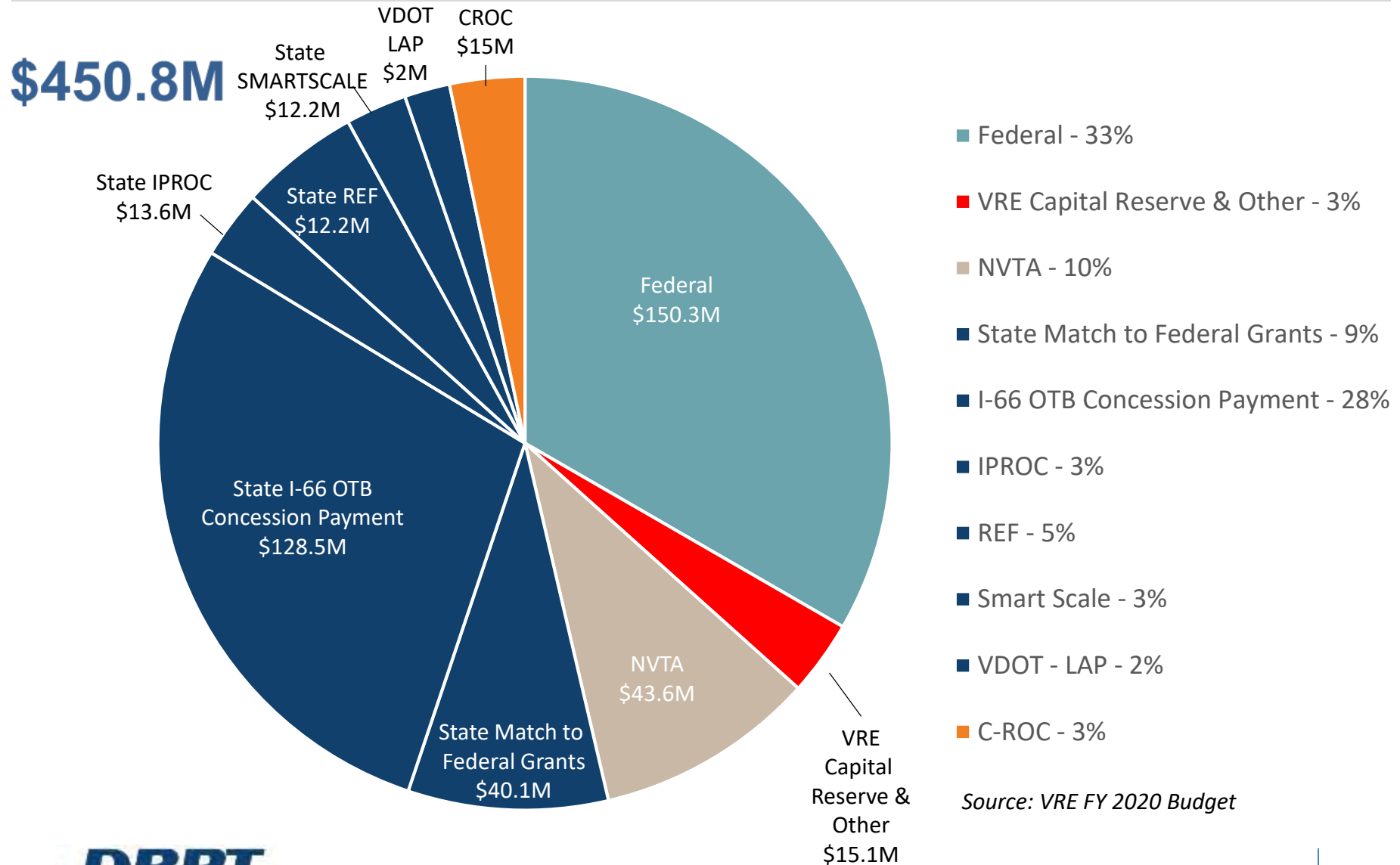
Source: VRE FY 2020 Budget

VRE FY 2020 Sources of Operating Funds

\$89.2M

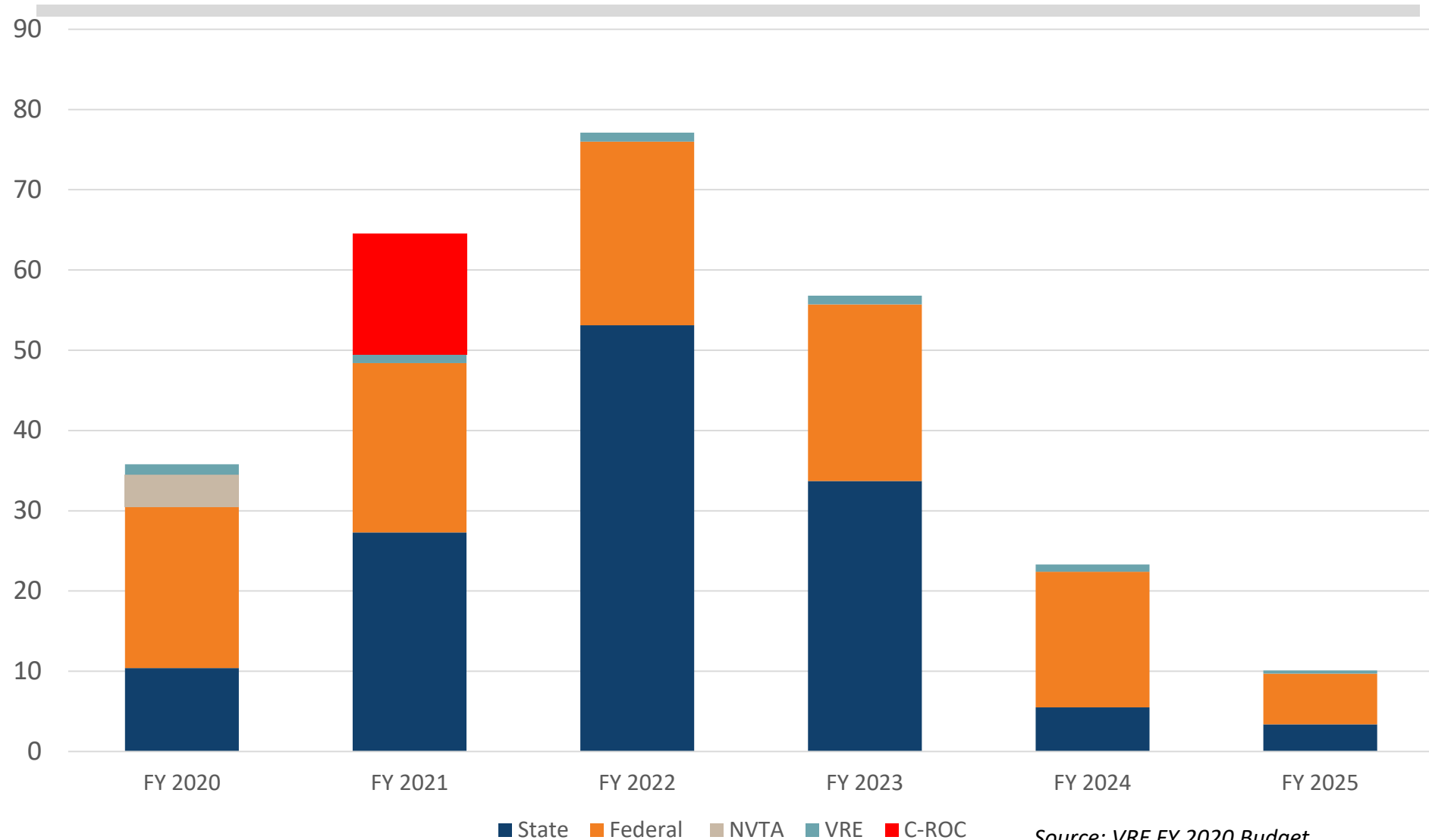


Current VRE Capital Improvement Projects: Life-To-Date Funding Sources



VRE FY 2020 – 2025 Capital Improvement Plan

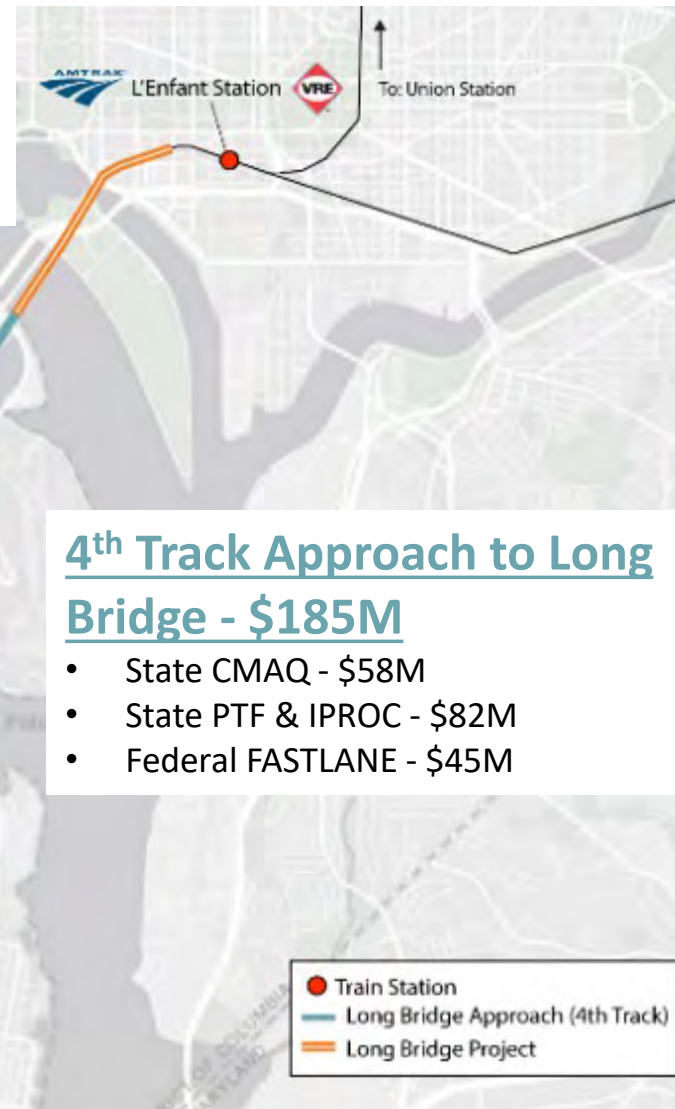
Funding Sources: \$252.9M



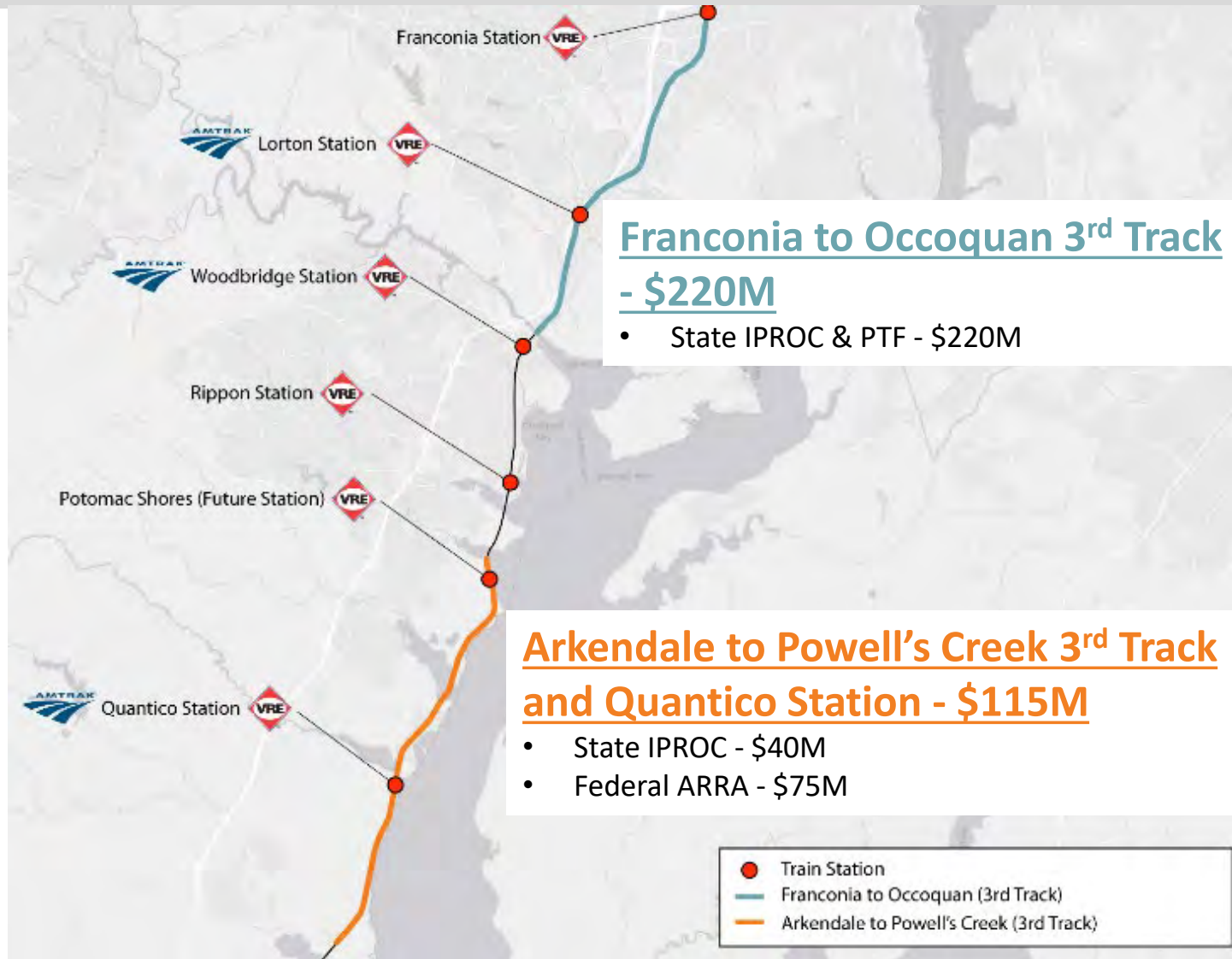
DRPT Capital Investments Supporting VRE Service

Long Bridge - \$1.9B

- State IPROC & REF in FY20-FY25 SYIP - \$214M
- Funding Plan will include other State, Federal and Regional resources



DRPT Capital Investments Supporting VRE Service



Future Capacity Created by Long Bridge and Other Associated Projects

*Expansion of the Long Bridge and other rail investments in the corridor (including 4th track and Franconia - Occoquan 3rd Track) will support **171%** growth VRE service, and create a dedicated passenger corridor between Franconia to Union Station with better on-time performance.*

Operator	Current # of Trains	Future # of Trains (2040)	% of New Passenger Capacity
VRE	34	92	67%
MARC	0	8	9%
Amtrak	24	44	23%
CSXT	18	42	-
NS	0	6	-
Total	76	192	100%

Source: DDOT, Long Bridge Draft EIS

Other VRE Future Funding Needs

- Crystal City Station - **\$49.9M**
 - C-ROC - **\$15M**
 - Federal including State and Local match - **\$13.7M**
 - NVTA - **\$4.4M**
 - VRE Capital Reserve - **\$1M**
 - **Unfunded – \$15.8M**
- L'Enfant Platforms - **\$70.7M**
 - C-ROC - **\$30M**
 - Federal including state and local match - **\$29.2M**
 - VRE Capital Reserve - **\$1M**
 - State REF- **\$2.2M**
 - **Unfunded – \$8.2M**



Look Ahead

- DRPT is working on a long term funding plan for Long Bridge and associated projects.
- Commonwealth funding is secured for:
 - 4th track Final Design and Construction
 - Franconia to Occoquan Final Design and Construction
 - Preliminary Engineering for Long Bridge
- DRPT has submitted an application for NVTa funding for proposed passenger rail bypass in Franconia – Springfield.
 - Moves VRE from east side platforms to west side platforms in order to access future Long Bridge expansion
 - Eliminates up to 26 freight / passenger train conflicts north of Franconia
 - Provides dedicated passenger rail corridor from Franconia to DC
 - To be constructed within the DRPT Franconia to Occoquan 3rd Track project
- DRPT will work with VRE to develop funding plan for unfunded portions of Crystal City Station and L'Enfant Platform Improvements.

Thank You



MINUTES

VIRGINIA RAILWAY EXPRESS

OPERATIONS BOARD MEETING

September 20, 2019

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

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

Jurisdiction

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

Members Absent

Maureen Caddigan (PRTC)
 Wendy Maurer (PRTC)

Prince William County
 Stafford County

Alternates Present

*Victor Angry (PRTC)
 Michael McLaughlin (DRPT)
 *Cindy Shelton (PRTC)

Prince William County
 Commonwealth of Virginia
 Stafford County

Alternates Absent

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

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

*Voting Member

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

Staff and General Public

Khadra Abdulle – VRE	Mike Lake – Fairfax County
Doug Allen – VRE	Lezlie Lamb – VRE
Monica Backmon – NVTA	Bob Leibbrandt – Prince William County
Paolo Belito – Prince William County	Steve MacIsaac – VRE Legal Counsel
Alexander Buchanan – VRE	Betsy Massie – PRTC
Rick Canizales – Prince William County	Kate Mattice – NVTC
Rich Dalton – VRE	Elizabeth McCurdy – City of Alexandria
Greg Deibler - VRE	Monica McKenzie – VRE
John Duque – VRE	Ryan McManus – Prince William County
Karen Finucan Clarkson - VRE	Becky Merriner – PRTC
Arnold Gilbo – Keolis	Kristin Nutter – VRE
Randy Goruk – Leaders Edge 360	Aimee Perron-Seibert – Hillbridge Group
Xavier Harmony - DRPT	Mark Schofield – VRE
Chris Henry – VRE	Ross Snare – PWC Chamber of Commerce
Christine Hoeffner – VRE	Sonali Soneji – VRE
Pierre Holloman – Arlington County	Joe Swartz – VRE
Todd Johnson – First Transit	Norine Walker – VHB
Annalee Judd – VRE	Ann Warner – Warner Group
Uriah Kiser – Potomac News	

Chair Cristol called the meeting to order at 9:15 A. M. The Pledge of Allegiance and the Roll Call followed.

Approval of the Agenda – 3

Ms. Sebesky 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 Angry, Banks, Bennett-Parker, Bulova, Cook, Cristol, Dudenhefer, Kelly, Mitchell, Nohe, Sebesky, Shelton and Skinner.

Approval of the Minutes of the July 19, 2019 VRE Operations Board Meeting – 4

Ms. Bulova moved, with a second by Mr. Kelly, to approve the minutes from July 19, 2019. The vote in favor was cast by Angry, Banks, Bulova, Cook, Cristol, Dudenhefer, Kelly, Mitchell, Nohe, Sebesky and Shelton. Members Bennett-Parker and Skinner abstained.

Vice Chair's Comments – 5

- Chair Cristol made the following announcements:
 - The Legislative Committee meet immediately after the Operations Board meeting adjourned. She noted the members of the committee, but stated the meeting was open to anyone who wanted to attend.
 - The Finance Committee is scheduled to meet in October to review budget issues.
 - The Locomotive Naming Ceremony for the late Bill Greenup has been rescheduled for November 9th at the Crossroads Facility in Spotsylvania County.
 - Staff has implemented an online Public Comments feature on the VRE website.

[Ms. Lawson arrived at 9:20 A.M.]

Chief Executive Officer's Report – 6

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

- Discussed Host Railroad refinement of the PTC system software
- Ridership has been strong over the summer:
 - 19K ADR for July
 - 18.6K ADR for August
- Mr. Dalton briefed the Operations Board on PTC Implementation progress. He detailed issues such as heat-orders, rail congestion and other factors impacting On-Time Performance over the summer.

[Mr. Nohe left the room at 9:38 and returned at 9:44 A.M.]

- Annalee Judd, VRE's new Customer Communications Specialist and Monica McKenzie, new Mechanical Operations Specialist were introduced.
- The Final Environmental Impact Statement (EIS) for DC2RVA is complete and included two segments in VRE's operating area that DRPT has funding to move forward on:
 - Fourth Track through Alexandria and Arlington
 - Third Track from Alexandria south to just North of the Occoquan
- The Long Bridge Draft EIS is complete and now available for public review
 - Public Comments on the DEIS will be accepted until October 28th
 - A public hearing is scheduled on October 22nd at the DCRA Building, Room E200, at 1100 4th St. SW, in Washington, DC
- Slaters Lane Crossover is complete and freight traffic has begun using it.
- VRE successfully completed negotiations with WMATA on parking fees for non-Metro riders who used their garage at Franconia-Springfield. Mr. Allen thanked VRE CFO and other staff for their diligent work to reach an agreement with WMATA allowing VRE riders with multi-ride tickets to park in the Metro parking for the same \$4.95 per day that Metro riders pay.

[Ms. Lawson left the room during Mr. Allen's report]

Public Comment Time – 7

Chair Cristol opened the floor for public comment time. There were no speakers; but Chair Cristol directed Members to a comment sent by rider Kevin Brown of Fredericksburg, concerning on-board ticket checks.

Consent Items – 8

Mr. Kelly moved, with a second by Ms. Mitchell, to approve the consent agenda as presented:

- Authorization to Issue an Invitation for Bids for Locomotive Prime Mover Turbochargers – 8A
- Authorization to Issue a Request for Proposals for Renewal of Locomotive Head End Power Engine Systems – 8B
- Authorization to Issue a Request for Proposals for Safety and Security Consulting Services – 8C

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

[Ms. Lawson returned at 10:00 A.M.]

Action Items – 9

Referral of the Preliminary FY 2021 VRE Operating and Capital Budget to the Commissions and Authorization to Initiate Diesel Fuel Price Hedging – 9A

Following a presentation by VRE CFO, Mark Schofield, and some discussion, Ms. Bulova moved, with a second by Mr. Skinner, to authorize the CEO to refer the preliminary FY 2021 VRE Operating and Capital budget to the Commissions for their consideration, so the Commissions, in turn, can refer their preliminary budget recommendations to the jurisdictions for review and comment.

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

Ms. Bulova moved, with a second by Mr. Banks, to authorize the CEO to develop policies, procedures and an oversight process for VRE to hedge its diesel fuel price risk through investment in financial instruments as authorized by Virginia Code §2.2-4329.1.

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

Authorization to Make Changes to VRE Fare Types and Amend the VRE Passenger Tariff – 9B

Mr. Skinner moved, with a second by Ms. Bulova, to authorize the CEO to amend the VRE Passenger Tariff to replace the current 5-Day Pass with a 7-Day Pass and to replace the Monthly Pass in VRE Mobile with a 31-Day Pass.

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

Authorization to Execute a Contract for Preliminary Engineering and Environmental Services for the VRE Crystal City Station Improvements Project – 9C

Ms. Bulova moved, with a second from Mr. Skinner, to authorize the CEO to execute a contract with Vanesse Hangen Brustlin for the base task of preliminary engineering and environmental services for the VRE Crystal City Station Improvements Project in the amount of \$1,140,597, plus a 20% contingency of \$228,119, for a total not to exceed \$1,368,716; and, to authorize the use of the VRE capital reserve to fund any expenditures under this contract which exceed the approved grant funding currently available for this phase of the project.

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

Recommend Approval and Authorize Submission of VRE Projects to NVTA for FY 2024-2025 Six-Year Program Update Funding Consideration – 9D

Mr. Banks moved, with a second from Mr. Angry to recommend the Commissions authorize submission of Crystal City Station Improvements construction and Woodbridge Station and Track Improvements final design projects to the Northern Virginia Transportation Authority for evaluation and funding considerations in its Fiscal Year 2024-2025 Six-Year Program update; and authorize the 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.

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

Authorization to Execute a Force Account Agreement with Norfolk Southern Railway for Broad Run Expansion Engineering Services – 9E

Ms. Lawson moved, with a second by Ms. Sebesky, to authorize the CEO to execute a force account agreement with Norfolk Southern Railway, for engineering services for the Broad Run Expansion project, in the amount of \$768,600, plus a 10% contingency of \$76,860, for a total amount not to exceed \$845,460.

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

Information Items – 10

VRE's Transit Asset Management Plan Update for 2018-2019 – 10A

VRE's Transit Asset Management (TAM) Plan, completed in September 2018, allows VRE to better monitor and manage assets such as rolling stock and facilities. VRE completed several federal requirements over the last year and has updated the TAM to reflect these.

Commonwealth Support for VRE – 10B

Jennifer Mitchell, Director of the Virginia Department of Rail and Public Transportation, presented a general overview of the way the Commonwealth, through DRPT, provides support to VRE.

- Statewide Rail Programs
 - Rail Enhancement Fund (REF)
 - Intercity Passenger Rail Operation and Capital Fund (IPROC)
- Statewide Transit Programs
 - Mass Transit Capital Funds
 - Mass Transit Operating Funds
- SMARTSCALE
- Toll Concessionaire Payments
- Discretionary Federal Funds Distributed by DRPT
 - Congestion Mitigation/Air Quality (CMAQ)
 - Surface Transportation Program (STP)

Customer Services Survey Results – 10C

Chris Henry, Director of Rail Operations, briefed the Operations Board on the results of May's annual Customer Service Survey.

Spending Authority Report – 10B

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

- On July 12, 2019, VRE issued a Task Order in the amount of \$50,069 to Keolis Rail Services Virginia, LLC under the Maintenance Services for Commuter Rail Contract for maintenance and repair services at the Crossroads and Broad Run Maintenance and Storage Facilities to address the HVAC, exhaust fans, overhead cranes and other related systems.
- On July 12, 2019, VRE issued a Task Order in the amount of \$98,739 to STV Incorporated dba STV Group Incorporated under the Mechanical Engineering Consulting Services Contract for lifecycle maintenance team support to include alternate material investigations, root cause analysis and review of service reports.
- On July 15, 2019, VRE issued a Task Order in the amount of \$58,496 to Vanasse Hangen Brustlin, Inc. under the General Planning Consulting Services Contract to conduct a Phase II Environmental Site Assessment to support real estate acquisition associated with the Broad Run Station Expansion Project.
- On July 16, 2019, VRE issued a Sole Source Purchase Order in the amount of \$55,878 to Alban CAT to obtain fuel, oil and air filters for the C27 Caterpillar engines utilized by VRE's locomotives to provide Head End Power.
- On August 9, 2019, VRE issued a Sole Source Purchase Order in the amount of \$55,200 to Paragon Products, LLC to acquire new fuel pumps for VRE's fleet of MP36 locomotives.
- On August 20, 2019, VRE issued a Task Order in the amount of \$98,312 to STV Incorporated dba STV Group Incorporated under the Mechanical Engineering Consulting Services Contract for general engineering support to include review and evaluation of mechanical service requests and associated costs.
- On August 23, 2019, VRE issued a Task Order in the amount of \$98,360 to NVE, Inc. under the Maintenance Services for VRE Facilities Contract for installation of conduit, conductors and other electrical components for the Variable Message Signs proof of concept project at the Alexandria and Fredericksburg stations.

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

Chair Cristol adjourned the meeting, without objection, at 11:31 A.M.

Approved this 18th day of October 2019

Katie Cristol
Chair

John Cook
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the September 20, 2019 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

A handwritten signature in black ink, appearing to read "Leslie M. Lamb". The signature is fluid and cursive, with a long horizontal stroke at the end.

Leslie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
8A-09-2019**

**Authorization to Issue an Invitation for Bids for
Locomotive Prime Mover Turbochargers**

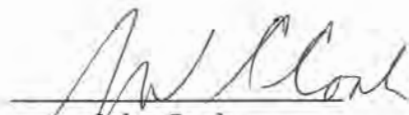
WHEREAS, The VRE Operations Board adopted a lifecycle maintenance strategy for VRE rolling stock in January 2014 to maintain VRE locomotives and passenger railcars at the highest level of reliability throughout the equipment lifecycle; and,

WHEREAS, VRE purchased 20 MP36 locomotives between 2010 and 2011; and,

WHEREAS, Under VRE's Lifecycle Maintenance program, the MP36 Prime Mover Turbochargers are reaching the end of their useful life and need replacement;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for Locomotive Prime Mover Turbochargers.

Approved this 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
8B-09-2019**

**Authorization to Issue a Request for Proposals for Renewal of
Locomotive Head End Power Engine Systems**

WHEREAS, VRE purchased 20 MP36 locomotive between 2010 and 2011; and,

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

WHEREAS, the locomotive head end power engine system provides the electrical power to air conditioning, lights, safety systems and other electrical functions for the VRE rolling stock; and,

WHEREAS, head end power engine system require rehabilitation to address wear of critical components to ensure safe and reliable operation;

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

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Renewal of Locomotive Head End Power Engine Systems.

Approved this 20th day September of 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
8C-09-2019**

**Authorization to Issue a Request for Proposals for
Safety and Security Consulting Services**

WHEREAS, VRE has historically retained the services of a qualified third-party safety and security consulting firm to augment and support VRE safety and security staff consistent with guidance provided by the Federal Railroad Administration and industry best practices; and,

WHEREAS, the most recent safety and security consultant contract has expired; and,

WHEREAS, staff have developed a scope of work which will proactively suit the safety and security needs of VRE's planned growth and advancements in the regulatory environment;

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

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Safety and Security Consulting Services.

Approved this 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
9A-09-2019**

**Referral of the Preliminary FY 2021 VRE Operating and
Capital Budget to the Commissions and
Authorization to Initiate Diesel Fuel Price Hedging**

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

WHEREAS, the VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2021 Operating and Capital Budget; and,

WHEREAS, the preliminary FY 2021 budget proposes a 3% increase in the total annual jurisdictional subsidy and no increase in passenger fares; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board refers the preliminary FY 2021 Operating and Capital Budget to the Commissions for their consideration; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board recommends the budget be forwarded to the jurisdictions for further formal review and comment; and,

BE IT FURTHER RESOLVED THAT, VRE staff is directed to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December 2019 meeting for consideration and referral to the Commissions for adoption in January 2020; and,

BE IT FURTHER RESOLVED THAT, the Chief Executive Officer is directed 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.

Approved this 20th day of September 2019


John Cook
Secretary
Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
9B-09-2019**

**Authorization to Make Changes to VRE Fare
Types and Amend the VRE Passenger Tariff**

WHEREAS, VRE fare media are sold through several channels utilizing two primary systems: VRE Mobile and the paper ticket system; and,

WHEREAS, each system sells all fare types including Single Ride and 10-Ride Tickets, Day Passes, 5-Day Passes, and Monthly Passes; and,

WHEREAS, the different fare types each carry special business rules; and,

WHEREAS, changing the 5-Day Pass to a 7-Day Pass in both systems and changing the Monthly Pass to a 31-Day Pass in VRE Mobile will benefit both passengers and VRE by simplifying the fare types;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the Passenger Tariff to make changes to the VRE fare types by replacing the current 5-Day Pass with a 7-Day Pass and replacing the calendar monthly pass in VRE Mobile with a 31-Day Pass.

Approved this 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
9C-09-2019**

**Authorization to Execute a Contract for Preliminary Engineering and
Environmental Services for the VRE Crystal City Station Improvements
Project**

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

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

WHEREAS, a concept design was developed in the previous phase for a new station located approximately a quarter of a mile south of the existing station; and,

WHEREAS, the VRE Operations Board authorized the Chief Executive Officer to issue a Request for Proposals for Engineering and Environmental Services in March 2019; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Vanasse Hangen Brustlin of Watertown, MA for the Base Task of preliminary engineering and environmental services for the VRE Crystal City Station Improvements Project in the amount of \$1,140,597, plus a 20% contingency of \$228,119, for a total amount not to exceed \$1,368,716; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the use of the VRE capital reserve to fund any expenditures under this contract which exceed the approved grant funding currently available for this phase of the project.

Resolution 9C-09-2019 continued

Approved this 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
9D-09-2019**

**Recommend Approval and Authorize Submission of VRE Projects to
NVT A for FY 2024-2025 Six-Year Program Update Funding Consideration**

WHEREAS, NVT A 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, the Crystal City Station Improvements construction project and Woodbridge Station and Track Improvements final design project are not fully funded; and,

WHEREAS, each of the projects satisfies NVT A 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;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions approve the submission of the Crystal City Station Improvements construction project and Woodbridge Station and Track Improvement final design project to the NVT A for consideration for funding in its FY2024-2025 Six Year Program update; and,

BE IT FURTHER RESOLVED THAT, the Operations Board does hereby recommend the Commissions authorize 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 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair

**Virginia Railway Express
Operations Board**

**Resolution
9E-09-2019**

**Authorization to Execute a Force Account
Agreement with Norfolk Southern Railway for
Broad Run Expansion Engineering Services**

WHEREAS, VRE is advancing the design of improvements to its Broad Run Station and Maintenance and Storage Facility and a third main track within the Norfolk Southern Railway right-of-way between the Broad Run complex and Wellington Rd.; and,

WHEREAS, the planned improvements and third track will expand capacity and improve operational flexibility and reliability for VRE commuter rail trains; and,

WHEREAS, this Force Account Agreement will allow Norfolk Southern Railway forces to review engineering plans prepared by VRE, participate in design review meetings, prepare design for signal and communications systems, and provide services such as railroad flagging in support of the design of improvements to the VRE Broad Run complex and NS third main track;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Force Account Agreement with Norfolk Southern Railway for Engineering Services for the Broad Run Expansion project in the amount of \$768,600, plus a 10 percent contingency of \$76,860, for a total amount not to exceed \$845,460.

Approved this 20th day of September 2019


John Cook
Secretary


Katie Cristol
Chair