



## MONTHLY COMMISSION MATERIALS

October 2019

## MEETING OVERVIEW – October 3, 2019

### Action Items Include:

- Notice of Direct Contributions to the Jurisdictions
- Letter Commenting on the Long Bridge Draft Environmental Impact Statement
- 2019 Report on the Performance and Condition of WMATA
- Letter Commenting on the Bus Transformation Project
- Commuter Choice FY2019 Annual Report to the Commonwealth Transportation Board (CTB)
- Commuter Choice FY2020 Program of Projects Referred to the CTB
- VRE Preliminary FY2021 Operating and Capital Budget Referred to the Jurisdictions
- Submission of Two VRE Projects for NVTA Six-Year Program Update Funding

### Other Meeting Highlights:

- Report from the NVTC WMATA Committee Chair and Virginia WMATA Board Members
- Commuter Choice Program Update
- Reports from the VRE CEO and DRPT Director
- NVTC Transit Resource Center Update

## TABLE OF CONTENTS

<b>NVTC September 5, 2019 Commission Agenda .....</b>	<b>3</b>
<b>Agenda Item 1     Pledge of Allegiance and Opening Remarks</b>	
<b>Agenda Item 2     Minutes .....</b>	<b>5</b>
<b>Agenda Item 3     Consent Agenda .....</b>	<b>15</b>
<b>Agenda Item 4     Washington Metropolitan Area Transit Authority (WMATA).....</b>	<b>19</b>
<b>Agenda Item 5     Commuter Choice Program .....</b>	<b>85</b>
<b>Agenda Item 6     Department of Rail and Public Transportation (DRPT) .....</b>	<b>105</b>
<b>Agenda Item 7     Virginia Railway Express (VRE) .....</b>	<b>111</b>
<b>Agenda Item 8     NVTC Transit Resource Center.....</b>	<b>163</b>
<b>Agenda Item 9     Executive Director Report .....</b>	<b>189</b>



**NVTC COMMISSION MEETING  
THURSDAY, OCTOBER 3, 2019  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd.  
Arlington, VA 22201**

**7:00 P.M.**

**5:50 P.M. Dinner will be available for Commissioners and staff  
6:00 P.M. Executive Committee Meeting – First Floor Small Conference Room  
7:00 P.M. Commission Meeting – First Floor Large Conference Room**

**AGENDA**

1. Pledge of Allegiance and Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the September 5, 2019 NVTC Meeting**
3. **ACTION ITEM: Approve the CONSENT AGENDA (Subject to Approval of the Chairman)**
  - 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**
4. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Chair of the NVTC WMATA Committee
    - **ACTION ITEM: 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**
    - **ACTION ITEM: Authorize the Chairman to Send a Letter to the Project Team Providing Comments on the Bus Transformation Project**
  - B. Report from the Virginia WMATA Board Members
  - C. Other WMATA News
  - D. Virginia Ridership and Parking Facility Utilization

5. Commuter Choice Program

- A. Commuter Choice Program At Large
  - i. **ACTION ITEM: Authorize the Executive Director to Submit the NVTC Commuter Choice Program FY2019 Annual Report to the Commonwealth Transportation Board (CTB)**
- B. I-395/95 Commuter Choice Program
  - i. **ACTION ITEM: Approve Resolution #2392: 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**
- C. I-66 Commuter Choice Program
  - i. Commuter Choice Program Revised Criteria
  - ii. Proposed Schedule on Approach to Round Four of the I-66 Commuter Choice Call for Projects

6. Department of Rail and Public Transportation (DRPT)

- A. DRPT Monthly Report
- B. Commonwealth's Relationship to the Virginia Railway Express

7. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. **ACTION ITEM: Approve Resolution #2393: Authorize the Referral of the Preliminary FY2021 VRE Operating and Capital Budget to the Jurisdictions**
- C. **ACTION ITEM: Approve Resolution #2394: Approve and Authorize the Submission of Two VRE Projects to NVTA for FY2024-FY2025 Six-Year Program Update Funding Consideration**
- D. VRE Customer Service Survey Results
- E. Amended VRE Passenger Tariff
- F. VRE Crystal City Station Improvement Project

8. NVTC Transit Resource Center

- A. FY2019 4<sup>th</sup> Quarter Ridership Report
- B. FY2019 Annual Transit Performance Report

9. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Report



**MINUTES**  
**NVTC COMMISSION MEETING – SEPTEMBER 5, 2019**  
**NVTC Suite #230 – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Letourneau at 7:16 P.M.

**Members Present**

Canek Aguirre  
Elizabeth Bennett-Parker  
Richard Black  
Sharon Bulova  
Katie Cristol  
John Cook  
Christian Dorsey  
Adam Ebbin  
John Foust  
Libby Garvey  
David LaRock  
Matt Letourneau  
Jeff McKay  
David Meyer  
Jennifer Mitchell (Alternate, Commonwealth of Virginia)  
M. David Skiles  
David Snyder  
Raul “Danny” Vargas

**Members Absent**

Catherine Hudgins  
James M. LeMunyon  
Ron A. Meyer  
Paul Smedberg

**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  
Zach Smith  
Alex Thorup  
Jae Watkins

Doug Allen (VRE)  
Karen Finucan Clarkson (VRE)  
Joe Swartz (VRE)

### Opening Remarks

Chairman Letourneau welcomed everyone to the September 5<sup>th</sup> NVTC meeting. He thanked Commissioners for attending the just concluded Open House and Public Hearing for the I-395/95 Commuter Choice program.

Chairman Letourneau noted that the meeting is being streamed on YouTube Live and the public can also access the feed through a link on NVTC's Facebook page. He reviewed highlights and the action items for the meeting.

### Minutes of the July 11, 2019 NVTC Commission Meeting

Senator Black moved, with a second by Ms. Bulova, to approve the Minutes of the July 11, 2019 meeting. The vote in favor was cast by Commissioners Aguirre, Black, Bulova, Cook, Dorsey, Ebbin, Foust, Garvey, LaRock, Letourneau, Mitchell, Skiles and Snyder. Commissioners Bennett-Parker, Cristol, McKay, Meyer and Vargas abstained.

### Washington Metropolitan Area Transit Authority

Report from the Chair of the WMATA Committee. Chairman Letourneau stated that since NVTC's WMATA Committee Chair Cathy Hudgins could not attend the meeting, he would provide a brief update on committee activities. The WMATA Committee has met twice to work on the development of the *2019 Report on the Performance and Condition of WMATA*. The committee provided staff with guidance on strategies regarding the WMATA Board, parking, fare policy, fare pass products and the role of Metrobus in the region. He explained that NVTC is responsible for reporting on the performance and condition of WMATA annually by November 1<sup>st</sup> to the Governor and General Assembly. He stated that the Commission will be asked to take action on the 2019 Report at the October meeting. Chairman Letourneau asked Mr. D'huyvetter to give a staff presentation on the 2019 Report.

Mr. D'huyvetter reviewed the work that has been accomplished for the 2019 Report. He acknowledged the hard work of Dinah Girma and Zach Smith of NVTC staff, who were instrumental in the research and peer system benchmarking of fare policies for children, low-income fare pass, parking utilization and policy and complementary paratransit service in Northern Virginia.

Mr. D'huyvetter stated that the 2019 Report includes new strategies as well as strategies carried over from the 2018 Report. The Strategies Chapter of the report provides policy recommendations developed by staff with direction from the NVTC WMATA Committee. Strategies include:

- 1) Maximize Use of Eight-Car Trains
- 2) Improve Weekend Rail Service
- 3) Develop Parking Pass Products
- 4) Optimize Parking Facilities

- 5) Expand and Enhance Fare Products
- 6) Rebuild Ridership and Improve Efficiency of Metrorail and Metrobus
- 7) Increase Non-Fare Revenues
- 8) Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services

Mr. Skiles asked about the status of WMATA's development of a mobile ticketing app. Ms. Mattice replied that NVTC has requested WMATA staff brief the Commission on WMATA's progress on its regional fare collection program. Mr. Skiles observed that if WMATA does not do something soon, the local governments will start making decisions about mobile ticketing.

Mr. Cook asked why on-time performance is worse on the weekends. Mr. Dorsey explained that WMATA often single tracks service on the weekends for maintenance, which impacts on-time performance.

Mr. McKay stated that he would like to see the strategies in "4) Optimize Parking Facilities" be applied to all the parking facilities, regardless if they are WMATA-owned or where local governments control the policies. Ms. Garvey asked if there is data showing a pattern of when parking prices drop then ridership and demand goes up. She stated that it would be helpful to share this information, if available, with the jurisdictions, especially with those that control the parking policies. Mr. McKay agreed that the goal is to grow ridership.

Chairman Letourneau stated that he advocated for the recommendation of a family pass product, which is included in the 2019 Report.

Mr. D'huyvetter then reviewed the last four strategies, which were repackaged from the 2018 Report. He stated that at the September 18<sup>th</sup> NVTC WMATA Committee meeting, staff will present a full draft of the Strategies and Uses of the Fund chapters, as well as data tables of available reliability, safety and performance data. The full report will be provided for Commission action at the October 3<sup>rd</sup> meeting.

In response to Mr. Aguirre, Mr. D'huyvetter provided more information about Strategy #8 and "Additional Strategies." WMATA has a capital project underway to secure emergency gates at Metrorail stations to address fare evasion. Mr. Dorsey stated that the WMATA Board has discussed whether there needs to be a new gate design element integrated into any future fare gate procurement.

Mr. Skiles asked for information on cost savings from the public-private partnership for the Cinder Bed Bus Garage facility. Mr. D'Huyvetter stated that staff will request this information from WMATA. Mr. Vargas asked about low-income fare passes. Mr. D'huyvetter stated that the WMATA Committee did discuss this when they looked at industry and peer examples but determined that staff should keep monitoring this issue but not include it in the report at this time.

Mr. Snyder observed that the 2019 Report makes more recommendations related to Metrorail and he asked the WMATA Committee to look at some recent studies and to incorporate more recommendations on Metrobus, including how to expand service and at the same time make it more efficient, and how to integrate first mile/last mile issues, etc.

Chairman Letourneau stated that the 2019 Report is currently being reviewed by jurisdictional staff and will come back for Commission approval at the October meeting.

Report from the Virginia WMATA Board Members. Mr. Dorsey reported that the WMATA Board has three new Board members. In September the WMATA Board will take a close look at the status of the Silver Line Phase 2 project, including the process of turning service over to WMATA. There still is a great deal of work to be done before an opening date can be determined. He also reported that WMATA and local staff have worked hard over the summer on negotiating a one-year extension of the Capital Fund Agreement (CFA) for FY2020. The intent is to approve a six-year CFA commencing in FY2021.

Mr. Dorsey was happy to report that the Blue and Yellow Lines will resume service on Monday, September 9<sup>th</sup> following the summer-long shutdown. He reviewed the improvements to the stations. He also reported that the WMATA Board approved an extension of the Fairfax County Free Student Bus Program Pilot which generated 32,000 Metrobus trips in FY2019.

Mr. Dorsey also noted that the WMATA Board has discussed fare evasion. Most fare evasion (75 percent) occurs on the bus side mostly on Maryland and District bus routes, resulting in \$36 million in estimated revenue loss. One out of every eight bus riders are not paying the fare. Only about two percent of fare evasion occurs in Virginia, but Virginia is still impacted since it collectively funds the system. Senator Ebbin asked if one in eight people don't pay their fare, has WMATA considered undercover police officers on the bus. Mr. Dorsey stated that this already occurs.

Mr. McKay asked if there is any data showing the percentage of juveniles evading fares. If this is the case, he stated that it is important to encourage future transit riders to use transit and providing student free fares, like what Fairfax County does, could be the answer. He asked if it is just a matter of educating them about the free fares. Mr. Dorsey stated that rail fare evaders are largely connected to the District of Columbia Public Schools (DCPS), who are already eligible for free bus and rail service. It is harder to determine on bus side. Mr. Potts stated that WMATA partners with DCPS on various programs to educate students about the pass. Ms. Cristol noted that this is not an insignificant amount of money, especially in light of NVTC making cost savings recommendations in its *Annual Report on the Performance and Condition of WMATA*. She asked if there is something NVTC can do to help. Following further discussion, Mr. Dorsey stated that ultimately the other WMATA jurisdictions don't see it as a problem and don't recognize that others are bearing the cost of fare evaders.

Mr. Dorsey announced that the Bus Transformation Study has issued its strategy recommendations, which includes key goals of frequent and convenient bus service; greater bus priority on roads; enhancing the customer experience; and a new task force to guide implementation.

Mr. Dorsey stated that the Washington Metrorail Safety Commission (WMSC) has closed over 40 Corrective Action Plans (CAPs) over the last six months. Of the 289 original CAPs, nearly 80 percent have been closed.

In response to a question from Chairman Letourneau, Mr. Dorsey stated that there will be a shutdown on the Orange Line next summer for maintenance work. Mr. Potts stated that WMATA will be making an announcement on the summer 2020 shutdown in the near future. Chairman Letourneau expressed his concern about the impact to riders if the Silver Line Phase 2 opens and then there is a shutdown of the East Falls Church Metrorail Station. Mr. Potts stated that WMATA is aware of the issue. Mr. Dorsey noted that next year's Orange Line shutdown is not expected to be as severe as this summer's Blue and Yellow Line shutdown.

Mr. Vargas noted that parking at the Wiehle-Reston Station is already bursting at the seams, which is discouraging ridership. He asked about the status of the opening of the Silver Line Phase 2. Mr. Dorsey stated that the WMATA Board will be updated at its September 12<sup>th</sup> meeting. There are significant issues with the project, which will affect the transition to revenue service. In response to a question from Delegate LaRock, Mr. Dorsey stated that the WMATA Board and the General Manager/CEO have made assurances that the process of accepting the project will be rigorous because WMATA will not accept a system that will require more shutdowns in 10 years. There is a hierarchy of what is important, which includes the rail system as the being the most important; and cosmetic issues at the rail yard could be dealt with the escrow account. Chairman Letourneau explained that Loudoun County and Fairfax County are project funding partners, so they are at the table for these types of discussions. Ms. Bulova stated that the review already is vigorous.

Mr. Snyder expressed interest in what NVTC will be doing to coordinate with the local governments on next summer's shutdown. Mr. Aguirre offered to provide "lessons learned" by the City of Alexandria and DASH on the recent shutdown. Ms. Mattice stated that similar to this recent shutdown, NVTC will be actively coordinating communication between the jurisdictions and transit agencies before, during and after the shutdown. Planning for the next shutdown has already started. DRPT plays a big role too.

Mr. Meyer left the room.

#### Post Shutdown Marketing Campaign

Chairman Letourneau stated that when the shutdown of the Blue and Yellow Lines ends on September 9<sup>th</sup> NVTC is ready to launch a radio and digital marketing campaign to encourage Northern Virginia commuters to take transit. This campaign was requested by the Commission earlier this spring and made possible from a DRPT grant and local funding. The campaign will promote all forms of transit in Northern Virginia, including the use of the reopened Metro stations and other local transit services. The campaign's undertone will emphasize the message that taking transit allows for an easier, less stressful commute. To meet commuters where they are most open to hearing our message – stuck in traffic – the campaign relies heavily on radio. Geo-targeted social media ads, website banner ads, and on-screen cinema advertising will reinforce the drive-time messages throughout the day. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. He stated that the campaign branded "NoVa Rides" is scheduled to launch on Monday, September 16<sup>th</sup>, a week after WMATA's planned resumption of rail service.

NVTC's Manager of Outreach and Communications Matt Friedman presented one of the video ads that will be shown at local theatres and online. In response to a question from Mr. Vargas, Mr. Friedman stated that staff has a robust plan to track data from the campaign.

In response to a question from Senator Ebbin, Mr. Friedman assured him that staff plans to send out social media packets to state and local elected officials prior to the launch, so they can provide information to their constituents.

Senator Ebbin asked if passengers still can receive free rides on Code Red Days. Commissioners discussed that there used to be a program that provided free rides. Mr. Snyder stated that he is a member of the Washington Metropolitan Council of Governments Air Quality Committee and he offered to have the committee look at this issue. Senator Ebbin noted that the best way for WMATA to get people back to riding the system is to provide free rides. Chairman Letourneau stated that it will be helpful to look at the data to see if riders come back to the Metro system.

#### Commuter Choice Program

Mr. Fye provided an overview of progress being made for the I-395/95 Commuter Choice program. Similar to how the I-66 program is handled, staff is working closely with DRPT to prepare a briefing for the Commonwealth Transportation Board on September 17<sup>th</sup> to provide an overview of the program, a summary of the applications received, and an overview of the selection and approval process. It is important to note that the CTB will not be taking any action on the I-395 program in September. The CTB is scheduled to adopt this initial round of I-395 projects at their October meeting, but only after NVTC and PRTC jointly approve a program of projects at their respective October meetings. The action being requested at this meeting is to authorize the executive director to brief the CTB on the projects being considered for selection.

Mr. Fye stated that the projects were presented to the Commission in July and are currently part of the public hearing process. The Joint Commission Working Group, which is composed of members from both NVTC and PRTC, will be meeting on September 12<sup>th</sup> to discuss which projects should be selected for the I-395/95 Inaugural Program and then presented back to NVTC and PRTC for approval in October.

Mr. Fye reviewed the potential changes to the technical evaluation process to account for the useful life of capital projects, as requested by the PAC earlier this year, as well as to improve transparency and to encourage applicants to collaborate on projects. Staff is also considering a transition to the call for projects process that covers two years of funding rather than just one, which would allow calls for the I-66 and I-395/95 programs to take place in alternating years. The proposed changes will be brought back to the Commission for approval at a future meeting.

Mr. Skiles asked for information on the HOV enforcement program on I-66 Inside the Beltway. Ms. Mattice stated that staff will request this information from VDOT and the Virginia State Police. Chairman Letourneau stated that the federal government has ended hybrid vehicle free access on toll roads as of September 30, 2019. He expressed his concern about the impact on the Dulles Toll Road, where many hybrids travel on that facility and now may switch to the non-

toll roads. He expects, however, from an enforcement perspective that this will make it easier to identify HOV violators.

Ms. Cristol stated that it makes sense to move the Commuter Choice programs (I-66 and I-395/95) to two-year programs and asked if staff is envisioning alternating the programs. Mr. Fye explained that staff is currently looking at this issue and will hold an internal work session in the next few weeks to discuss it. NVTC staff will also be meeting with jurisdictional staff to get their feedback and answer questions.

Ms. Bulova moved, with a second by Ms. Garvey, to authorize the executive director to present to the Commonwealth Transportation Board the projects considered for funding under the FY2020 I-395/95 Commuter Choice Inaugural Program. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Black, Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, LaRock, Letourneau, McKay, Mitchell, Snyder and Vargas. Mr. Skiles abstained. Mr. Meyer was not present for the vote.

#### Virginia Railway Express

Chairman Letourneau noted that there are no action items this month. He asked Mr. Allen to give his report.

Mr. Allen gave his report on VRE activities, which includes an upcoming full-scale emergency training event with the City of Manassas. On-time performance (OTP) has rebounded and is just under 90 percent, largely because of fewer heat restriction days. Ridership has been strong this summer at an average 20,000 daily trips. He reported that the increase may be attributable to the Metro shutdown. VRE staff continues to monitor Hurricane Dorian and possible impacts to the VRE service area.

Mr. Allen reported that the Long Bridge Draft Environmental Impact Statement (DEIS) has been published and the public comment period is underway through the end of October 2019. This is a major milestone for the project. The final EIS should take about eight months.

There were no questions from Commissioners.

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

DRPT Director Mitchell encouraged Commissioners to read her written report. She stated that the Commonwealth Transportation Board (CTB) is planning to meet next week in Richmond, which will include NVTC's presentation of the I-395/95 Inaugural Program (with no action taken) and DRPT's recommendations concerning CTB's role on the condition of WMATA.

Mr. Meyer returned to the meeting.

As previously mentioned, Ms. Mitchell stated that the Long Bridge Draft Environmental Impact Statement (DEIS) was released. There will be a public meeting on October 22, 2019. She also

announced that the Federal Railroad Administration (FRA) signed the Record of Decision for the DC to Richmond Southeast High-Speed Rail project (DC2RVA).

Ms. Mitchell also announced that DRPT is working on an update to the I-66 Outside the Beltway transit plan, with results expected mid-November. VDOT, DRPT and the Department of Intermodal Planning are also doing an I-95 study as well. Final recommendations will be released in November with a public comment period to follow.

Ms. Cristol observed that the Long Bridge DEIS seems a little weak on bike and pedestrian bridge recommendations. She asked for insights for future inclusion. Ms. Mitchell explained that the bike/ped bridge is being considered as a mitigation measure that would be related to impacts on the federal parks and land in the vicinity to the Long Bridge. Ms. Cristol asked DRPT to keep NVTC updated on this issue as the Commission may want to weigh in since the bike/ped bridge would be a major transportation connection for the jurisdictions. Mr. Dorsey also noted that it would be a “relief valve” for emergency evacuation planning. Ms. Mitchell stated that the Commonwealth is looking for funding partners for that project as well.

In response to a question from Mr. Snyder, Ms. Mitchell stated that DRPT plans to share more information on identifying funding partners and sources of funding for the Long Bridge project at the October meeting. Mr. Snyder stated that he is particularly interested in preserving the I-66 corridor funds for use in the I-66 Inside the Beltway corridor.

Mr. Snyder asked if operators of VRE, WMATA, OmniRide, etc. have looked at extreme weather events and how they are impacting costs to their capital and operating budgets. He asked if this type of data has been documented. Ms. Mitchell stated that the CTB has discussed looking at resiliency efforts, especially for vulnerable areas. Mr. Allen stated that VRE has been significantly impacted this summer from weather related events.

Delegate LaRock asked staff to circulate to Commissioners the Enactment Clause #4 from the WMATA Funding Agreement. He believes this provision has not been met and he has not seen a report from the Commonwealth or NVTC. He then read the first part of the Enactment Clause. Ms. Mattice noted that a link to the Commonwealth’s report was included in NVTC’s meeting materials.

Ms. Mitchell left the meeting at 8:44 P.M.

### Executive Director Report

Chairman Letourneau stated that the Commission will be conducting the executive director’s annual performance review and Commissioners will be receiving an email with a link to a survey. The hope is to have a discussion at the October 3<sup>rd</sup> meeting, with the process wrapped up in November. The Executive Committee also has engaged Arlington County’s Human Resource Department to conduct a 360 review of NVTC as a whole. He assured Commissioners that this is not being done due to any concerns by the Executive Committee. It is just a good time to do such a review with many new staff and the work NVTC is now doing.



Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She introduced NVTC's new Administrative Assistant Tenley O'Hara. Ms. Mattice also updated the Commission on upcoming meetings and events.

Ms. Mattice stated that following the summer break, the Commission has a number of actions planned for the fall including:

- First round of I-395/95 Commuter Choice projects
- Annual Report to the Governor and General Assembly on WMATA's Performance and Condition
- Next round of I-66 Commuter Choice Call for Projects
- 2020 Legislative and Policy Agenda; and
- 2020 Work Plan and FY2020 Budget.

Ms. Mattice reminded Commissioners that as was announced last month the November meeting date has been changed to November 14, 2019. Save the dates have already been sent for the annual NVTC-PRTC Legislative Briefing on December 9<sup>th</sup> in Springfield. NVTC has invited Secretary of Transportation Shannon Valentine, VRE CEO Doug Allen and WMATA General Manager/CEO Paul Weidefeld to come and share their priorities for transit in this region.

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

### Adjournment

Without objection, Chairman Letourneau adjourned the meeting at 8:47 P.M.

Approved this 3<sup>rd</sup> day of October 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

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## Agenda Item #3: Consent Agenda



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** September 26, 2019

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

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

#### **A. Authorize the Notice of Direct Contributions to the Jurisdictions**

The Commission is asked to authorize staff to provide notice of the FY2021 direct contributions to NVTC's member jurisdictions for planning purposes. Each fall, NVTC staff proposes a preliminary General and Administrative (G&A) budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. The NVTC jurisdiction funding is provided to NVTC through direct payments from the member jurisdictions, as well as an amount taken off the top of state aid received by NVTC on behalf of its member jurisdictions. While the direct contributions are fixed in total, each jurisdiction is assigned a share based on its percentage of state aid and gas tax received through NVTC during the previous year.

<b>NORTHERN VIRGINIA TRANSPORTATION COMMISSION PRELIMINARY FY2021 DIRECT G&amp;A JURISDICTION CONTRIBUTIONS</b>				
	<b>FY2019 Actual</b>	<b>Approved Budget FY2020</b>	<b>Preliminary Budget FY2021</b>	<b>FY2021-2020 Budget Increase (Decrease)</b>
City of Alexandria	\$ 39,689	\$ 39,016	\$ 39,567	\$ 551
Arlington County	57,815	61,616	64,369	2,753
City of Fairfax	4,660	4,966	4,651	(315)
Fairfax County	169,598	164,451	163,471	(980)
City of Falls Church	2,325	2,291	2,099	(192)
Loudoun County	10,160	11,907	10,090	(1,817)
<b>TOTAL</b>	<b>\$ 284,247</b>	<b>\$ 284,247</b>	<b>\$ 284,247</b>	<b>\$ -</b>

## **B. Authorize the Chairman to Send a Letter Endorsing Action Alternative A in the Long Bridge Draft Environmental Impact Statement**

The Commission is asked to authorize the chairman to send a [letter endorsing Action Alternative A in the Long Bridge Draft Environmental Impact Statement \(DEIS\)](#) as part of the public comment period. The public comment period is open until October 28, 2019.

On September 5<sup>th</sup> the Federal Railroad Administration (FRA) and the District of Columbia Department of Transportation (DDOT) released the [DEIS for the Long Bridge Project](#) to meet the requirements for the National Environmental Protection Act (NEPA) of 1969 and a Draft Section 4(f) Evaluation to comply with Section 4(f) of the United States Department of Transportation Act of 1966.

The DEIS identified Action Alternative A as the preferred alternative for the project — a new two-track bridge to the north of the existing Long Bridge. Action Alternative A would increase capacity, improve network connectivity, and provide operational resiliency and redundancy. It would also have fewer impacts, a shorter construction duration, and a lower capital cost.



--DRAFT--

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

Ms. Anna Chamberlin

Long Bridge Project

55 M Street SE, Suite 400

Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Northern Transportation Commission (NVTC), I am writing to endorse the Long Bridge Draft Environmental Impact Statement (DEIS) identification of **Action Alternative A** as the preferred alternative. NVTC is the regional transit Commission for Northern Virginia and the co-owner of the Virginia Railway Express (VRE) commuter rail.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the Long Bridge project to expand capacity of rail services and the regional transportation network while minimizing costs, construction time and impacts to surrounding area.

Construction of a new, two-track bridge would also align with station and rail infrastructure improvements by the Commonwealth of Virginia and VRE to enhance rail system capacity at L'Enfant Plaza, Crystal City and along the I-95 corridor designed to expand the number of commuter and intercity trains by 2040. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the mobility of Northern Virginia and the region.

NVTC strongly supports the Long Bridge Project to expand commuter rail service, to improve intercity connections throughout the Commonwealth to Northern Virginia, to enhance economic connectivity of the region as well as to provide a vital multimodal link across the Potomac River. This project is consistent with VRE's System Plan and with the Commission's strategic goals to increase the capacity of our regional transit network.

We appreciate the opportunity to provide comment on the draft environmental impact statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Best regards,

Matthew F. Letourneau  
Chairman

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



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice, Andrew D’huyvetter and Zach Smith

**DATE:** September 26, 2019

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

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At the October meeting the Commission will receive reports from the chair of NVTC’s WMATA Committee as well as the Virginia WMATA Board members. The Commission will be asked to authorize the executive director to send the *2019 Report on the Performance and Condition of WMATA* to the Governor and General Assembly and authorize the chairman to send comments to the Bus Transformation Project Team.

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

The NVTC WMATA Committee held a committee meeting on September 18<sup>th</sup>. The committee reviewed a draft of the Strategies and Uses of the Fund Chapter of the *2019 Report on the Performance and Condition of WMATA* and provided staff with feedback. The committee also requested that staff draft a letter about the September 2019 recommendations in the Bus Transformation Project report and provided staff with an overview of the committee’s concerns about the report.

- **2019 Annual Report on the Performance and Condition of WMATA**

**ACTION ITEM: 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 Commission will be asked to authorize the executive director to send the *2019 Report on the Performance and Condition of WMATA* to the Governor and General Assembly in advance of the November 1, 2019 legislative deadline and to update the report with the most up-to-date National Transit Database data as needed (data points that will be updated are highlighted in yellow).

The report is part of NVTC’s new responsibilities as part of the passage of [HB1539/SB856 \(2018\)](#), [as codified under Chapter 854 of the 2018 Virginia Acts of Assembly](#). The report uses operational and financial performance data as reported to the [Federal Transit Administration’s National Transit Database](#) and from [WMATA’s Metro Performance Reports](#). The National Transit Database is a congressionally-mandated reporting system that has rigorous reporting standards and requires multi-step validation prior to its publication. WMATA’s Metro Performance Reports are

produced quarterly and are used by the organization to measure WMATA's progress in meeting its strategic goals.

This report also presents NVTC recommended strategies that, if implemented, have the potential to reduce the growth in WMATA's operating costs and improve its operational efficiency. This year's report highlights several new strategies and provides updates on strategies included in the 2018 report and updates on WMATA's ongoing efforts to increase revenue and control costs. These strategies were developed in response to feedback and guidance from the April and June WMATA Committee meetings and September Commission meeting. There will be additional opportunities to make recommendations on potential strategies to reduce the growth in WMATA's operating costs and improve efficiencies in future report updates.

The report also includes WMATA's expenditures from the WMATA Capital Fund (Virginia's dedicated capital funding for WMATA) for FY2019. These expenditures are categorized by Capital Improvement Plan (CIP) program areas.

- Bus Transformation Project

**ACTION ITEM: Authorize the Chairman to Send a Letter to the Project Team Providing Comments on the Bus Transformation Project**

The WMATA Committee recommends that the Commission authorize the chairman to send comments to the Bus Transformation Project team **(to be provided to Commissioners prior to the October meeting)** regarding the [final recommendations](#) released on September 5, 2019:

- 1) **Provide frequent and convenient bus service** that connects communities and promotes housing affordability, regional equity, and economic growth.
- 2) **Give buses priority on roadways** to move people quickly and reliably
- 3) **Create an excellent customer experience** to retain and increase ridership
- 4) **Empower a publicly appointed task force to transform bus** and lead the implementation of a truly integrated regional system.

Overall, the WMATA Committee is generally supportive of the first three recommendations since these recommendations are consistent with the [feedback provided by the Commission on June 7, 2019](#). The committee also noted that many of the recommendations have already been implemented or are actively being implemented across Northern Virginia.

However, the committee expressed concerns about the recommendation to **empower a publicly appointed task force to transform bus** and its proposed governance structure:

- The Governors of Virginia and Maryland and the Mayor of the District of Columbia each nominate one person (three members total)
- The six principal members from the District of Columbia, Maryland, and Virginia on the WMATA Board collectively nominate one person (one member total)
- The Bus Transformation Executive Steering Committee nominates three people (three members total)
- The Task Force itself may nominate up to two additional people (up to two members total)



Specifically, the membership of the proposed task force does not include representation for the local jurisdictions in Northern Virginia that are funding partners for WMATA and that provide bus transit service that strategically compliments Metrobus, thus forming a strategic, comprehensive regional bus system in Northern Virginia.

NVTC and jurisdictional staff are still reviewing the final report and are participating in the development of an action plan this fall.

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

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

- Approval of the FY2020 Capital Funding Agreement and District of Columbia Local Capital Funding Agreement

On September 12<sup>th</sup> the WMATA Board provided approval for WMATA to enter into a [one-year capital funding agreement \(CFA\) for FY2020](#) with the contributing jurisdictions. In Virginia, the contributing jurisdictions include the counties of Arlington and Fairfax, and the cities of Alexandria, Falls Church, and Fairfax. Loudoun County is not yet a contributing jurisdiction in FY2020. The FY2020 capital funding agreement has similar terms and conditions as the FY2011-2016 CFA. There were two amendments to the FY2020 CFA to change the reprogramming requirements to better align with WMATA Board policy and to include the concept of Dedicated Funding Debt.

- Modification of Regional Bus Subsidy Allocation

On September 26<sup>th</sup> the WMATA Board is anticipated to take action on [modification of the Regional Bus Subsidy Allocation](#) to exclude Loudoun County from the population density factor of the regional Metrobus subsidy allocation formula. The regional Metrobus subsidy allocation formula is composed of four factors:

- Density weighted population (25 percent)
- Average weekday ridership of regional Metrobus by jurisdiction of residence (15 percent)
- Revenue Service Hours (25 percent)
- Revenue Service Miles (35 percent)

This action would exclude Loudoun County from the density weighted population factor. WMATA subsidy allocation formulae assume that a jurisdiction consumes all three modes: Metrorail, Metrobus, and MetroAccess. This action reflects the fact that Loudoun County has not requested Metrobus service and modifies to regional Metrobus subsidy allocation formula to reflect this fact.

- Approval of a Collective Bargaining Agreement for the Fraternal Order of Police/Metro Transit Police Labor Committee Inc.

On September 26<sup>th</sup> the WMATA Board is anticipated to take action on [approving a Collective Bargaining Agreement for the Fraternal Order of Police/Metro Transit Police Labor Committee Inc.](#) The agreement is a negotiated Collective Bargaining Agreement that covers a seven-year period from October 1, 2017 to September 30, 2024 for approximately 400 sworn police officers.

- Indemnification of the Maryland Department of Transportation (MDOT)

On September 26<sup>th</sup> the WMATA Board is anticipated to take action on an [indemnification of MDOT](#) as a requirement of their dedicated capital funding grant agreement with WMATA.

## **2. WMATA Committees**

- Acceptance of OIG Reports

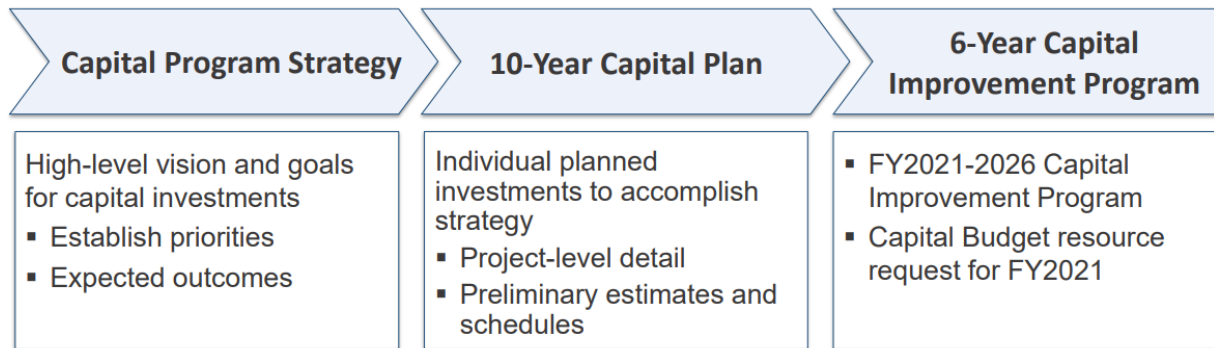
On September 26<sup>th</sup> the WMATA Executive Committee is anticipated to take action on [acceptance of an OIG report on Contracting Officer's Technical Representatives](#). The report found that the Contracting Officer's Technical Representatives (COTR) Program does not provide adequate training for high risk contracts and does not require COTRs to follow policies and procedures. Both senior leadership and department managers are implementing the recommendations of the OIG report.

- Silver Line Phase 2 Update

Staff presented an update on [the Silver Line Phase 2 project](#) to the WMATA Safety and Operations Committee, including construction status and testing milestones as well as a comprehensive list of resolved and outstanding quality issues. The Metropolitan Washington Airports Authority (MWAA) is overseeing the design and construction of the project and has sole responsibility for managing all project contractors. WMATA also provided information on its roles as operator and technical recipient of the project. WMATA will not set a target service date until all identified deficiencies have been resolved to meet acceptance standards.

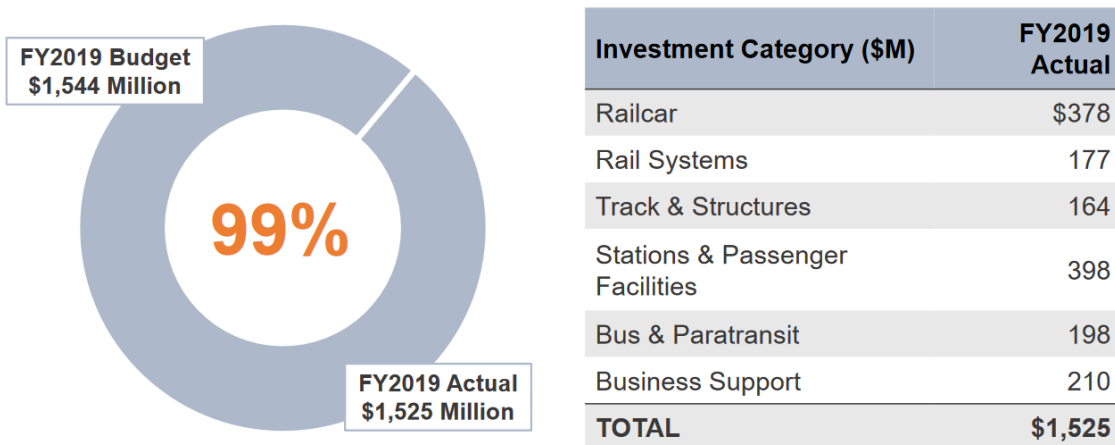
- Capital Improvement Program Update

On September 12<sup>th</sup> WMATA staff presented a [Capital Improvement Program Update](#) to the Finance and Capital Committee. This update provided an overview of FY2019 and FY2020 capital program highlights and introduced two new capital program components that are aimed at increasing the transparency and accountability of the Capital Program. In addition to the annual Six-Year Capital Improvement Program, WMATA is developing a Capital Program Strategy and 10-year Capital Plan (Figure 1).

**Figure 1: WMATA Capital Program Components**

Source: [WMATA Capital Improvement Program Update](#)

WMATA staff highlighted major capital investments in FY2019, totaling \$1.525 billion (Figure 2) and indicated that the capital program is anticipated to grow to \$1.74 billion in FY2020. Staff also included a preview for each capital program area in the FY2020 budget.

**Figure 2: FY19 Capital Program Investments**

Source: [WMATA Capital Improvement Program Update](#)

The presentation included details on the [Platform Improvement Project](#), a major investment by WMATA in FY2019 to repair the six station south of Reagan National Airport. In FY2020, the platform and station capital investment will continue as part of a multi-year, multi-station effort to rehabilitate outdoor Metrorail platforms and update station amenities. In FY2019, WMATA spent more than \$398 million towards these repairs and in FY2020, planning is underway to make similar repairs to eight more outdoors stations, including East Falls Church, West Falls Church, Dunn Loring and Vienna in Virginia.

In FY2019 WMATA also received delivery of 696 of 748 7000-series railcars which are intended to replace legacy trainsets, improve fleet reliability, and expand potential for eight-car train operations. In FY2020 WMATA will review vendors' technical proposal for the next generation of railcars, the 8000-series. Other areas of the capital program update include investments in replacement and renewal of bus garages, telecommunication systems and schedule of track rehabilitation under the capital program. In FY2019, WMATA also acquired a new headquarters building as part of its business support development.

The new Capital Program Strategy will provide high-level vision and goals for capital investments, and the new 10-Year Capital Plan will provide individual planned investments to accomplish the aforementioned capital program strategy. This will include project-level detail and preliminary cost estimates, funding sources, and schedules. The 10-year Capital Plan will inform the six-year Capital Improvement Program. These Capital Program Strategy and 10-Year Capital Plan will be released in the fall of 2019.

- Revision to the Board Code of Ethics

On September 12<sup>th</sup> the [WMATA Ethics Committee met to consider adoption of recommended revision to the Code of Ethics](#). Recommendations included requiring published written reports, clarification of a conflict of interest, involvement of the Office of the Inspector General, and other code and financial disclosure reforms. These recommendations follow up on the previous Ethics Committee's work, where the [committee outlined several recommendations in a letter to the WMATA Board on June 27<sup>th</sup>](#). The committee will reconvene on revisions to the Board Code of Ethics on September 26<sup>th</sup> and is anticipated to take action at the September 26<sup>th</sup> WMATA Board meeting.

- Legislative Update

On September 12<sup>th</sup> the WMATA Executive Committee received a [legislative update](#). WMATA's highest federal legislative priority is the reauthorization of federal dedicated funding. In 2008 Congress authorized \$1.5 billion of capital funding over 10 years as part of the Passenger Rail Investment and Improvement Act of 2008.

### **3. September Commission Meeting WMATA-Related Follow-Up Items**

At the September Commission meeting, Commissioners requested several follow up items from staff or the Virginia WMATA Board Members:

- Securing the Swing Gates at Metrorail Stations

WMATA is currently securing the swing gates with the Metrorail system. In the Metrorail system, improper use of the swing gates is the primary way that customers avoid paying fares. The project to secure the fare gates is intended to stop the use of station swing gates except in the event of an emergency. A [WMATA Board update from April 2018](#) provides information and background on this project.

- Low Income Fare Pass

At the request of the NVTC WMATA Committee, staff conducted a peer review of major transit systems that offer a low-income fare pass. The research can be found in the [June WMATA Committee materials](#).

- Cinder Bed Bus Facility

WMATA states that the use of a private contractor for the Cinder Bed facility [will save WMATA \\$15 million over a five-year period](#).

- DC Kids Ride Free Program

Washington, D.C. has a fare buy down agreement with WMATA called the [DC Kids Ride Free Program](#). This allows students to ride Metrobus and Metrorail for free within the District of Columbia to get to school and school related activities. The program recently transitioned to SmarTrip cards. The WMATA Board was [briefed on the program in 2018](#).

- Summer 2020 Platform Improvement Project

WMATA has indicated that information about Summer 2020 work on Platforms at Vienna, Dunn Loring, West Falls Church, and East Falls Church stations and their associated service impacts will be provided in the fall. NVTC will continue its role in coordinating with WMATA and impacted stakeholders to support mitigation planning and public communication. Later in 2019, NVTC staff will provide an overview of the coordination work completed during the summer 2019 shutdown and share lessons learned.

- WMATA Fare Payment Update

NVTC is working closely with the Virginia WMATA Board Members and WMATA staff to schedule a briefing for the Commission on WMATA's mobile app efforts and ongoing work to upgrade the existing fare collection system until a new fare collection system is developed.

## **C. Other WMATA News**

- Update on the Platform Improvement Project

On September 9<sup>th</sup> [WMATA reopened the platforms south of Reagan National Airport](#). In addition to renovated station platforms, Metrorail customers returned to new features such as slip-resistant tiles, new stainless-steel wind shelters as well as new lighting and information displays. While heavy construction activity has been completed, customers should be aware that work will continue for several more weeks without impacting train service. In 2020, eight stations are scheduled to undergo similar platform reconstruction including four in Virginia: Vienna, Dunn Loring, West Fall Church and East Falls Church. NVTC will continue to coordinate with regional partners on mitigation and planning for future platform work and additional project details are expected later in the fall 2019.

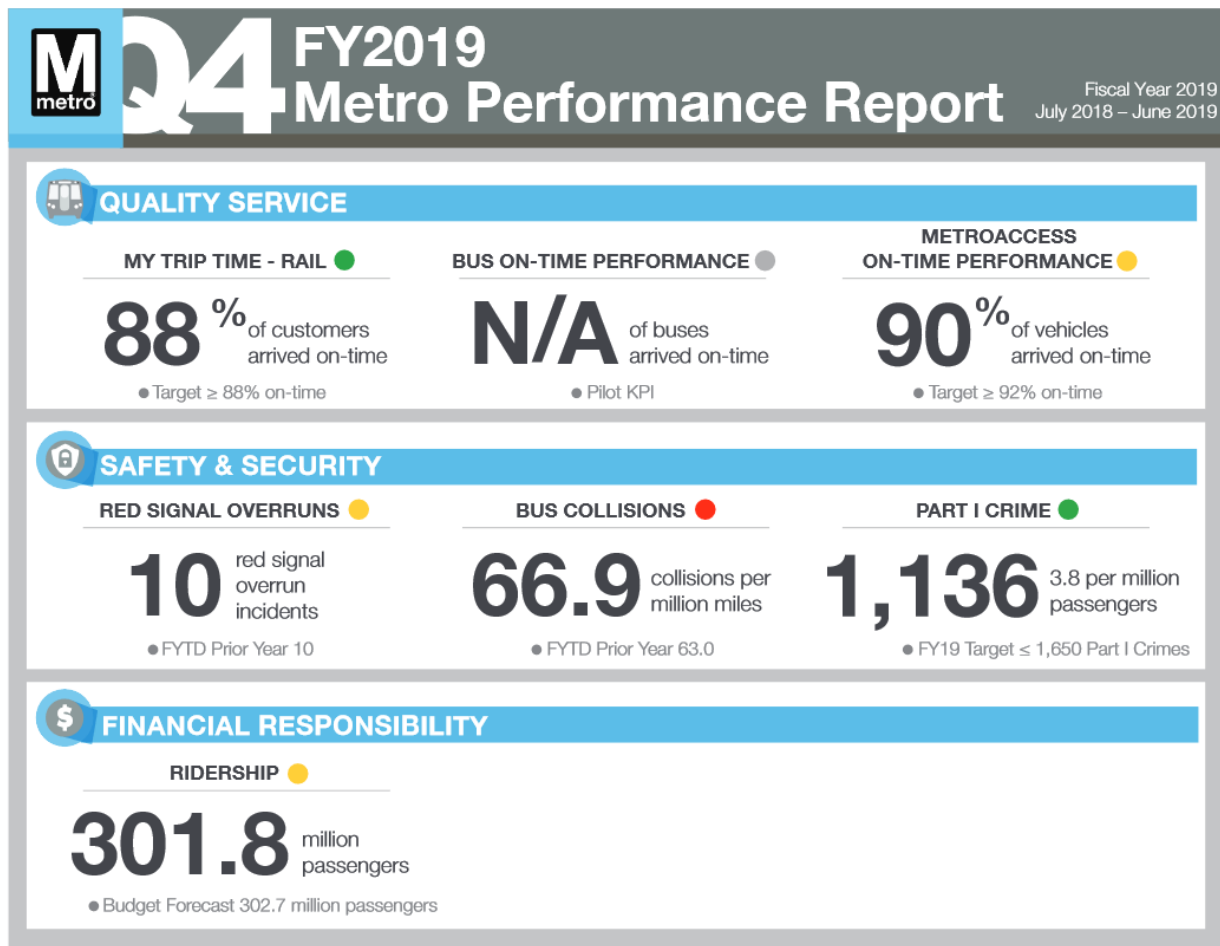
- FY2019 Metro Performance Report

WMATA released its final [Metro Performance Report for Q4 FY2019](#), detailing cumulative system-wide performance from July 2018-June 2019. Metrorail on-time performance (OTP) leveled to 88 percent for FY2019 with weekend trackwork and planned shutdowns affecting overall OTP. Police

activity and customer-related incidents made up for one-third of all unplanned delays—an increase of seven percent compared to FY2018. WMATA also reports that railcar-related delays dropped more than 40 percent compared to FY2018 due to the replacement of older trainsets. Overall, WMATA indicated that rail infrastructure reliability improved with track infrastructure failures decreasing 78 percent in FY2019 due in part to the intensive maintenance and rebuilding efforts.

Metrobus On-Time Performance is unavailable in FY2019 as data quality errors compromised the performance results. According to WMATA, Metrobus OTP should resume reporting in the Q1 FY2020 Metro Performance Report expected in November 2019. Bus fleet reliability underperformed in FY2019 and averaged 6,335 miles between equipment failure, a 16 percent decline compared to last fiscal year.

**Figure 3: Fourth Quarter Year to Date FY2019 Metro Performance Report**

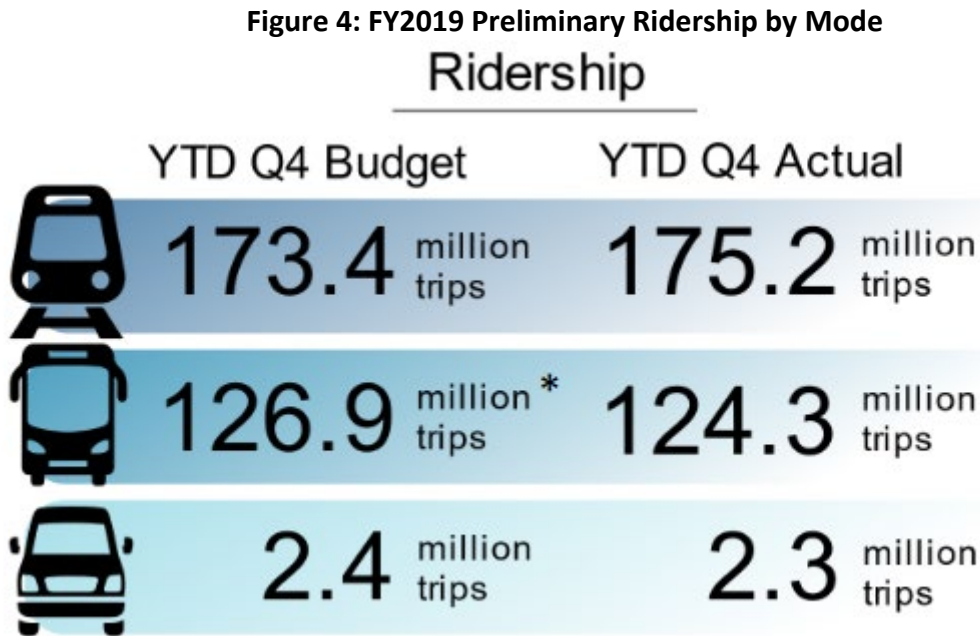


Source: [FY2019 Metro Performance Report](#)

▪ Fiscal Year 2019 Financial Report

WMATA released a [fourth quarter year to date financial report](#), which provides an overview of operating results, ridership and revenue, and capital program investments for FY2019. Metrorail ridership totaled 175.2 million trips for FY2019, slightly above budget (Figure 4). Metrobus ridership totaled 124.3 million trips, slightly below budget. WMATA's operating expenses for

FY2019 were \$13.7 million less than budget, mostly due to savings from personnel. Passenger revenue was four percent below budget, and non-passenger revenue was 22 percent higher than budget. WMATA invested a total of \$1.525 billion in FY2019, 99 percent of the amended capital budget. The report also provides an overview of total capital expenditures and accomplishments for FY2019 by CIP program area.



Source: [FY2019 Financial Report](#)

▪ VRE Riders Exempted from the Non-Rider Fee at Franconia-Springfield

WMATA and VRE reached an agreement to allow VRE riders parking at Franconia-Springfield Metrorail Station to pay the same daily rate as Metro users. Previously, VRE customers wishing to park at the Franconia-Springfield Metrorail Station would have to pay a non-Metrorail rider parking rate. Now, VRE passengers that hold a monthly, 10-trip, or 5-day pass on the VRE Mobile Ticketing app can qualify to pay the same rate as a regular Metro rider, \$4.95 instead of \$8.95 per day. In order to receive this benefit, qualifying VRE riders must pick up a VRE-issued SmartTrip card at VRE Headquarters located at 1500 King Street, Suite 202 Alexandria, VA 22314. More information can be found on VRE's [Metro Parking Pass website](#). The WMATA Board approved the [policy change to exempt VRE from the non-rider fee](#) in July 2018.

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

The following tables show WMATA ridership by mode in Virginia and parking utilization for August 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. In 2018, WMATA conducted [around the clock construction on a segment of the Orange, Blue and Silver Lines](#) through downtown D.C. Between August 11, 2018 to August 26, 2018, the Silver and Orange Lines were single-tracked and operated every 20 minutes at all times of the day. The Blue Line operated between Franconia-Springfield and Arlington Cemetery, with additional Yellow Line Trains operating between Franconia-Springfield and Greenbelt. For two weekends in August,

there was a line segment shutdown between Farragut West and Metro Center. Also, in 2018, WMATA closed two stations on the Red Line in D.C. from July 21 to September 3, 2018. Starting on May 25, 2019, stations on the Yellow and Blue Lines south of Ronald Reagan Washington National Airport Station were closed until September 8<sup>th</sup>.

<b>WMATA Virginia Ridership August 2019</b>			
	<b>August 2018</b>	<b>August 2019</b>	<b>Percent Change (2018-2019)</b>
<b>Metrorail</b>			
<b>Total<sup>1</sup></b>	7,374,266	6,990,952	-5%
<b>Weekday Average<sup>2</sup></b>	260,429	256,865	-1%
<b>Saturday Average<sup>2</sup></b>	96,221	101,686	6%
<b>Sunday Average<sup>2</sup></b>	69,053	72,704	5%
<b>Metrobus</b>			
<b>Total<sup>1</sup></b>	1,528,392	1,511,170	-1%
<b>Weekday Average<sup>1</sup></b>	58,552	58,948	1%
<b>MetroAccess</b>			
<b>Total<sup>1</sup></b>	31,706	30,228	-5%

Source: WMATA

1: Unlinked Passenger Trips

2: Based on station entries and exits



<b>WMATA Virginia Parking Facility Usage (Weekday)</b> <b>August 2018 and 2019</b>				
<b>Station/Lot</b>	<b>August 2018</b>	<b>Y-T-D FY2018</b>	<b>August 2019</b>	<b>Y-T-D FY2019</b>
<b>Huntington*</b>	69%	75%	N/A	0%
<b>West Falls Church</b>	45%	58%	59%	61%
<b>Dunn Loring</b>	39%	46%	48%	50%
<b>Vienna**</b>	62%	76%	63%	75%
<b>Franconia</b>	50%	55%	N/A	0%
<b>Van Dorn</b>	93%	100%	N/A	0%
<b>East Falls Church</b>	106%	116%	116%	119%
<b>Wiehle-Reston East</b>	83%	98%	83%	95%
<b>Northern Virginia Total***</b>	60%	67%	39%	43%

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. Transactions at Huntington have remained largely stable year over year, but the downward change in capacity caused an increase in the utilization rate.

\*\* 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, parking is available at no cost at Huntington, Van Dorn, and Franconia-Springfield Stations. Commuters are utilizing these parking facilities, but construction work at these stations has caused WMATA to suspend parking utilization data collection for the duration. Parking utilization statistics at these stations report as zero, which is included in the August 2019 and YTD FY2019 utilization statistics.

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FOR COMMISSION CONSIDERATION

# 2019 Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority

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NORTHERN VIRGINIA TRANSPORTATION COMMISSION



Draft Report  
October 3, 2019

FOR COMMISSION CONSIDERATION

November 1, 2019

On behalf of the Northern Virginia Transportation Commission (NVTC), I am pleased to submit this *Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA)*. This is the second report to respond to NVTC's new responsibilities as established by the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly.

In addition to fulfilling its reporting requirements, NVTC continues to provide funding oversight and stewardship of WMATA on behalf of its member jurisdictions through the management of state assistance to the transit agency and its appointments to the WMATA Board of Directors.

This report presents data vital to understanding the performance and condition of Metrorail and Metrobus and serves as annual documentation and a baseline for future years. It also identifies potential strategies to reduce the growth in WMATA's costs and to improve the efficiency of its operations. NVTC developed these strategies in coordination with its local jurisdictions, which are responsible for funding WMATA.

The dedicated funds authorized by the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, support WMATA's capital investments, which are designed to improve both safety and state of good repair. In FY2019, WMATA invested \$1.525 billion of the capital budget – the largest amount to date. This was also the first year in which any Compact Signatory contributed dedicated capital funding – the Commonwealth of Virginia contributed \$121.3 million in dedicated capital funding for WMATA. These improvements are critical to the economic health of the Commonwealth and Northern Virginia. NVTC looks forward to reporting annually on the performance and condition of WMATA.

Best regards,

Matthew F. Letourneau  
Chairman

## Table of Contents

Introduction .....	5
1. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency.....	8
Overview .....	8
Strategy 1: Maximize Use of Eight-Car Trains.....	9
Strategy 2: Improve Weekend Rail Service.....	10
Strategy 3: Develop Parking Pass Products .....	11
Strategy 4: Optimize Parking Facilities .....	11
Strategy 5: Expand and Enhance Fare Pass Products .....	12
Strategies Presented in NVTC's 2018 Report.....	13
Strategy 6: Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus .....	13
Strategy 7: Increase Non-Fare Revenues.....	15
Strategy 8: Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services .....	16
Additional Strategies.....	18
Status of Actions on 2018 NVTC Strategies .....	19
2. Use of Dedicated Capital Funds .....	27
3. Safety & Reliability.....	31
3.1. Safety .....	31
3.2. Reliability.....	33
3.3. On-Time Performance.....	33
3.4. Mean Distance between Delays/Failures .....	35
4. Metrorail Financial Performance .....	37
4.1. Metrorail Farebox Recovery .....	37
4.2. Metrorail Service per Rider.....	38
4.3. Cost per Metrorail Service Hour .....	38
5. Metrobus Financial Performance .....	39
5.1. Metrobus Farebox Recovery.....	39
5.2. Metrobus Service per Rider .....	40
5.3. Cost per Metrobus Service Hour.....	41
6. Metrorail & Metrobus Ridership .....	42
6.1. Unlinked Passenger Trips.....	42
6.1.1. Metrorail Unlinked Passenger Trips .....	42
6.1.2. Metrobus Unlinked Passenger Trips .....	43
6.2. Passenger Miles Traveled .....	43

6.2.1. Metrorail Passenger Miles Traveled .....	43
6.2.2. Metrobus Passenger Miles Traveled .....	43
7. Conclusion.....	45
8. Appendix: Definitions.....	46

## Table of Figures

Table 1: Data Sources and Years Presented in This Report.....	7
Table 2: FY2019 Expenditures from the WMATA Capital Fund by CIP Program .....	30
Table 3: Metrorail Safety .....	32
Table 4: Metrobus Safety.....	32
Table 5: On-Time Performance by Mode .....	34
Table 6: Equipment Reliability for Metrorail and Metrobus .....	36
Table 7: Metrorail Farebox Recovery .....	37
Table 8: Metrorail Service per Rider .....	38
Table 9: Cost per Metrorail Service Hour .....	39
Table 10: Metrobus Farebox Recovery .....	40
Table 11: Metrobus Service per Rider .....	40
Table 12: Cost per Metrobus Service Hour.....	41
Table 13: Metrorail Ridership, UPT.....	42
Table 14: Metrobus Ridership, UPT .....	43
Table 15: Metrorail Ridership, PMT.....	43
Table 16: Metrobus Ridership, PMT .....	44

**Cover Photos Courtesy of WMATA and NVTC.**

# Introduction

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The Northern Virginia Transportation Commission (NVTC)<sup>i</sup> is charged with the funding and stewardship of the Washington Metropolitan Area Transit Authority (WMATA) on behalf of the jurisdictions of Arlington County, City of Alexandria, City of Falls Church, Fairfax County, City of Fairfax, and Loudoun County. Founded in 1964, in part to represent the interests of the Commonwealth during the creation of Metrorail, NVTC continues to serve as Virginia’s voice on the WMATA Board of Directors<sup>ii</sup> through its appointments to the panel. NVTC also manages more than \$154 million in state assistance to WMATA on behalf of its jurisdictions. Finally, NVTC ensures that all its jurisdictions’ voices are represented on the WMATA Board, conducts Northern Virginia’s regional transit response program, coordinates regional transit fare collection efforts, and engages in regional transportation planning, data analysis, and reporting, which provides direct benefits to WMATA and the related Northern Virginia transit network.

This report fulfills the requirements of Section § 33.2-3402 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, specifying that NVTC report annually on the performance and condition of WMATA, for both Metrorail and Metrobus. Per statute, the report addresses six elements:

- **Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations**
- **Use of the funds** authorized by the legislation to improve the safety and condition of the **rapid heavy rail** mass transportation system
- The **safety** and **reliability** of the **rapid heavy rail** mass transportation system and **bus** network
- The **financial performance** of WMATA related to the operations of the **rapid heavy rail** mass transportation system, including farebox recovery, service per rider, and cost per service hour

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<sup>i</sup> The Northern Virginia Transportation Commission (NVTC) was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, which was created by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630, and the Transportation District Act. The purpose of the Act is to facilitate “planning and developing a transportation system for Northern Virginia and for the safety, comfort and convenience of its citizens and for the economical utilization of public funds” The duties and powers of the Commission are set in Sections §§ 33.2-1900 through 33.2-1934 of the Virginia Code.

<sup>ii</sup> The WMATA Board of Directors, established through an interstate Compact between Virginia, Maryland and the District of Columbia, determines agency policy and provides oversight for funding, operations, and the expansion of transit facilities.

- The **financial performance** of WMATA related to the operations of the **bus** mass transportation system, including farebox recovery, service per rider, and cost per service hour
- **Ridership** of the **rapid heavy rail** mass transportation system and the **bus** mass transportation system

Since receiving dedicated funding from the Commonwealth, WMATA has made significant investments in its capital program to improve the performance, reliability and safety of the system. In its first *2018 Report on the Performance and Condition of WMATA*, NVTC identified potential strategies that WMATA could implement to reduce costs and improve efficiencies. The first section of this report provides additional strategies as well as an update to the Governor and General Assembly on WMATA's progress toward reducing its operating expenses and making the system more efficient. In addition, WMATA has provided information on how the agency has used funds from the Commonwealth's WMATA Capital Fund. The final section of the report summarizes the safety, operating, financial and ridership information on the state of WMATA's rail and bus systems.

Much of the data included in this section are extracted from the National Transit Database (NTD) of the Federal Transit Administration (FTA). On an annual basis,<sup>iii</sup> NTD publishes safety, operating and financial data for each transit agency in the country that receives federal transit grant funding. For legislative requirements for which NTD data are unavailable, such as system reliability, data are extracted from the Metro Performance Report (MPR) published by WMATA on a quarterly basis. Table 1 summarizes the data sources for each category of the report, as well as the latest full fiscal or calendar year for which data are available.

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<sup>iii</sup> Monthly for some data such as ridership.



**Table 1: Data Sources and Years Presented in This Report**

Report Category	Latest Year for which Data is Publicly Available	Data Source
Cost Reduction Strategies	Policy Decision – not relying on specific data sources	
Use of Funds	Funds were expended in Fiscal Year 2019	
Safety	Calendar Year 2018	NTD
Reliability	Fiscal Year 2019	MPR
Financial Performance	Fiscal Year 2017 <sup>iv</sup>	NTD
Ridership	Fiscal Year 2017 <sup>v</sup>	NTD

For this report, data are generally provided for fiscal or calendar years 2017 and 2018. (Note: NTD publishes safety data on a calendar year rather than a fiscal year basis.) WMATA's Metro Performance Report provides reliability data. FY2019 MPR data was released in September 2019. While this operational performance data is not aligned with financial performance data from NTD, it is included in this report to provide the most up to date information.

NTD publishes full fiscal year financial data each fall for the previous fiscal year (e.g., in the fall of Calendar Year 2019 NTD will publish data for Fiscal Year 2018). Due to the timing of this report's publication in the fall, the latest year for which detailed financial information is currently available from the NTD is Fiscal Year 2017. Therefore, this report uses Fiscal Year 2017 data for legislative requirements 2, 3, and 6 (financial performance and ridership of Metrorail and Metrobus). Data for Fiscal Year 2018 is anticipated to be released in October 2019, and the report will be updated accordingly.

<sup>iv</sup> FY2018 NTD data are anticipated to be released in October 2019.

<sup>v</sup> Ibid.

# 1. Strategies to Reduce the Growth in Costs and Improve Operational Efficiency

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## Overview

WMATA is an essential asset to the Commonwealth of Virginia. Along with the Virginia Railway Express (VRE) commuter rail, it allows for an additional 85,000 households and 130,500 jobs that generate over \$600 million each year in sales and income tax revenues to the Commonwealth.<sup>1</sup> In 2018, the Commonwealth of Virginia, the District of Columbia and the State of Maryland each passed legislation to provide dedicated capital funding to meet the agency's growing capital investment needs, address a state of good repair backlog, and provide safe and reliable service. Securing dedicated funding from the three WMATA Compact signatories was as historic as when the three signatories and the federal government came together to form the transit authority in the 1960s.

Section § 33.2-1526 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, requires WMATA to constrain the growth of its operating subsidy.<sup>2</sup> For Virginia, the cities of Alexandria, Falls Church, and Fairfax as well as the counties of Arlington, Fairfax and Loudoun (with the start of Silver Line Metrorail Phase 2) are ultimately responsible for paying WMATA's capital and operating obligations. These jurisdictions have a vested interest in ensuring that WMATA reduces the growth in operating cost so that its annual operating subsidies increase in line with legislative requirements.

NVTC identified strategies to reduce WMATA's growth in costs and improve operational efficiencies in its initial *2018 Report on the Annual Performance and Condition of WMATA*.<sup>3</sup> WMATA has since made progress toward stabilizing its operating costs and improving efficiency in ways that reflect many of NVTC's earlier strategies that will be discussed later in this chapter.

In addition to NVTC's earlier strategies, this chapter identifies new strategies that WMATA could implement to advance the agency's efforts to reduce costs and improve efficiency. These are also specific strategies that WMATA can act on in the short-term, either through the WMATA Board of Directors or the General Manager/CEO. The annual budget development process presents an opportune time for consideration of these strategies because WMATA identifies efficiencies or other initiatives needed to limit the amount paid by the WMATA funding jurisdictions when

preparing the budget. Initiatives in WMATA's budget process must take into account fiscal constraints, public hearing requirements, and equity concerns.

NVTC worked in close coordination with its local jurisdictions to provide WMATA with additional strategies that include a mix of approaches to grow ridership and revenue, control costs, and improve efficiencies. This year, NVTC recommends the following strategies to control costs, improve efficiency and enhance the customer experience while WMATA addresses a state of good repair backlog:

1. Maximize Use of Eight-Car Trains
2. Improve Weekend Rail Service
3. Develop Parking Pass Products
4. Optimize Parking Facilities
5. Expand and Enhance Fare Pass Products

In addition, NVTC continues to recommend strategies that were included in its 2018 Report. This chapter includes a summary of these previously recommended strategies as well as an appendix noting the status of WMATA actions on each. The recommendations in the 2018 Report were carried forward and restructured into the following strategies:

6. Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus
7. Increase Non-Fare Revenues
8. Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services

## Strategy 1: Maximize Use of Eight-Car Trains

NVTC proposes that WMATA run all eight-car trains during peak service to maximize capacity of the current Metrorail system. Operating eight-car trains during the peak periods allows the system to carry more riders per hour through the system's core, especially where the Blue, Orange, and Silver Lines merge at Rosslyn Station and face capacity constraints.<sup>4</sup>

WMATA should consider deploying eight-car trains in a phased approach to lines with the most demand during peak hours to achieve operating efficiencies and grow ridership in a cost-effective manner in the short-term. Improvements to peak hour service could encourage continued peak period ridership. Between FY2017 and FY2018, Metrorail ridership was down overall at 1.5 percent, but weekday ridership showed a slight increase at 0.7 percent, with some railcars experiencing crowded conditions.<sup>5</sup> For instance, Orange Line trains at Court House Station in the

direction of New Carrollton and Silver Line trains at Rosslyn in the direction of Largo Town Center were near or over capacity during the AM peak period from April – June 2019.<sup>6</sup> Crowded railcars negatively impact ridership because customers have a lower tolerance for crowded conditions and may choose to ride the system less if they expect crowded conditions.<sup>7</sup> Moreover, WMATA's continued investments in rebuilding track infrastructure, traction power upgrades and railcar storage facilities make this strategy feasible within the short-term.<sup>8</sup>

## Strategy 2: Improve Weekend Rail Service

NVTC proposes that WMATA examine additional solutions to better balance maintenance activities and the impacts of service disruptions on weekend ridership. Preventative maintenance and capital project work during operating hours on Metrorail are often accompanied by track-work related disruptions and increased wait times for trains or additional transfers for trains, which has a negative impact on service. WMATA measures service levels by tracking on-time performance.<sup>9</sup> Weekend Metrorail on-time performance was significantly lower than weekday on-time performance in the third quarter of FY 2019, at 79 percent and 89 percent respectively.<sup>10</sup> Maintaining high-quality service on weekends will generate revenue by retaining and attracting riders lost on weekends as WMATA continues to improve the safety and reliability of the system.

WMATA has implemented a strong preventative maintenance program, in addition to an expanded capital improvement program. The combined focus on preventative maintenance and capital renewal has resulted in rail performance and reliability improvements but it has also resulted in disruptions to weekend service leading to declining ridership on weekends.<sup>11</sup> Between FY2017 and FY2018, overall Metrorail ridership declined by 1.5 percent.<sup>12</sup> However, WMATA separates weekend and weekday ridership in its performance reports, and the data show that weekday ridership was relatively stable at 0.7 percent, while weekend ridership was down 3.3 percent during this time period illustrating the effect that weekend service has on overall ridership figures.<sup>13</sup>

WMATA established guidelines to minimize customer impacts as it rebuilds 20 outdoor station platforms during the Platform Improvement Project.<sup>14</sup> The guidelines include strategies to communicate disruptions to customers and retain riders during major shutdowns and ways to execute work more efficiently.<sup>15</sup> WMATA should consider developing customer-focused service standards and operating procedures for planned weekend service disruptions in order to minimize disruptions to service while maintaining preventative maintenance programs and capital investments.

## Strategy 3: Develop Parking Pass Products

NVTC proposes that WMATA develop a subscription-based parking pass for transit riders to increase revenues at Metrorail stations with parking facilities. A subscription-based parking pass would expand customers' options for how they pay for parking, as well as encourage more trips from suburban stations because users could receive a small discount by pre-paying for parking for the month. WMATA currently offers a subscription-based transit pass to ride Metrobus and Metrorail at a discounted rate. With a subscription-based parking pass, a transit user could purchase this pass product for unlimited use of Metrorail parking facilities as a transit rider within a fixed period of time.<sup>16</sup>

A subscription-based parking pass could curb revenue losses from events outside of WMATA's control, such as a federal government shutdown or weather-related events. WMATA estimated a loss of nearly \$400,000 a day in fare and parking revenue during the 34-day federal government shutdown.<sup>17</sup> The Virginia Railway Express (VRE) also saw ridership decline nearly 20 percent during the federal government shutdown. However, revenue declined only 10 percent because the system offers subscription passes that riders can pre-purchase.<sup>18</sup>

## Strategy 4: Optimize Parking Facilities

NVTC proposes that WMATA assess and consider reducing parking rates at additional, underutilized WMATA-owned Metrorail parking facilities.<sup>19</sup> Parking utilization directly correlates to ridership trends at Metrorail stations.<sup>20</sup> Providing incentives to more transit users who park can, in turn, generate revenue from both the parking fees and rider fares.

WMATA manages more than 60,000 parking spaces at 44 Metrorail stations throughout the region, yielding over \$43 million in annual operating revenue.<sup>21</sup> At certain Metrorail parking facilities in Virginia, a portion of the parking fees collected goes directly to local Virginia jurisdictions.<sup>22</sup> Currently, the system has both underutilized parking facilities and facilities that are at or over capacity during the weekday. In December 2018, the WMATA Board lowered the parking rate at the West Falls Church and Landover Metrorail stations to \$3 a day, following a successful pilot at those stations. The data showed a 27 percent increase in parking utilization as a result of the lower rate, and the pilot project was made permanent.<sup>23</sup> The pilot encouraged existing transit riders to ride the system more frequently and resulted in an overall increase in ridership and net revenue.<sup>24</sup> NVTC supports WMATA's efforts to work with local jurisdictions to

use parking policy to encourage riders to park at underutilized stations to optimize revenue from parking facilities and the fare box.

## Strategy 5: Expand and Enhance Fare Pass Products

NVTC proposes that WMATA perform a study to identify fare pass products that address unmet market demand and make purchasing them easier to understand. WMATA operates in an increasingly competitive market and one way to make WMATA more competitive is to offer fare pass products that make it easier and more affordable to use the system.

Pass products increase ridership, revenue and loyalty to a transit system.<sup>25</sup> Analysis of SmarTrip card data shows three primary groups of riders: core customers, day trippers, and visitors; but only 10 percent of these primary riders have fare passes, creating an opportunity for WMATA to benefit by increasing fare pass utilization among these groups.<sup>26</sup> WMATA recently took advantage of this opportunity in the approved FY2020 budget by enhancing its fare pass products. The changes reduced the cost of purchasing a pass, added unlimited Metrobus to the rail passes, making bus and rail more price competitive with other transportation modes, and added a 3-day pass option.<sup>27</sup> Riders have responded positively to fare pass products and making them easier to afford and understand, which will increase ridership and generate more revenue in the long-run.<sup>28</sup> A comprehensive fare pass study could identify more markets for WMATA's fare pass products to attract riders and ensure the agency captures the most revenue from its fare pass program.

NVTC supports WMATA's efforts to increase adoption of its pass products among its primary riders, and the agency should consider other markets like families with children. For example, the Southeastern Pennsylvania Transit Authority (SEPTA) offers a family independence pass.<sup>29</sup> The \$30 one-day family pass covers 10 trips on all SEPTA transit service and regional rail for up to two adults and three youth under the age of 18. WMATA's child-fare policy allows up to two children under five-years-old to ride free with an adult paying full fare, while children five and older pay the adult full fare. WMATA could explore pass products to capitalize on the number of families with children, tourists, and others that travel across the region by Metrorail and Metrobus to grow ridership and generate additional revenue.

WMATA is also developing a mobile fare payment platform to allow SmarTrip card users to manage their travel fares, payments and passes through their smart phones.<sup>30</sup> Introducing new pass products on WMATA's future mobile app would make it easier for customers to access and understand the pass products that are available as well as reduce cash-handling costs and delays



due to cash transactions.<sup>31</sup> NVTC sees an opportunity to increase the adoption of pass products by offering them on WMATA's forthcoming mobile app.

## Strategies Presented in NVTC's 2018 Report

NVTC's initial *2018 Report on the Performance and Condition of WMATA* included many strategies that WMATA could implement to control the growth of its operating subsidy and make the system more efficient. To date, WMATA has implemented several strategies. However, it's important to revisit each strategy and assess WMATA's progress in responding to them because without changes to WMATA's operating model, operating cost increases are predicted to outpace revenue growth according to WMATA's 2019 adopted strategic plan.<sup>32</sup>

The following strategies are a combination of short-term efforts planned for implementation under WMATA's 2019 "Keeping Metro Safe, Reliable and Affordable" strategic plan and subsequent WMATA budgets as well as long-term strategies that may be outside of WMATA's purview and require structural or legislative changes:

6. Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus
7. Increase Non-Fare Revenues
8. Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services

### Strategy 6: Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus

Rebuilding ridership improves WMATA's farebox revenues and enhances the efficiency of Metrorail and Metrobus. WMATA's research found that at least 30 percent of ridership losses in 2013 - 2016 were due to declining customer on-time performance and the state of good repair backlog at the time.<sup>33</sup> Since then, WMATA implemented an intensive rebuilding effort to rehabilitate its aging infrastructure, which resulted in a \$2.1 billion reduction of its state of good repair backlog.<sup>34</sup> Dedicated funding from Virginia, Maryland and Washington, D.C. allows WMATA to make even more investments in its capital improvement program to correct years of underinvestment, further reduce the state of good repair backlog and increase reliability.

The most visible expenditure of FY2019 capital funds was the first phase of the Platform Improvement Project. In May 2019, WMATA closed six stations on the Blue and Yellow Lines south of Ronald Reagan Washington National Airport for full platform reconstruction and station

improvements. The \$200 million in capital funding spent to repair Metrorail stations in Virginia is a significant step toward improving the reliability and efficiency of the system overall.<sup>35</sup>

WMATA spent over \$1.5 billion on capital projects in FY2019, nearly doubling the \$714 million investment made four years prior in FY2015.<sup>36</sup> The largest capital investments in FY2019 were to upgrade track infrastructure and purchase 7000-series railcars.<sup>37</sup> The delivery of 7000-series railcars dramatically improved railcar reliability, doubling the distance trains traveled without delays in FY2019 compared to FY2018.<sup>38</sup> WMATA is already seeing positive returns as it ramps up its capital investment and reduces its state of good repair backlog. For instance, more than 88 percent of Metrorail customers were on time during FY2019, and Metrorail rider offloads declined by 41 percent from FY2018 – FY2019.<sup>39</sup> NVTC supports WMATA's continued investment in its capital program to increase the reliability, safety, and performance of the system and rebuild ridership.

WMATA expanded partnerships with the business community in FY2019 to provide easier access to transit for employees, visitors and students. Expanding transit options for students reduces their transportation costs and attracts future generations to transit. WMATA benefits from the diverse revenue stream and leveraging excess service capacity during the off-peak periods.<sup>40</sup> In FY2016, WMATA developed the University Pass program (U-Pass) to provide students of participating higher education institutions unlimited rides on Metrobus and Metrorail at a discounted price.<sup>41</sup> The U-Pass program expanded to 12 colleges and universities in FY2019 and WMATA and jurisdictional staff are exploring expanding the program to include local transit providers.<sup>42</sup> The WMATA Board also approved an extension of the Fairfax County Free Student Bus Program Pilot which generated 32,000 Metrobus trips in FY2019.<sup>43</sup>

NVTC supports WMATA's engagement with local jurisdictions to explore and implement pilot programs that increase the reliability and speed of Metrobus. NVTC proposed the development and implementation of a regional interoperable off-vehicle fare collection system in its "Northern Virginia Regional Fare Collection Strategic Plan" and as a long-term strategy for WMATA to increase ridership and revenue.<sup>44</sup> Research at WMATA and other transit agencies shows that speeding up the boarding process can shorten passenger travel time, increase ridership and reduce operating costs.<sup>45</sup> WMATA will enhance headway-based route scheduling and explore additional no-cash fare and all-door boarding initiatives in FY2020.<sup>46</sup> WMATA also partnered with the District of Columbia's Department of Transportation to install "queue jump" technology to speed bus trips and keep service on time. The "bus only" traffic signals at six intersections in D.C. allows buses to proceed through the intersections before the standard traffic signals turn



green.<sup>47</sup> NVTC supports WMATA's efforts to make buses faster, safer and more reliable to optimize revenue.

WMATA is evaluating other ways to improve the ridership and efficiency of Metrobus. This past year WMATA used capital funds to expand and rebuild bus garages to find operational efficiencies and plan for future ridership growth. In addition, the agency is discussing its recent recommendations on the Washington Area Bus Transformation Project with stakeholders.

## Strategy 7: Increase Non-Fare Revenues

The projected \$814 million of FY2020 WMATA operating revenues is funded in part with \$98 million in non-fare revenue. Declining ridership has an outsized effect on the operating budget since most of the operating revenue is derived from passenger fares. The FY2020 budget includes several customer-focused initiatives meant to reverse ridership losses and attract more riders to the system but increasing fare revenues alone is not enough to keep pace with growing costs.<sup>48</sup>

To contain growth in annual operating subsidies, NVTC supports WMATA's ongoing initiatives and efforts to increase and/or optimize its non-fare revenues. WMATA is doing this by streamlining its parking programs, advancing its joint development program and increasing advertising sales to leverage the value of its assets. WMATA's advertising revenues were once the lowest among its peer transit agencies. In 2015, WMATA piloted digital advertising in Metrorail stations and subsequently implemented and expanded the program to generate revenue. In the FY2020 budget, WMATA expects a six percent increase in advertising sales that will result in \$27.7 million in revenue.<sup>49</sup>

In FY2019, the WMATA Board approved amendments to WMATA's parking policies to improve how WMATA manages its parking facilities and to take advantage of opportunities for additional revenue. The changes expanded the hours for revenue collection to capture non-riders;<sup>50</sup> allow WMATA to charge for parking when there is a regional event on weekends and federal holidays; and allow WMATA to charge non-riders a special fee to park at Metrorail stations during special events.<sup>51</sup> NVTC supports WMATA's efforts to generate parking revenue from non-riders, prioritize parking for transit riders<sup>52</sup> of all modes and enact policies that increase parking utilization. WMATA anticipates collecting nearly \$47 million in parking revenue in FY2020 as a result of its parking policies.<sup>53</sup>

NVTC sees continued opportunities for WMATA to pursue joint development projects on underutilized property to increase non-fare revenues. Joint development is a type of public-

private partnership in which real estate developers co-locate private real estate near transit. WMATA has an active joint development programs, completing more than 30 projects since 1975 to generate revenue for the system.<sup>54</sup> Increased development near Metrorail stations generates ridership and revenue for the system and has enabled WMATA to attract high-quality development near Metrorail stations.

WMATA updated its joint development guidelines in FY2019 to give the agency more flexibility to administer the program, and the agency solicited real estate developers to begin joint development projects at its Huntington, Deanwood, West Falls Church and Capitol Heights Metrorail stations.<sup>55</sup> Joint development projects are expected to generate \$11.1 million in operating revenue in FY2020.<sup>56</sup>

WMATA is pursuing other real estate investment strategies to generate revenue and improve efficiencies. In FY2019, WMATA put its downtown D.C. headquarters on the market for development under a long-term ground lease. WMATA will relocate staff from its current headquarters to three offices in Virginia, Maryland and Washington, D.C., which will decrease the number of buildings it owns from 10 to seven. Strategically locating its facilities can help reduce operating costs in the long-term and is part of an overall office consolidation strategy approved by the WMATA Board in July 2018 to save the agency \$130 million over 20 years in capital and operating expenses.

WMATA continues to explore nontraditional revenue streams to optimize the value of its Metrorail facilities. In FY2019, WMATA updated its Use Regulations to authorize the sale of food and drink on WMATA property outside of Metrorail stations' paid areas and streamlined its approval process to increase opportunities for commercial uses on WMATA-owned property to generate revenue.<sup>57</sup> WMATA also negotiated the sale of surplus properties in FY2019 near the Anacostia Metrorail Station<sup>58</sup> and at sites near transit stations in Silver Spring, Maryland<sup>59</sup> and College Park, Maryland<sup>60</sup> for nearly \$12 million in revenue.<sup>61</sup>

## Strategy 8: Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services

WMATA shifted from a reactive to a preventative maintenance program that replaced around-the-clock single tracking and unscheduled line-segment shutdowns with a better coordinated and scheduled maintenance cycle. The preventative maintenance program targets specific issues and maximizes the limited amount of non-operational track time available to perform these activities. For example, WMATA increased the size of its overnight crews and deployed them in more places

throughout the system to improve work efficiency as they fix parts of the system in the poorest condition.

The Platform Improvement Project is another example of how WMATA is working to optimize work efficiencies. The project is scheduled to be completed over a three-year period to reconstruct 20 outdoor Metrorail stations to address structural deficiencies and improve passenger safety. Closing stations to provide around-the-clock access for workers will reduce the overall project duration by 94 percent, whereas only making repairs when the system is closed would take up to 30 years to complete.<sup>62</sup> Dedicated capital funding also allowed WMATA to accelerate the delivery of the capital program in FY2019 and FY2020, including an expanded scope of track and infrastructure work that fully utilizes planned service outages during the shutdown of six Metrorail stations as part of the Platform Improvement Project.<sup>63</sup> Performing maintenance work in a cost-effective and efficient manner substantially reduces the time to rehabilitate each station and minimizes impacts to commuters.

Implementing cost and work efficiencies is only part of the solution to maintaining WMATA's operating subsidy growth. The "Keeping Metro Safe, Reliable and Affordable" strategic plan identified labor costs as nearly 70 percent of WMATA's total operating expenditures.<sup>64</sup> NVTC adopted its *Principles for WMATA Reform* in 2017 and supports WMATA's efforts to implement cost-saving strategies.<sup>65</sup>

WMATA will need to address its \$900 million unfunded pension liability and \$2.1 billion unfunded Other Post-Employment Benefits (OPEB) liability, which includes non-pension costs for retiree medical and prescription drug coverage, and life insurance.<sup>66</sup> The WMATA Board reviewed options to reduce healthcare program and future pension program costs in FY2019. The proposed options identified ways to potentially save one percent of payroll costs for new hires and reduce WMATA's subsidy for retiree healthcare costs by 15 percent or more.<sup>67</sup> However, additional work with other stakeholders is needed to implement and achieve a solution to WMATA's retiree pension and health benefits challenges.

NVTC also supports adequate funding for WMATA's Office of the Inspector General (OIG). OIG is tackling issues to improve WMATA's performance and accountability and needs to have enough resources to fulfill its mission. In FY2019, OIG issued 11 performance audits/evaluations identifying \$19.4 million that could be used more efficiently and created the Inspections, Evaluations and Special Projects unit to react quickly to concerns.

NVTC sees long-term potential to reduce the growth in costs and improve operational efficiency by enhancing employee performance management and incentivizing the workforce and contractors to deliver innovative solutions.

## Additional Strategies

WMATA is evaluating new approaches, business models and technologies to address its operating costs and operational efficiencies. WMATA is committed to improving the safety and reliability of the Metrorail system and the Metrobus fleet to grow ridership and generate a return on the investment that NVTC jurisdictions and the Commonwealth make each year. NVTC will continue to monitor what strategies WMATA incorporates to reduce costs and improve efficiencies.

## Status of Actions on 2018 NVTC Strategies

Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus	
Strategy	FY2019 Update
Pursue capital investments that increase the reliability of the system	<ul style="list-style-type: none"> <li>More than 88 percent of Metrorail customers were on time during FY2019, a significant increase from FY2017 when customer on-time performance was only 70 percent.<sup>68</sup></li> <li>WMATA reduced train offloads by 41 percent from FY2018 – FY2019.<sup>69</sup></li> <li>WMATA invested over \$1.5 billion in capital projects in FY2019, which nearly doubled the \$714 million capital investment the agency made in FY2015.<sup>70</sup></li> <li>WMATA is rebuilding and expanding bus garages and maintenance facilities to address state of good repair needs, improve bus efficiencies, and plan for future ridership growth. WMATA opened two new bus garages at Cinder Bed Road in Virginia and Andrews Federal Center in Maryland and the WMATA Board approved a public hearing on reconstructing the Bladensburg Bus Garage to accommodate articulated buses for high-ridership routes and store and repair new buses the agency is procuring.<sup>71</sup></li> <li>WMATA has scaled up its level of capital investment and reduced its state of good repair backlog from \$7.1 billion to \$5 billion.<sup>72</sup> The largest decreases were in vehicles and track and structures where substantial investments were made, including the delivery of 7000-series railcars, which improved railcar reliability, doubling the distance trains travel between delays in FY2019 from FY2018.<sup>73</sup></li> <li>WMATA shutdown six Metrorail stations to perform platform reconstruction and other work for \$200 million in capital funds.<sup>74</sup></li> <li>WMATA created a new scheduled maintenance system (SMS) for railcars to reduce delays caused by railcar problems, reduce offloads and promote more efficient maintenance of railcars. To facilitate SMS, the WMATA Board delegated authority to the GM/CEO to consolidate heavy maintenance functions at Greenbelt and Brentwood rail yards and acquire property for a new rail yard to perform heavy rail maintenance.<sup>75</sup></li> <li>WMATA is conducting a study of the Blue, Orange and Silver Line trains identifying options to improve reliability, meet future ridership demand and better serve customers.<sup>76</sup></li> </ul>
Implement new fare-pass products to promote more frequent rail and bus ridership and increase customer satisfaction	<ul style="list-style-type: none"> <li>For FY2020, WMATA reduced the price of three existing rail passes, added a 3-day pass and added free Metrobus rides to all rail pass products.<sup>77</sup></li> </ul>
Pursue partnerships with the business community and other partners to provide easier access to transit for employees and visitors	<ul style="list-style-type: none"> <li>The U-Pass program expanded to 12 colleges and universities in FY2019.<sup>78</sup></li> <li>The WMATA Board approved an extension of the Fairfax County Free Student Bus Program Pilot which generated \$64,000 in FY2019.<sup>79</sup></li> </ul>

Rebuild Ridership and Improve Operational Efficiency of Metrorail and Metrobus (cont.)	
Strategy	FY2019 Update
Engage with jurisdictions to implement and explore pilot programs and other efforts to increase the reliability and speed of Metrobus operations	<ul style="list-style-type: none"> <li>In June 2019, WMATA ended the MetroExtra Route 79 cash-free pilot without making the change permanent and will enhance headway-based route scheduling and explore additional no-cash fare and all-door boarding initiatives in the FY2020 budget.<sup>80 81</sup></li> <li>WMATA partnered with DDOT to install "queue jump" technology to speed bus trips and keep service on time. The "bus only" traffic signals at six intersections in D.C. allow buses to proceed through the intersections before the standard traffic signals turn green.<sup>82</sup></li> </ul>
Conduct a comprehensive analysis of WMATA's bus network (Washington Area Bus Transformation Project) and implement recommendations where appropriate	<ul style="list-style-type: none"> <li>The Bus Transformation Project team released its Strategy Summary document in September 2019, which will be followed by an Action Plan later in the fall. NVTC continues to engage with jurisdictions to identify recommendations that could be supported in future annual reports.<sup>83</sup></li> </ul>
Develop a fare system that can enable the region to implement an interoperable off-vehicle fare collection system on high capacity bus routes	<ul style="list-style-type: none"> <li>WMATA continues to make investments in new technologies including modernization of bus facilities and improved bus travel times through streamlined fare collection and traffic signal prioritization.<sup>84</sup></li> </ul>

Increase Non-Fare Revenues	
Strategy	FY2019 Update
Leverage value for assets WMATA owns by maximizing advertising revenues and optimizing parking revenues	<ul style="list-style-type: none"> <li>The WMATA Board approved amendments to WMATA's parking policies that:<sup>85</sup> <ul style="list-style-type: none"> <li>Expanded the hours for revenue collection to capture non-riders.</li> <li>Allows WMATA to charge for parking during regional events on weekends and federal holidays.</li> <li>Allows WMATA to charge non-riders a special fee to park at Metrorail stations during major events.</li> </ul> </li> <li>WMATA estimates a nine percent increase in parking revenue in the FY2020 budget compared to FY2018.<sup>86</sup></li> <li>WMATA expects a six percent increase in advertising sales in FY2020 generating \$27.7 million in revenue.<sup>87</sup></li> </ul>
Explore nontraditional revenue streams to optimize value of Metrorail facilities	<ul style="list-style-type: none"> <li>WMATA negotiated the sale of surplus properties near Anacostia Metrorail Station,<sup>88</sup> Silver Spring, Maryland<sup>89</sup> and College Park, Maryland<sup>90</sup> for nearly \$12 million in revenue.</li> <li>WMATA updated its Use Regulations to authorize the sale of food and drink on WMATA property outside of Metrorail stations' paid areas and streamlined its approval process to increase opportunities for commercial uses on WMATA-owned property to generate revenue.<sup>91</sup></li> </ul>



Increase Non-Fare Revenues (cont.)	
Strategy	FY2019 Update
Pursue joint development opportunities on underutilized assets	<ul style="list-style-type: none"> <li>WMATA issued solicitations for joint development projects at Huntington, Deanwood, West Falls Church and Capitol Heights Metrorail stations.<sup>92</sup></li> <li>Operating revenue from joint development projects is expected to increase by 13 percent in FY2020 to generate \$11.1 million.<sup>93</sup></li> </ul>
Pursue a real estate strategy that generates operating efficiencies	<ul style="list-style-type: none"> <li>WMATA will ground-lease its existing headquarters and move office staff to three new buildings in Virginia, Washington, D.C., and Maryland and decrease the number of office buildings from 10 to seven saving an estimated \$130 million over the next 20 years.<sup>94</sup></li> </ul>

Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services	
Strategy	FY2019 Update
Adequately fund WMATA's Office of the Inspector General	<ul style="list-style-type: none"> <li>WMATA increased funding for the OIG by 32 percent and added two staff positions within the department for FY2020.<sup>95</sup></li> <li>OIG issued 11 performance audits/evaluations identifying \$19.4 million that could be used more efficiently in FY2019.<sup>96</sup></li> </ul>
Improve productivity through strengthened management of employee absenteeism and overtime	<ul style="list-style-type: none"> <li>The Chief Operating Officer's Office will assist operational departments in meeting manpower requirements through oversight of absenteeism policy and provide long-term absence management support.<sup>97</sup></li> </ul>
Improve management of use of worker's compensation	<ul style="list-style-type: none"> <li>Ongoing.</li> </ul>
Continue to enhance workforce productivity through human resource policies	<ul style="list-style-type: none"> <li>Ongoing.</li> </ul>
Incentivize the workforce and contractors to deliver innovative solutions	<ul style="list-style-type: none"> <li>WMATA awarded a contract for the maintenance and operation of buses at the Cinder Bed Road bus facility in Lorton, VA. WMATA estimates the contract will potentially save the agency nearly \$15 million over a five-year period.<sup>98</sup></li> <li>In 2019, WMATA released an RFP to operate the Silver Line extension.<sup>99</sup></li> </ul>
Provide greater authority to the WMATA General Manager and Board of Directors to make operational decisions that improve the system's cost effectiveness, without jeopardizing safety	<ul style="list-style-type: none"> <li>The WMATA Board delegated authority to the GM/CEO to determine when a regional event requires peak-period levels of service for Metrorail and to implement peak-period fares on Metrorail during those times.<sup>100</sup></li> </ul>
Include the three percent cap on annual operating subsidies as a mandatory factor in establishing labor costs through collective bargaining of subsequent arbitration	<ul style="list-style-type: none"> <li>Ongoing.</li> </ul>

Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services (cont.)	
Strategy	FY2019 Update
Amend the federal Wolf Act to require arbitrators in WMATA contract mediations to consider these fiscal restrictions in all cases	<ul style="list-style-type: none"> <li>WMATA included reforming the Wolf Act in its strategic plan.<sup>101</sup></li> </ul>
Identify and evaluate options to address unfunded OPEB liabilities	<ul style="list-style-type: none"> <li>The WMATA Board reviewed options to reduce healthcare program costs future pension and future pension program costs in FY2019. The proposed options identified ways to potentially save one percent of payroll costs for new hires and reduce WMATA's subsidy for retiree healthcare costs by 15 percent or more. However, additional work with other stakeholders is needed to implement and achieve a solution to WMATA's retiree pension and health benefits challenges.<sup>102</sup></li> </ul>

Additional Strategies	
Strategy	FY2019 Update
Implement efforts on bus and rail to decrease fare evasion	<ul style="list-style-type: none"> <li>WMATA continues to secure emergency fare gates at Metrorail stations to decrease fare evasion.<sup>103</sup></li> </ul>
Develop the next generation of fare collection technology	<ul style="list-style-type: none"> <li>In FY2020, WMATA will begin developing technical requirements for the fare gates and continue power and communications infrastructure upgrades in preparation to overhaul the fare gate system.<sup>104</sup></li> </ul>

<sup>1</sup> NVTC. The Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia. September 2017. <[www.novatransit.org/the-value-of-metrorail-and-vre-to-the-commonwealth-of-virginia/](http://www.novatransit.org/the-value-of-metrorail-and-vre-to-the-commonwealth-of-virginia/)>

<sup>2</sup> Commonwealth of Virginia. "Use of the Commonwealth Mass Transit Fund." 2018. <[law.lis.virginia.gov/vacode/title33.2/chapter15/section33.2-1526.1/](http://law.lis.virginia.gov/vacode/title33.2/chapter15/section33.2-1526.1/)>

<sup>3</sup> NVTC. *Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority*. November 2018. <[www.novatransit.org/wmata/annual-report-on-wmata/](http://www.novatransit.org/wmata/annual-report-on-wmata/)>

<sup>4</sup> WMATA. "Eight-Car Trains During Peak Periods." Pg. 55. March 2014. <[www.wmata.com/initiatives/strategic-plans/upload/1Metro-2025-Longest-Possible-Trains-Secure.pdf](http://www.wmata.com/initiatives/strategic-plans/upload/1Metro-2025-Longest-Possible-Trains-Secure.pdf)>

<sup>5</sup> WMATA. "FY2018 Metro Performance Report." Pg. 7. September 2018.

<sup>6</sup> WMATA. "FY 2019 Metro Performance Report." Pg. 12. September 2019. <[wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>7</sup> National Center for Transit Research. "Crowding in Public Transport." Pg. 107. 2013. <[www.nctr.usf.edu/wp-content/uploads/2013/07/jpt\\_16.2.pdf](http://www.nctr.usf.edu/wp-content/uploads/2013/07/jpt_16.2.pdf)>

<sup>8</sup> WMATA. "FY2020 Approved Budget." Pg. 87. July 1, 2019. <[www.wmata.com/about/records/public\\_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf](http://www.wmata.com/about/records/public_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf)>

<sup>9</sup> Government Accountability Office (GAO). "Improved Planning of Future Rehabilitation Projects Could Prevent Limitations Identified with SafeTrack." March 2017. <[www.gao.gov/assets/690/683347.pdf](http://www.gao.gov/assets/690/683347.pdf)>

<sup>10</sup> WMATA. "Q3 FY2019 Metro Performance Report." Pg. 1. April 2019.



- <sup>11</sup> WMATA. "FY2020 Approved Budget." Pg.3. July 1, 2019. <[www.wmata.com/about/records/public\\_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf](http://www.wmata.com/about/records/public_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf)>
- <sup>12</sup> WMATA. "Q4 FY2018 Metro Performance Report." Pg.7. December 2018.
- <sup>13</sup> Ibid.
- <sup>14</sup> WMATA. "Major Outage Guidelines to Minimize Customer Impacts." Pg. 30. December 13, 2018. <[www.wmata.com/about/board/meetings/board-pdfs/upload/4A-FY2020-Station-Platforms-Project.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/4A-FY2020-Station-Platforms-Project.pdf)>
- <sup>15</sup> Ibid.
- <sup>16</sup> Per WMATA's Parking Policy: a transit rider is a person who uses a WMATA fare product to pay fare on Metrorail within a two-hour (2) period between the origination of the transit trip and exiting the Park & Ride by paying parking rates with the same fare product.
- <sup>17</sup> The Office of Senator Ben Cardin (MD). "Letter to U.S. Senate Regarding the Impacts of the Partial Federal Government Shutdown." January 17, 2019. <[www.cardin.senate.gov/imo/media/doc/PJW%20Response%20to%20Senate%20Delegation%20Letter%20on%20Shutdown%2001-17-19%20.pdf](http://www.cardin.senate.gov/imo/media/doc/PJW%20Response%20to%20Senate%20Delegation%20Letter%20on%20Shutdown%2001-17-19%20.pdf)>
- <sup>18</sup> NVTC. "VRE CEO Report." April 4, 2019. <[www.novatransit.org/uploads/meetings/2019/Apr2019kit.pdf](http://www.novatransit.org/uploads/meetings/2019/Apr2019kit.pdf)>
- <sup>19</sup> WMATA controls the following parking facilities in Virginia: East Falls Church, West Falls Church, Dunn-Loring, Vienna, Van Dorn, Huntington, Franconia-Springfield. Fairfax County controls the parking facilities at Wiehle-Reston Station. Fairfax and Loudoun Counties will control the parking facilities in their respective jurisdictions that are part of the Silver Line Phase 2 project.
- <sup>20</sup> WMATA. "FY2020 Approved Budget." Pg.10. July 1, 2019. <[www.wmata.com/about/records/public\\_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf](http://www.wmata.com/about/records/public_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf)>
- <sup>21</sup> WMATA. "Acceptance of Public Hearing Staff Report and Approval of Changes to Parking Reforms." December 13, 2018. <[www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf)>; WMATA. "Q4 FY2018 Financial Report." September 2018.
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- <sup>25</sup> WMATA. "FY2020 Budget Work Session." Pg. 8-46. November 15, 2018. <[www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2020-Budget-Work-Session-w-Memo-Rev.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2020-Budget-Work-Session-w-Memo-Rev.pdf)>
- <sup>26</sup> Ibid.
- <sup>27</sup> Ibid.
- <sup>28</sup> WMATA. "FY2020 Approved Budget." Pg. 10. July 1, 2019.
- <sup>29</sup> Southeastern Pennsylvania Transportation Authority (SEPTA). "Independence Pass." <[www.septa.org/fares/pass/independence.html](http://www.septa.org/fares/pass/independence.html)>
- <sup>30</sup> WMATA. "Metro Moves to Become Mobile Ready." April 10, 2018. <[www.wmata.com/about/news/mobile-ready.cfm](http://www.wmata.com/about/news/mobile-ready.cfm)>
- <sup>31</sup> WMATA. "Acceptance of Public Hearing Staff Report and Approval of Changes to Parking Programs." December 13, 2018. <[www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/11B-FIN-Parking-Programs-FINALIZED.pdf)>
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<sup>49</sup> Ibid.

<sup>50</sup> The WMATA Board approved parking policy changes in December 2018 that also amended WMATA's parking policies to exempt riders of Metrobus and local transit systems operating in the WMATA Transit Zone from non-rider fees when it is technologically and operationally feasible.

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<sup>52</sup> Per WMATA's parking policy: a transit rider means a person who uses a WMATA fare product to pay fare on Metrorail within a two-hour (2) period between the origination of the transit trip and exiting the Park & Ride by paying parking rates with the same fare product.

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<sup>54</sup> WMATA. "Update to Metro's Joint Development Policies. April 12, 2018. <[www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Joint-Development-Policies.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-Joint-Development-Policies.pdf)>

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<sup>61</sup> Proceeds from joint development and land sales that were originally purchased with local funds may be applied as operating revenue per the WMATA Board policy. Proceeds from specific land sales originally purchased in part with federal funds are required to be reinvested in the capital program as directed by FTA Circular 5010.1E.

<sup>62</sup> WMATA. "Station Platform Reconstruction Capital Project." Pg. 11. May 10, 2018.

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<sup>63</sup> WMATA. "FY2019 and FY2020 Budget Amendments." Pg. 2. <[www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2019-and-FY2020-Budget-Amendments.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/3A-FY2019-and-FY2020-Budget-Amendments.pdf)>

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<sup>104</sup> WMATA. "FY2020 Approved Budget." Pg.92. July 1, 2019. <[www.wmata.com/about/records/public\\_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf](http://www.wmata.com/about/records/public_docs/upload/FY2020-Budget-Book-061219-FINAL-from-WEB-updated-20190828.pdf)>

## 2. Use of Dedicated Capital Funds

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The Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, authorizes the Washington Metropolitan Area Transit Authority Capital Fund (WMATA Capital Fund) to provide Virginia's portion of WMATA's \$500 million in regional dedicated capital funding. The State of Maryland and the District of Columbia provide the remaining portion of the regional dedicated capital funding. Virginia's legislation allows WMATA to use the WMATA Capital Fund for any capital purpose across the system and requires NVTC to include in this report the uses of funds from the WMATA Capital Fund from the prior fiscal year. The Commonwealth authorized the use of \$121.3 million in revenues to be disbursed to WMATA in FY2019 from the WMATA Capital Fund.<sup>105</sup> Table 2 shows the actual expenditures of the Fund for FY2019 by Capital Improvement Plan (CIP) Program. WMATA provides additional information on progress made in the overall capital program during FY2019 in the Quarter 4 FY2019 Financial Report.<sup>106</sup>

The passage of dedicated capital funding from the Commonwealth of Virginia, State of Maryland and the District of Columbia strengthens WMATA's ability to embark on large, multi-year capital investments designed to address significant state of good repair needs. Virginia's dedicated funding supports WMATA's capital investments and project delivery across the system. WMATA utilizes a number of sources to fund its capital program including federal funding, regional dedicated funding, state and local contributions and other sources. In FY2019, WMATA invested a record \$1.525 billion in the capital budget.<sup>107</sup> This is more than double the \$714 million capital investment made four years prior in FY2015 and represents an aggressive delivery of capital projects to improve the safety and reliability of transit system.<sup>108</sup> The following expenditures and descriptions of work accomplished by capital investment category and program area are provided in WMATA's FY2019 Financial Report.<sup>109</sup> This report is provided to the WMATA Board and the public and provides preliminary expenditures for FY2019.

In the **stations and passenger facilities investments category**, WMATA invested \$397.8 million in FY2019. This work included the replacement of 22 escalators, rehabilitation of 13 elevators, and the installation of trackbed lighting at 27 locations. WMATA also started one of the largest capital projects in recent WMATA history, the [Platform Improvement Project \(PIP\)](#). The PIP is a three-year project to repair and reconstruct platforms at 20 outdoor Metrorail stations. The first phase of the PIP rehabilitated six outdoor station platforms at Braddock Road, King St-Old Town, Eisenhower Avenue, Huntington, Van Dorn Street, and Franconia-Springfield Metrorail stations and required a shutdown of rail service on the Blue and Yellow Lines south of Ronald Reagan



Washington National Airport from May 25 to September 8, 2019. With 24-hour access to the work sites, the PIP also included additional work across a number of investment categories beyond simply reconstructing the station platforms. This additional work in FY2019 and FY2020 included but is not limited to elevator and escalator improvements, installation of customer focused amenities such as slip-resistant tiles, new LED lighting, and larger digital displays, bus loop and kiss & ride improvements, replacement of tracks and train crossovers, commencement of work on a new station entrance at Huntington Station, repairs at the Alexandria Rail Yard, and repairs to a rail bridge near the Van Dorn Station.

In FY2019, **railcar investments** totaled \$378 million. As of the end of the fourth quarter, 680 of the planned 748, 7000-series railcars were conditionally accepted by WMATA. One hundred thirty-two of these railcars were conditionally accepted by WMATA in FY2019. The 7000-series railcars represent over 55 percent of WMATA's rail fleet and have driven year over year improvements in WMATA's rail fleet reliability. WMATA also conducted ongoing repairs at rail yard facilities in Alexandria, Brentwood, and New Carrollton, continued ongoing preventive maintenance of the rail fleet, and completed 104 scheduled railcar rehabilitations to 3000-series railcars.

**Rail systems investments** totaled \$177.2 million in FY2019. These included progress on capacity upgrades to the traction-power system on the Orange and Blue Lines to improve reliability and support WMATA's long-term goal of running all eight car trains. WMATA also utilized the shutdown of the Blue and Yellow Lines for the Platform Improvement Project to begin construction on three traction power substations on the Yellow Line south of Ronald Reagan Washington National Airport. WMATA also received its first order of high tier radios capable of communicating with new and legacy networks and completed the installation of bi-directional amplifiers on the rail segment between Pentagon and King St-Old Town stations.

In FY2019, WMATA expended \$164 million in **Track and Structures Investments**. WMATA replaced crossties, insulators, and third rail and renewed direction fixation fasteners, tamped track, and eliminated open rail joints. WMATA also rehabilitated structural components, deck joints, and grout pads that support the track structure, replaced illegible roadway track signs, repaired leaks, rehabilitated drains, and cleaned tracks.

WMATA expended \$197.4 million on **Bus and Paratransit Investments** in FY2019. This included the delivery of 112 new buses and 250 paratransit vans. WMATA also completed bus rehabilitations, replaced energy storage systems, rebuilt transmission assemblies, and installed

operator shields to protect bus operators. WMATA also completed construction on the new Andrews Federal Center bus facility, which opened in June 2019.

**Business Support Investments** totaled \$210.4 million in FY2019. As part of its office consolidation strategy, WMATA purchased a building at L'Enfant Plaza to replace its current headquarters and began design activities for an additional office location in Virginia. WMATA also invested in data centers and data infrastructure, network and communications, customer electronic communications and outreach, and management software, rail operations software, and bus and rail asset management software. Overall these projects support WMATA's business and financial control functions, enhance data protection, and expand the capacity and scalability of WMATA's data infrastructure.

Virginia's dedicated capital funding, in addition to other capital funding provided by the Commonwealth, the cities of Fairfax, Falls Church, and Alexandria and the counties of Arlington and Fairfax, is a vital source of funds for WMATA's capital budget. The FY2019 Capital Budget demonstrates WMATA's focus on safety and state of good repair.

The following table shows the actual expenditures of Virginia's WMATA Capital Fund for FY2019 by Capital Improvement Plan (CIP) Program. WMATA provides additional information in the FY2019 Financial Report.

**Table 2: FY2019 Expenditures from the Virginia WMATA Capital Fund by CIP Program**

CIP Category	CIP Program	FY2019 Actual Expenditures (millions) <sup>110</sup> (Totals may not add due to rounding)
<b>Railcar Investments</b>	Railcar Acquisition	\$5.2
	Railcar Maintenance/Overhaul	\$5.9
	Railcar Maintenance facilities	\$3.9
	<b>Total</b>	<b>\$14.9</b>
<b>Rail Systems Investments</b>	Propulsion	\$7.7
	Signals & Communication	\$2.2
	<b>Total</b>	<b>\$9.9</b>
<b>Track and Structures Rehabilitation Improvements</b>	Fixed Rail	\$0.6
	Structures	\$0.2
	<b>Total</b>	<b>\$0.8</b>
<b>Stations and Passenger Facilities Investments</b>	Platforms & Structures	\$21.4
	Vertical Transportation	\$0.2
	Station Systems	\$33.0
	<b>Total</b>	<b>\$54.5</b>
<b>Bus and Paratransit Investments</b>	Bus and Paratransit Acquisition	\$0.0
	Bus Maintenance/Overhaul	\$0.0
	Bus Maintenance Facilities	\$0.1
	Bus Passenger Facilities/Investments	\$2.5
	<b>Total</b>	<b>\$2.6</b>
<b>Business Support Investments</b>	Information Technology	\$33.9
	Metro Transit Police Department	\$0.1
	Support Equipment/Services	\$4.6
	<b>Total</b>	<b>\$38.6</b>
<b>Total Capital Programs</b>		<b>\$121.3</b>

Source: WMATA<sup>111</sup>

<sup>105</sup> The Department of Rail and Public Transportation sent a letter on June 7, 2018 informing WMATA of the Commonwealth of Virginia's authorization of the use of funds from the "Washington Metropolitan Area Transit Authority Capital Fund."

<sup>106</sup> WMATA. "Quarter 4 FY2019 Financial Report." September 2019. <[www.wmata.com/about/records/upload/FY2019-Q4-Management-Report\\_FINAL.pdf](http://www.wmata.com/about/records/upload/FY2019-Q4-Management-Report_FINAL.pdf)>

<sup>107</sup> WMATA. "Amendments to FY19 and FY20 Budgets." Pg. 3. June 27, 2019. <[www.wmata.com/about/board/meetings/board-pdfs/upload/10A-FIN-FY2019-and-FY2020-Budget-Amendments-FINALIZED.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/10A-FIN-FY2019-and-FY2020-Budget-Amendments-FINALIZED.pdf)>

<sup>108</sup> WMATA. "Q4 FY2015 Financial Report." Pg. 18. September 2015 <[wmata.com/about/records/public\\_docs/upload/FA-Report-Q4-2015.pdf](http://wmata.com/about/records/public_docs/upload/FA-Report-Q4-2015.pdf)>

<sup>109</sup> WMATA. "Quarter 4 FY2019 Financial Report." September 2019. <[www.wmata.com/about/records/upload/FY2019-Q4-Management-Report\\_FINAL.pdf](http://www.wmata.com/about/records/upload/FY2019-Q4-Management-Report_FINAL.pdf)>

<sup>110</sup> Due to the timing of the publication of this report, these expenditures are preliminary and do not represent final audited expenditures.

<sup>111</sup> Ibid.



## 3. Safety & Reliability

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Passenger and employee safety and security is the highest priority for WMATA. WMATA seeks to provide a safe and secure environment by minimizing the risk of death, injury, illness, and property damage. The American Public Transportation Association (APTA) reported that public transit is one of the safest modes of transportation. Fatalities of urban mass rail transit and buses are 0.33 and 0.2 per billion person-miles respectively, whereas that of cars and light trucks (drivers and passengers) is 6.53.<sup>112</sup> The newly created Washington Metrorail Safety Commission (WMSC)<sup>113</sup> provides independent safety oversight of WMATA, supporting the WMATA Board of Directors' and General Manager's emphasis on system safety.

Transit operators also seek to provide reliable service to passengers. Reliability can be measured in terms of a transit service's on-time performance, as well as the frequency of equipment break downs.

### 3.1. Safety

Transit systems seek to minimize the frequency of all safety events. The Safety & Security (S&S) Time Series present safety and security data reported to NTD through the S&S-40 form (Major events) and the S&S-50 form (Non-Major monthly summary form). The counts represented in Table 3 and Table 4 are total counts for both Major and Non-Major events. The National Transit Database (NTD) measures transit safety by summarizing the total occurrences, to include both Major and Non-Major, of certain safety events for rail and bus operations:

1. Collision
2. Derailment (rail only)
3. Fatality [e.g. "A death or suicide confirmed within 30 days of a reported incident. Does not include deaths in or on transit property that are a result of illness or other natural causes]
4. Fire
5. Injury
6. Security event [e.g. "an occurrence of a bomb threat, bombing, arson, hijacking, sabotage, cyber security event, assault, robbery, rape, burglary, suicide, attempted suicide (not involving a transit vehicle), larceny, theft, vandalism, homicide, CBR (chemical/biological/radiological) or nuclear release, or other event"<sup>114</sup>]

The NTD provides safety data on a calendar year basis, and not a fiscal year basis, unlike all other data presented in this report. The official NTD definition for each term is provided in the Appendix.

Table 3 summarizes the total Major and Non-Major count of each type of Metrorail safety events for calendar years 2017 and 2018.

**Table 3: Metrorail Safety**

NTD Category	Safety Event	Frequency, CY2017	Frequency, CY2018
Events	Collision	2	4
	Derailment	5	5
	Security Event	45	52
	Fire	101	63
Fatalities	Fatality <sup>115</sup>	2	6
Injuries	Injury	323	350

Source: WMATA NTD Report, Form S&S-40 and S&S-50<sup>116</sup>

Table 4 summarizes the total Major and Non-Major count of each Metrobus safety events for calendar years 2017 and 2018.

**Table 4: Metrobus Safety**

NTD Categorization	Safety Event	Frequency, CY2017	Frequency, CY2018
Events	Collision	165	176
	Derailment	N/A	N/A
	Security Event	38	51
	Fire	8	1
Fatalities	Fatality	0	0
Injuries	Injury	505	538

Source: WMATA NTD Report, Form S&S-40 and S&S-50<sup>117</sup>

**Additional Note:**

1. The fatality and injury counts presented are the totals of subcategories (passenger, employee, and others) for each respective category.

## 3.2. Reliability

There is no national standard for reporting transit reliability. The reliability of a transit system may be measured by its punctuality and equipment dependability. Reliability metrics used by WMATA include:

1. **On-time performance (OTP)** is the rate at which a transit system carries passengers to their destination on time. Per the Metro Performance Report (MPR) published by WMATA, this metric is used to evaluate the timeliness of travel for both rail and bus operations.
2. **Mean distance between delays (MDBD)** is the average number of miles that are traveled between failures that delay rail service. MDBD indicates the reliability of the equipment used to transport passengers. Ideally, with no failures that delay rail service, the number of miles between a delay (MDBD) would be nearly infinite because the rail vehicles would never encounter a delay due to failure. On the other hand, if there are frequent failures that cause delay, then MDBD would be low since trains are disrupted by delays every few miles. The higher the MDBD value, the more reliable the rail system.
3. **Mean distance between failures (MDBF)** is the average number of miles that are traveled before a mechanical breakdown causes the bus to be removed from service or results in delays from schedule. Similar to MDBD (see above), the higher the MDBF, the more reliable the bus system.

A highly reliable transit system has high on-time performance, a high MDBD, and a high MDBF. Each of these reliability measures is presented below.

## 3.3. On-Time Performance

On-time performance is reported for fiscal years 2017, 2018 and 2019. On-time performance is measured differently for Metrorail and Metrobus.

For FY2017 and FY2018, Metrobus on-time performance data was schedule based and reported on the number of bus vehicles arriving at a stop at or close to the scheduled arrival time, divided by the total number of vehicles arriving at stop, over a period (in this case, one year). In July 2018, WMATA piloted a new calculation for Metrobus on-time performance that introduced a headway-based measure for several Metrobus routes and modified the schedule-based OTP to include all timepoints (this previously had excluded all last timepoints). Since the pilot began, data quality errors were identified that impacted monitoring and reporting. As a result of these errors, Metrobus OTP for FY2019 is unavailable.

Metrorail customer on-time performance measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. The maximum time is equal to the train run time + a headway (scheduled train frequency) + several minutes to walk between the fare gates and the platform. These standards vary by line, time of day, and day of the week. Actual journey time is calculated from the time a customer taps a SmarTrip card to enter the system, to the time when a SmarTrip card is tapped to exit. Reference Appendix B for the standard WMATA definition.

Table 5 summarizes Metrorail and Metrobus on-time performance in FY2017, FY2018 and FY2019.

**Table 5: On-Time Performance by Mode**

Transit Mode	Calculation	On-Time Performance, FY2017	On-Time Performance, FY2018	On-Time Performance, FY2019
Metrorail	<u>Number of Journeys completed on time</u> Total number of journeys	70% <sup>118</sup>	87%	88%
Metrobus	Number of vehicles arriving at a stop at <u>or close to the scheduled arrival time</u> Total number of vehicles arriving at stops	76%	78%	N/A <sup>119</sup>

Source: Metro Performance Report FY2019

**Additional Notes:**

1. Metrorail:
  - a. In 2016, a new Key Performance Indicator (KPI) metric was piloted by WMATA to more accurately measure the rail customer travel experience.<sup>120</sup> This metric measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. Customer on-time performance allows WMATA to capture all aspects of the customer's journey every day of the week:
    - i. Actual journey time is calculated from the time a customer taps a SmarTrip card to enter the system until the time the SmarTrip card is tapped to exit, which accounts for wait times, riding the train and getting around the station.
    - ii. These standards vary by line, time of day, and day of the week.
    - iii. This metric includes the weekends.

- b. Factors that can affect customer on-time performance include:
  - i. Railcar availability, fare gate availability, elevator and escalator availability, infrastructure conditions, speed restrictions, single-tracking around scheduled trackwork, railcar delays (e.g. door issues), or delays caused by sick passengers.
- 2. Metrobus
  - a. Metrobus on-time performance excludes:
    - i. Trips that have not been delivered (missed trips).<sup>121</sup>
    - ii. Buses that have deviated from the scheduled route pattern for a detour.
  - b. In July 2018, WMATA began piloting a new calculation for Metrobus on-time performance. The new calculation introduces a headway-based measure for routes 70, 79, X2, 90, 92, 16Y, and Metroway. The calculation also modifies the schedule-based on-time performance to include all timepoints (previously excluded all last timepoints).
  - c. Data quality errors were identified that impact monitoring and reporting, which comprised performance results. As such, Metrobus OTP for FY2019 is unavailable. These errors were driven by errors in timepoints and older, defective software that were installed on the on-board equipment of approximately 10 percent of the Metrobus fleet. These errors resulted in incorrect reporting of departure and arrival times, thus compromising the performance results. Together, with WMATA's external intelligent transportation system (ITS) partners, work to fix the software is complete. Metrobus OTP reporting will resume in the first quarter FY2020 Metro Performance Report.

### 3.4. Mean Distance between Delays/Failures

Mean distance between delays (MDBD) indicates the average number of miles traveled between failures that delay rail or bus service. Higher MDBD indicates greater reliability of Metro mechanical equipment (e.g. doors, generators, and engines). The Metro Performance Report (MPR) presents MDBD only for Metrorail. Therefore, the equivalent metric for Metrobus, mean distance between failures (MDBF), is presented for bus reliability.

Table 6 summarizes the Metrorail and Metrobus reliability figures for FY2017, FY2018 and FY2019. When considering MDBD and MDBF for reliability, rail should have a substantially larger average number of miles than buses for two reasons: railcars travel substantially greater distances in a day relative to buses; and buses, like cars, may experience failure every few thousand miles.

**Table 6: Equipment Reliability for Metrorail and Metrobus**

Transit Mode	Reliability Metric Used	Value of Reliability Metric, FY2017	Value of Reliability Metric, FY2018	Value of Reliability Metric, FY2019	Units
Metrorail	Mean Distance between Delays (MDBD)	79,656	92,657	160,985	miles
Metrobus	Mean Distance between Failures (MDBF)	8,283	6,925	6,335	miles

Source: Metro Performance Report FY2019

**Additional Notes:**

1. Metrorail: Mean distance between delays measures the effectiveness of WMATA's railcar maintenance and engineering program. Factors that influence railcar reliability are the age and design of the railcars, the distance the railcars have traveled, the frequency and quality of preventive maintenance, and the interaction between railcars and the track.<sup>122</sup>
2. Metrobus: Mean distance between failures is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence bus fleet reliability include vehicle age, quality of maintenance program, original vehicle quality, and road conditions affected by inclement weather and road construction.

<sup>112</sup> American Public Transportation Association (APTA). "The Hidden Traffic Safety Solution: Public Transportation." September 2016. <<https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf>>

<sup>113</sup> Virginia Compacts § 33.2-3101. Washington Metrorail Safety Commission Interstate Compact.

<sup>114</sup> Federal Transit Administration. "National Transit Database (NTD) Glossary." August 15, 2019. <[www.transit.dot.gov/ntd/national-transit-database-ntd-glossary](http://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary)>

<sup>115</sup> According to NTD: Fatalities in CY2017 include two suicides. Fatalities in CY2018 include three suicides and three fatalities of revenue facility occupants killed/injured. Revenue facility occupants include individuals waiting for or leaving transit. <<https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data>>

<sup>116</sup> S&S-40 and S&S-50 are the NTD Report Forms <<https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data>> Reference "S&S-40, Major Event Report" and "S&S-50, Non-Major Event Report" in the Appendix.

<sup>117</sup> Ibid.

<sup>118</sup> The 2018 Report on the Performance and Condition of WMATA provides Metrorail on-time performance by train headway adherence. In the 2019 Report on the Performance and Condition of WMATA, train headway adherence was replaced with customer on-time performance, as Metrorail customer on-time performance provides a better sense of what the customer experiences in their trip. WMATA still continues to measure and report on train headway adherence in its Metro Performance Report.

<sup>119</sup> Data quality errors were identified that impact monitoring and reporting, which compromised performance results. As such, Metrobus OTP for FY2019 is unavailable.

<sup>120</sup> Metro Vital Signs Report "KPI for Travel Time Reliability." Pg.1. January 14, 2016. <[www.wmata.com/about/board/meetings/board-pdfs/upload/011416\\_3ARailTravelTime.pdf](http://www.wmata.com/about/board/meetings/board-pdfs/upload/011416_3ARailTravelTime.pdf)>

<sup>121</sup> A missed trip is a scheduled trip that did not operate for a variety of reasons, including operator absence, vehicle failure, dispatch error, traffic, accident, or other unforeseen reason. American Public Transit Association (APTA). "Glossary of Transit Terminology." 1994. <[www4.uwm.edu/cuts/utp/glossary.pdf](http://www4.uwm.edu/cuts/utp/glossary.pdf)>

<sup>122</sup> WMATA. "Metro Performance Report." Fiscal Year 2019. <<https://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf>>

## 4. Metrorail Financial Performance

Transit agencies, as a public service, aim to minimize cost and deliver service as efficiently as possible. The following Metrorail financial performance measures are required by Section § 33.2-3401 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly:

1. Metrorail Farebox Recovery
2. Metrorail Service per Rider
3. Cost per Metrorail Service Hour

The significance and meaning of these measures are summarized in each subsection below. NTD FY2018 data is reported for each measure.

### 4.1. Metrorail Farebox Recovery

Farebox recovery indicates how much of an agency's operating costs are recovered through passenger fare revenues. This measure is used to identify how effectively an agency funds its operating costs. A higher recovery ratio indicates that the transit agency recoups a larger share of its operating costs through passenger revenue.

Farebox recovery ratios differ across transit modes. According to the American Public Transportation Association (APTA) 2019 Public Transportation Fact Book,<sup>123</sup> rail services generally have higher farebox recovery rates than bus services in the United States, where the highest level of average revenue per unlinked passenger trip is generated by commuter rail and commuter bus, the modes that represent the longer trip lengths for passengers. Because rail systems generally have higher fares and higher ridership than bus systems, farebox recovery tends to be higher for rail systems than for bus systems.

Per Table 7, Metrorail farebox recovery was 52.6 percent in FY2017.

**Table 7: Metrorail Farebox Recovery**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Farebox Recovery	$\frac{\text{Fare Revenue}}{\text{Operating Expenses}}$	52.6%	- -%	Revenue to Expense Ratio

Source: WMATA NTD, Form F-10 & F-30<sup>124</sup>



#### Additional Notes:

1. Farebox recovery is calculated by dividing the funds earned (fare revenue) by the total operating expenses (e.g. labor, services for operating and maintaining the transit system, general administration). Reference the Appendix for the official NTD definition.

## 4.2. Metrorail Service per Rider

Service per rider indicates the number of railcar service hours offered per 10,000 passenger trips. This figure summarizes how efficiently an agency is transporting passengers. Agencies strive to strike a balance between serving as many passengers as possible while providing service at a reasonable cost. A low service per rider number indicates that relatively few hours of service are required to serve 10,000 passengers, which indicates higher efficiency.

Per Table 8, Metrorail service per rider was 141.32 hours per 10,000 trips in FY2017.

**Table 8: Metrorail Service per Rider**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Metrorail Service per Rider	$\frac{\text{Vehicle Revenue Hours}}{\text{Trips}} * 10,000$	141.32	-	Hours per 10,000 Trips

Source: WMATA NTD, Form S-10<sup>125</sup>

#### Additional Notes:

1. Vehicle revenue hours are the duration that a vehicle travels for revenue generation.
2. The factor of 10,000 in the calculation of service per rider is used for readability. Since service per rider is a relative metric, other scaling factors could be used.

## 4.3. Cost per Metrorail Service Hour

The cost per Metrorail service hour is the average cost<sup>126</sup> associated with the operation and maintenance of one railcar for each hour of passenger revenue service. A lower number indicates a lower hourly cost to operate each railcar. Heavy rail services in the U.S. generally have a substantially higher cost per service hour than bus services.<sup>127</sup>

Per Table 9, the cost per Metrorail service hour was \$309.37 in FY2017.



**Table 9: Cost per Metrorail Service Hour**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Cost per Metrorail Service Hour	$\frac{\text{Operating Expenses}}{\text{Vehicle Revenue Hours}}$	\$309.37	-	\$Expenses per Hour

Source: WMATA NTD, Form S-10 & F-30<sup>128</sup>

**Additional Notes:**

1. Vehicle revenue hours are the duration that the vehicle travels.

## 5. Metrobus Financial Performance

Transit agencies, as a public service, aim to minimize cost and deliver service as efficiently as possible. The following Metrobus financial performance measures are required by Section 33.2-3401 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly:

1. Metrobus Farebox Recovery
2. Metrobus Service per Rider
3. Cost per Metrobus Service Hour

The significance and meaning of these measures are summarized in each subsection below. NTD **FY2017** data is reported for each measure.

### 5.1. Metrobus Farebox Recovery

Farebox recovery indicates how much of Metrobus operating costs are recovered through passenger fare revenues. This is an important financial measure to identify how effectively an agency funds its operating costs. A higher recovery ratio indicates that the transit agency recoups a larger share of its operating costs through passenger revenue.

Per Table 10, for **FY2017**, Metrobus farebox recovery was **20.4 percent**.

**Table 10: Metrobus Farebox Recovery**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Farebox Recovery	$\frac{\text{Fare Revenue}}{\text{Operating Expenses}}$	20.4%	--	Revenue to Expense Ratio

Source: WMATA NTD, Form F-10 & F-30<sup>129</sup>

**Additional Notes:**

1. Farebox recovery is calculated by dividing the funds earned (fare revenue) by the total operating expenses (e.g. labor, services for operating and maintaining the transit system, general administration). Reference the Appendix for the official NTD definition.

## 5.2. Metrobus Service per Rider

Service per rider indicates the number of bus service hours offered per 10,000 passenger trips, summarizing how efficiently an agency is transporting passengers. A low service per rider number indicates that relatively few hours of service are required to serve 10,000 passengers.

Per Table 11, Metrobus service per rider was **320.73** hours per 10,000 trips in **FY2017**.

**Table 11: Metrobus Service per Rider**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Metrobus Service per Rider	$\frac{\text{Vehicle Revenue Hours}}{\text{Trips}} * 10,000$	320.73	--	Hours per 10,000 Trips

Source: WMATA NTD, Form S-10<sup>130</sup>

**Additional Notes:**

1. Vehicle revenue hours are the duration that a vehicle travels for revenue generation.
2. The factor of 10,000 in the calculation of service per rider is used for readability. Since service per rider is a relative metric, other scaling factors could be used.

### 5.3. Cost per Metrobus Service Hour

The cost per Metrobus service hour is the approximate cost associated with the operation and maintenance of a vehicle for each hour of revenue service. A lower number indicates a lower average hourly cost to operate each bus.

Per Table 12, the cost per Metrobus service hour was **\$159.82** in **FY2017**.

**Table 12: Cost per Metrobus Service Hour**

Financial Performance Metric	Calculation	Performance, FY2017	Performance, FY2018	Units
Cost per Metrobus Service Hour	$\frac{\text{Operating Expenses}}{\text{Vehicle Revenue Hours}}$	\$159.82	-	\$Expenses per Hour

Source: WMATA NTD, Form S-10 & F-30<sup>131</sup>

#### Additional Notes:

1. Vehicle revenue hours are the duration that a vehicle travels for revenue generation.

<sup>123</sup> American Public Transportation Association (APTA). "2019 Public Transportation Fact Book. 70<sup>th</sup> Edition" p. 22. April 2019. <[https://www.apta.com/wp-content/uploads/APTA\\_Fact-Book-2019\\_FINAL.pdf](https://www.apta.com/wp-content/uploads/APTA_Fact-Book-2019_FINAL.pdf)>

<sup>124</sup> Form F-10 is the NTD Sources of Funds — Funds Expended and Funds Earned form, Form S-30 is the NTD Operating Expenses form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>125</sup> Form S-10 is the NTD Service form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>126</sup> The cost per Metrorail service hour factors in a fully loaded operating and maintenance cost. See the definition of "Operating Expenses."

<sup>127</sup> American Public Transportation Association (APTA). "2019 Public Transportation Fact Book. 70<sup>th</sup> Edition" p. 26. April 2019. <[https://www.apta.com/wp-content/uploads/APTA\\_Fact-Book-2019\\_FINAL.pdf](https://www.apta.com/wp-content/uploads/APTA_Fact-Book-2019_FINAL.pdf)>

<sup>128</sup> Form S-10 is the NTD Service form, F-30 is the NTD Operating Expenses form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>129</sup> Form F-10 is the NTD Sources of Funds — Funds Expended and Funds Earned form; Form S-30 is the NTD Operating Expenses form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>130</sup> Form S-10 is the NTD Service form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>131</sup> F-30 is the NTD Operating Expenses form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

## 6. Metrorail & Metrobus Ridership

Because public transit services exist to transport passengers, transit systems seek to maximize patronage, measured in passengers. This section summarizes Metrorail and Metrobus ridership, which is measured by the NTD using:

1. Unlinked Passenger Trips (UPT)
2. Passenger Miles Traveled (PMT)

The meaning and significance of these two ridership measures are clarified in Sections 6.1 and 6.2. Data is reported for **FY2017**.

### 6.1. Unlinked Passenger Trips

Unlinked passenger trips (UPT) indicates the number of passengers boarding vehicles. UPT demonstrates the overall number of passengers passing through the overall Metro system. A higher UPT reflects greater use of transit services. This section provides **FY2017** UPT data for Metrorail and Metrobus.

#### 6.1.1. Metrorail Unlinked Passenger Trips

In **FY2017**, total ridership for Metrorail was **227,053,037** unlinked passenger trips, as shown in Table 13. The official NTD definition for this ridership metric is included in the Appendix.

**Table 13: Metrorail Ridership, UPT**

Ridership Metric	Total Trips, FY2017	Total Trips, FY2018	Units
Unlinked Passenger Trips	227,053,037	-	Trips <sup>132</sup>

Source: WMATA NTD, Form S-10<sup>133</sup>

#### Additional Notes:

1. NTD reports ridership using the UPT metric, which reflects the number of passenger boardings. The trip of a passenger who boards two separate Metrorail trains, transferring from one Metrorail line onto a different line, would be counted as two UPTs.
2. Metrorail directly records and publishes linked passenger trips, which are adjusted to UPT using a statistical method based on a passenger survey.<sup>134</sup> A linked passenger trip may include boarding two or more trains. This statistical adjustment from linked passenger

trips to unlinked passenger trips implies that NTD Metrorail ridership figures for FY2017 will not match those in the Metro Performance Report (MPR).

## 6.1.2. Metrobus Unlinked Passenger Trips

In FY2017, total ridership for Metrobus was 123,124,352 unlinked passenger trips, as shown in Table 14.

**Table 14: Metrobus Ridership, UPT**

Ridership Metric	Total Trips, FY2017	Total Trips, FY2018	Units
Unlinked Passenger Trips	123,124,352	-	Trips <sup>135</sup>

Source: NTD, Form S-10<sup>136</sup>

### Additional Notes:

1. The NTD reports unlinked passenger trips (UPT), which is the number of passenger boardings. Metrobus directly records bus passenger boardings.

## 6.2. Passenger Miles Traveled

Passenger miles traveled (PMT) indicates the total sum of miles traveled by all passengers aboard the transit service. A single passenger traveling 10 miles by bus would count as 10 passenger miles traveled. As with UPT, a higher PMT figure indicates greater patronage of transit services, providing insight into both UPT and distances traveled by passengers.

### 6.2.1. Metrorail Passenger Miles Traveled

In FY2017, the total passenger miles traveled for Metrorail was 1,326,262,650, as shown in Table 15.

**Table 15: Metrorail Ridership, PMT**

Ridership Metric	Total Miles, FY2017	Total Miles, FY2018	Units
Passenger Miles Traveled	1,326,262,650	-	Miles

Source: WMATA NTD, Form S-10<sup>137</sup>

### 6.2.2. Metrobus Passenger Miles Traveled

In FY2017, the total passenger miles traveled for Metrobus was 369,020,804, as shown in Table 16.

**Table 16: Metrobus Ridership, PMT**

Ridership Metric	Total Miles, FY2017	Total Miles, FY2018	Units
Passenger Miles Traveled	369,020,804	-	Miles

Source: WMATA NTD, Form S-10<sup>138</sup>

<sup>132</sup> Reference 'Unlinked Passenger Trips' in 8.1 Definitions.

<sup>133</sup> Form S-10 is the NTD Service form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>134</sup> National Transit Database. "National Transit Database Sampling Manual." March 31, 2009.

<[www.transit.dot.gov/sites/fta.dot.gov/files/docs/The\\_NTD\\_Sampling\\_Manual.pdf](http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/The_NTD_Sampling_Manual.pdf)>

<sup>135</sup> Reference 'Unlinked Passenger Trips' in 8.1 Definitions.

<sup>136</sup> Form S-10 is the NTD Service form. <<https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>>

<sup>137</sup> Ibid.

<sup>138</sup> Ibid.

## 7. Conclusion

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This report summarizes safety, operating, financial and ridership information on the state of WMATA's rail and bus systems, responding to the mandate of Section § 33.2-1526. of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly. In addition, this report summarizes cost control and operational improvement strategies proposed by NVTC to improve the efficiency of WMATA's rail and bus systems. The report also provides the expenditures of the WMATA Capital Fund for FY2019. In all instance, the data provided reflects information available as of October 2019. NVTC will continue to focus on these issues through its analysis and deliberations. As this report is an annual requirement, the next NVTC *Report on the Performance and Condition of WMATA* will be provided to the Governor and the General Assembly in the fall of 2020.

## 8. Appendix: Definitions

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This appendix includes definitions and sources for the terminology used throughout the report. To provide a holistic picture of WMATA's safety, reliability, financial and ridership performance, the definitions below have been aggregated from the following sources as indicated in the footnotes:

1. When not indicated otherwise, definitions are taken directly from the NTD Glossary.<sup>139</sup>
2. For metrics without an NTD definition, a definition is taken from WMATA's FY2019 Metro Performance Report (MPR).<sup>140</sup> MPR definitions also include an explanation of what each metric mean[s] and why it is important to [their] strategy. These explanations are included along with the definitions.
3. To build a complete understanding of each MPR definition, WMATA provided NVTC with clarifications, which are denoted with the footnote "Provided by WMATA."

### C

#### **Collision**

A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with: another transit vehicle, a non-transit vehicle, a fixed object, a person(s) (suicide/attempted suicide included), an animal, a rail vehicle, a vessel, or a dock.

#### **Cost per Service Hour<sup>141</sup>**

The average cost to operate one vehicle/passenger car for one hour of passenger service.

### D

#### **Deadhead**

The miles and hours that a vehicle travels when out of revenue service. Deadhead includes:

1. Leaving or returning to the garage or yard facility
2. Changing routes
3. When there is no expectation of carrying revenue passengers

Deadhead does not include:

1. Charter service



2. School bus service
3. Operator training
4. Maintenance training

## Derailments

A non-collision incident in which one or more wheels of a transit vehicle unintentionally leaves the rails.

## F

### Farebox Recovery Ratio<sup>142</sup>

The portion of operating expenses that are paid for by fare revenues. This metric is calculated as: *Fare Revenue ÷ Operating Expenses*.

### Fare Revenue

All income directly earned from carrying passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle, reduced fares paid by passengers in a user-side subsidy arrangement, or payments made through an agreement to provide fare-free service for a certain group, e.g. payments from a university to provide free service to students. It also includes base fare, zone or distance premiums, express service premiums, extra cost transfers, and special transit fares.

### Fatality

A death or suicide confirmed within 30 days of a reported incident. Does not include deaths in or on transit property that are a result of illness or other natural causes.

### Fire

Uncontrolled combustion made evident by flame that requires suppression by equipment or personnel.

### Failure, Metrobus<sup>143</sup>

WMATA counts as failures those buses with interrupted trips due to mechanical problems that resulted in lost trips. Therefore, only bus maintenance chargeables (BMCs) are counted.

- Major failures are BMCs that may leave the bus stranded on the street or result in grossly unsafe operation. Examples: brakes, door interlock, generator, smoke/fire, large fluid leaks, engine or transmission shutdown, broken wipers on rainy days. (“Accidents” caused by mechanical failure (i.e. brakes not engaging) are counted as major.)
- Minor failures are BMCs that may be deemed unsafe by the operator, manufacturer, or engineers to protect the bus from irreparable damage. Examples: engine/transmission malfunction indicators, windshield, mirrors, unsafe interior or exterior body issues.

#### **Failure, Metrorail<sup>144</sup>**

WMATA defines a railcar failure as a mechanical failure that requires corrective maintenance. Failures related to operator error or customer behavior, e.g. doors that fail because they were held open by customers, are not counted. Not all failures prevent vehicles from completing scheduled revenue trips or starting the next scheduled revenue trips. In some cases, corrective maintenance can be conducted after the scheduled trips are completed.

#### **Fringe Benefits**

The payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee and payments and accruals directly to an employee arising from something other than a piece of work. These payments are transit agency costs over and above labor costs, but still arising from the employment relationship. It does not include other post-employment benefits (OPEB) recorded under GASB-45.

## **H**

#### **Headway**

The time interval between vehicles moving in the same direction on a route.

## **I**

#### **Injury**

Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.

## L

### Linked Passenger Trips<sup>145</sup>

A linked passenger trip is counted when a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted. Metrorail reports linked passenger trips.

### Labor (Cost)<sup>146</sup>

The pay and allowances due employees in exchange for the labor they provide on behalf of the transit agency. The labor allowances include payments made directly to the employee arising from the performance of a piece of work.

## M

### Major Event Report (S&S-40)<sup>147</sup>

The Major Event Report (S&S-40) captures detailed information on severe S&S events that occur within a transit environment.

Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets.

- On transit right-of-way or infrastructure;
- At a transit revenue facility;
- At a maintenance facility or rail yard;
- During a transit-related maintenance activity, or
- Involves a transit revenue vehicle.

### Mean Distance between Delays<sup>148</sup>

The average number of miles traveled before a railcar experiences a failure that leads to a delay of four or more minutes.<sup>149</sup> This is equivalently expressed as: *Total railcar revenue miles ÷ Number of failures during revenue service resulting in delays of four or more minutes.*

Some car failures result in inconvenience or discomfort but do not always result in a delay of service, such as hot cars. Mean distance between delays includes those failures that had an impact on customer on-time performance.

### Mean Distance between Failures<sup>150</sup>

The average number of miles traveled before a mechanical breakdown requiring the bus to be removed from service or deviate from the schedule. This can also be expressed as: *Total revenue miles ÷ Total number of failures.*<sup>151</sup>

Mean distance between failures is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence fleet reliability include vehicle age, quality of maintenance program, original vehicle quality, and road conditions affected by inclement weather and road construction.

## N

### Non-Labor Costs

The costs associated with operating expenses less labor cost,<sup>152</sup> including:

1. Fuel/Lube
2. Tires/Tubes
3. Other Materials/Supplies
4. Utilities
5. Casualty/Liability Costs
6. Taxes

### Non-Major Monthly Summary Report (S&S-50)<sup>153</sup>

The Non-Major Monthly Summary Report captures monthly summary information on minor fires and other less severe safety events that are not reportable as Major Events. On the Non-Major Monthly Summary Report, agencies report only the number of occurrences or safety incidents per month and the number of persons immediately transported away from the scene for medical attention due to those occurrences.

## O

### On-Time Performance (Metrobus), “adherence to schedule”<sup>154</sup>

On-time performance is calculated through: *Number of time points<sup>155</sup> that arrived on time by route based on a window of two (2) minutes early and seven (7) minutes late ÷ Total number of time points delivered (by route).*

This indicator summarizes how closely Metrobus adheres to published route schedules on a system-wide basis. Factors that influence on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability, and operational behavior.

### **On-Time Performance (Metrorail)<sup>156</sup>**

Customer on-time performance is the percentage of customer journeys completed on time. The calculation uses *Number of journeys completed on-time ÷ Total number of journeys*.

Metrorail customer on-time performance (OTP) communicates the reliability of rail service, which is a key driver of customer satisfaction. Metrorail OTP measures the percentage of customers who complete their journey within the maximum amount of time it should take per WMATA service standards. The maximum time is equal to the train run time + a headway (scheduled train frequency) + several minutes to walk between the fare gates and platform. These standards vary by line, time of day, and day of the week. Actual journey time is calculated from the time a customer taps a SmarTrip card to enter the system until the time the SmarTrip card is tapped to exit. Factors that can affect OTP include: railcar availability, fare gate availability, elevator and escalator availability, infrastructure conditions, speed restrictions, single-tracking around scheduled track work, railcar delays (e.g. door issues), or delays caused by sick passengers.

### **Operating Expenses**

These expenses include labor and non-labor costs, and services for operating and maintaining the mode, including general administration costs. Labor costs are fully loaded, meaning they include fringe benefit costs (directly paid to employees as well as indirectly, e.g. payments to pension funds) in addition to wages and salary costs.<sup>157</sup>

## **P**

### **Passenger Miles Traveled (PMT)<sup>158</sup>**

The cumulative sum of the distances ridden by each passenger.

## R

### Revenue Service (Hours)

The time when a vehicle is available to the public and there is an expectation of carrying passengers. These passengers either:

1. Directly pay fares
2. Are subsidized by public policy
3. Provide payment through some contractual arrangement

Vehicles operated in fare-free service are considered in revenue service. Revenue service includes:

1. Layover/recovery time

Revenue service excludes:

1. Deadhead<sup>159</sup>
2. Vehicle maintenance testing
3. School bus service
4. Charter Service

## S

### Security Event

An occurrence of a bomb threat, bombing, arson, hijacking, sabotage, cyber security event, assault, robbery, rape, burglary, suicide, attempted suicide (not involving a transit vehicle), larceny, theft, vandalism, homicide, CBR (chemical/biological/radiological) or nuclear release, or other event.

## Service per Rider<sup>160</sup>

A performance metric that measures the ratio of vehicle revenue hours to unlinked passenger trips. Note that in this report, this ratio is scaled by a factor of 10,000 for readability.

## T

### Time Point

A time point is an exact “point in time” at which Metrobus service is provided. Time points can be anywhere along the route, including an intersection. Adherence to schedule is measured as the bus leaves each time point except the last for each run. Time point is used in the definition of on-time performance for Metrobus.

## U

### Unlinked Passenger Trips (UPT)

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Metrobus reports unlinked passenger boardings.

## V

### Vehicle Revenue Hours

The hours that a vehicle actually travels from the time it pulls out of its garage to enter passenger service to the time it returns. Vehicle revenue hours are often called platform time.

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<sup>139</sup> Federal Transit Administration. “National Transit Database (NTD) Glossary.” August 15, 2019.  
<<https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>>

<sup>140</sup> Washington Metropolitan Area Transit Authority. “Metro Performance Report.” Fiscal Year 2019.  
<[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>141</sup> Federal Transit Administration. “2015 Metrics.” <<https://www.transit.dot.gov/ntd/data-product/2015-metrics>>

<sup>142</sup> Instead of farebox recovery ratio, the Federal Transit Administration (FTA) uses the term “recovery ratio” per the FTA 2015 Metrics: <https://www.transit.dot.gov/ntd/data-product/2015-metrics>. The calculation presented is not explicitly included in the FTA definition.

<sup>143</sup> Provided by WMATA.

<sup>144</sup> Provided by WMATA.

<sup>145</sup> WMATA. "Metro Performance Report." Fiscal Year 2019. <[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>146</sup> The NTD uses 'labor' as the metric for labor cost.

<sup>147</sup> Adapted from: National Transit Database, pp. 21-35. "NTD Safety & Security Reporting Manual." 2018. <<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/69096/2018-safety-and-security-policy-manual.pdf>>  
Washington Metropolitan Area Transit Authority. "Metro Performance Report." Fiscal Year 2019. <[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>149</sup> See "Failure, Metrorail."

<sup>150</sup> WMATA. "Metro Performance Report." Fiscal Year 2019. <[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>151</sup> See "Failure, Metrobus."

<sup>152</sup> Categories under Operating Expenses are based on NTD Definition. Federal Transit Administration. "National Transit Database: Policy Manual. January 2017. <[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/57981/2017-ntd-policy-manual\\_2.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/57981/2017-ntd-policy-manual_2.pdf)>

<sup>153</sup> Adapted from: National Transit Database. "NTD Safety & Security Reporting Manual." January 2019. <[www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/130586/2019-ntd-safety-and-security-policy-manual-v2.pdf](http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/130586/2019-ntd-safety-and-security-policy-manual-v2.pdf)>

<sup>154</sup> WMATA. "Metro Performance Report." Fiscal Year 2019. <[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>155</sup> See "Time Point."

<sup>156</sup> WMATA. "Metro Performance Report." Fiscal Year 2019. Pg. 18. <[www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf](http://www.wmata.com/about/records/scorecard/upload/Q4FY19-Metro-Performance-Report.pdf)>

<sup>157</sup> National Transit Database. "TS2.1 - Service Data and Operating Expenses Time-Series by Mode" 2016. <<https://www.transit.dot.gov/ntd/data-product/ts21-service-data-and-operating-expenses-time-series-mode-0>>

<sup>158</sup> The NTD refers to Passenger Miles Traveled as "Passenger Miles"

<sup>159</sup> See "Deadhead."

<sup>160</sup> Department of Rail and Public Transportation. "Review of WMATA Operating, Governance and Financial Conditions." March 2018. <<http://www.drpt.virginia.gov/media/2320/full-report.pdf>>



## Agenda Item #5: Commuter Choice Program



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice and Ben Owen

**DATE:** September 26, 2019

**SUBJECT:** Commuter Choice Program

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At the October meeting the Commission will have actions and presentations on three elements of the Commuter Choice program:

- A. Commuter Choice Program At Large
  - i. Action on the FY2019 Commuter Choice Program Annual Report to the Commonwealth Transportation Board.
- B. I-395/95 Commuter Choice Program
  - i. Action on the FY2020 I-395/95 Commuter Choice Program of Projects, including forwarding the program to the Commonwealth Transportation Board and authorizing the executive director to execute the standard project agreements.
- C. I-66 Commuter Choice Program
  - i. Briefing on proposed changes to the Commuter Choice evaluation criteria.
  - ii. Briefing on proposed schedule and approach to Round Four of the I-66 Commuter Choice call for projects.

### **A. Commuter Choice Program At Large**

- i. ACTION ITEM: Authorize the Executive Director to Submit the NVTC Commuter Choice Program FY2019 Annual Report to the Commonwealth Transportation Board (CTB)**

At the October meeting, the Commission will be asked to authorize the executive director to submit the NVTC Commuter Choice Program FY2019 Annual Report to the CTB. Per the respective [I-395/95](#) and [I-66 Inside the Beltway](#) Memoranda of Understanding, NVTC is required to submit an annual report documenting both corridors' programs to the CTB within 120 days of the end of NVTC's fiscal year.

The Commuter Choice Annual Report provides a single document that details the projects selected for funding, and the benefits that were the basis for evaluation and selection of each project. The contents of the report come directly from materials submitted to the Commission and the Commonwealth Transportation Board as a part of the project selection process. **The proposed annual report will be provided at the October meeting as a Blue Item.**

## **B. I-395/95 Commuter Choice Program**

- i. ACTION ITEM: Approve Resolution #2392: 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**

The Commission will be asked to approve the I-395/95 Commuter Choice Inaugural Program of Projects, which includes 10 projects totaling \$18,950,049. The recommended Inaugural Program of Projects (Table 1) 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. As this is a joint program, the Potomac and Rappahannock Transportation Commission (PRTC) will be asked to take this identical action at its October meeting.

The NVTC-PRTC Joint Commission Working Group unanimously endorsed this program at its September 12<sup>th</sup> meeting and directed staff to advance it to both full Commissions for consideration.

### **Inaugural I-395/95 Commuter Choice Program Benefits**

Collectively, the recommended Inaugural Program of Projects:

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

### **Inaugural I-395/95 Commuter Choice Program Characteristics**

- Ninety-three percent of the program (\$17.5 million) will fund new or enhanced bus service, including bus purchases and other capital improvements
- 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

The Inaugural I-395/95 Commuter Choice program call for projects produced 17 applications for a total of \$32 million in requests. Applications were received from Arlington County, DASH, Fairfax County, the Northern Virginia Regional Commission, Prince William County, PRTC (OmniRide) and Stafford County.

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

from August 4<sup>th</sup> to September 6, 2019 and an overview of the feedback received is available in the Public Comment section of this memo.

Projects recommended for funding under the Inaugural Program of Projects include eight new and enhanced bus services, two transportation demand management projects, and program administration. Two of the projects – one enhanced bus service and one transportation demand management effort – represent continuations of activities that were initially funded by the Commonwealth under the I-395 Traffic Management Plan (TMP) for the period that the Express Lanes were under construction but demonstrated continued value to the corridor.

**Table 1: 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
		<b>TOTAL</b>	<b>\$18,950,049</b>

Upon approval by NVTC and PRTC, the Program of Projects will be submitted to the Commonwealth Transportation Board (CTB) for adoption into the Commonwealth's FY2020 Six-Year Improvement Program (SYIP) at its October 17<sup>th</sup> meeting.

#### **Inaugural I-395/95 Commuter Choice Program Project Summaries**

The following projects are recommended for funding under the Inaugural I-395/95 Commuter Choice program. [Profiles of each proposed project can be found at the I-395/95 Commuter Choice website.](#)

***Enhanced Bus Service from Dale City to Ballston \****

*OmniRide (\$ 251,600)*

This project adds two morning and two evening trips from eastern Prince William County to employment areas in the Rosslyn-Ballston corridor and the Pentagon. This route serves three commuter lots including Horner Road, Telegraph Road and Dale City.

*\* This project was initially started under the I-395 Traffic Management Plan and demonstrated strong benefits to the corridor.*

***Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro***

*DASH / City of Alexandria (\$ 3,040,000)*

This project funds more frequent service, extended hours of operation and improved bus stop amenities on the DASH AT-1 Plus bus service, improving connectivity for riders from the West End/Beauregard area of Alexandria to the Van Dorn Metrorail Station. The route parallels the I-395 corridor and stops at shopping areas, educational centers and the Mark Center.

***Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro***

*OmniRide (\$ 562,400)*

This project adds rush-hour trips to OmniRide's express route connecting the OmniRide Transit Center in Dale City, Potomac Mills Mall and the Franconia-Springfield Metro Station.

***Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE***

*OmniRide (\$ 1,133,500)*

This project supports additional rush-hour trips on OmniRide's Route 1 local route between Woodbridge and Quantico. The project includes the purchase of a bus to provide the additional service.

***New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements***

*Fairfax County (\$ 3,540,903)*

This project splits Fairfax County Connector Route 395, which provides rush-hour express service between two Springfield park-and-ride lots and the Pentagon, into two separate routes. Funding for this project will create the new 396 express route with direct connections from the Backlick North Park and Ride lot to the Pentagon. The project supports additional service, the purchase of four buses, and installation of secure bicycle parking and wayfinding improvements at the lots.

***New TDM Outreach Campaign for Military Facilities***

*Northern Virginia Regional Commission (\$ 396,184)*

This project, led by NVRC, includes outreach, marketing and educational services to specifically foster ridesharing and transit use by the 115,000 personnel working at local military bases along the corridor, including Joint Base Myer Henderson Hall, Fort Belvoir/Fort Belvoir North and Marine Corps Base Quantico.

***New Bus Service from Staffordboro to Downtown D.C.***

*OmniRide (\$ 3,569,200)*

This project funds the operation of new OmniRide commuter express bus service between the Staffordboro Commuter Lot, which currently serves slugs and carpools, and major employment areas in downtown Washington D.C. including Metro Center, Archives, Smithsonian and L'Enfant Plaza. The project also includes the purchase of four new motor coaches.

***Enhanced Bus Service on AT-9: Mark Center to Potomac Yard***

*DASH / City of Alexandria (\$ 1,949,000)*

This project funds additional bus service throughout the day and extended the hours of service on DASH's AT-9 local bus route, which serves major employment, shopping and educational sites in the I-395 corridor. The project will also install four real-time bus arrival information displays at bus stops along the route.

***New Bus Service from Staffordboro to the Pentagon***

*OmniRide (\$ 3,495,300)*

This project funds the operation of new OmniRide commuter express bus service between the Staffordboro Commuter Lot, which currently only serves slugs and carpools, and the Pentagon. The project also includes the purchase of four new motor coaches.

***Commuter Store at the Pentagon Transit Center \****

*Arlington County (\$ 211,962)*

The recently opened Commuter Store at the Pentagon Transit Center provides travel information, sales and assistance to nearly 2,000 visitors, employees and commuters each month. This project will fund store operations for 12 months.

*\* This project was initially started under the I-395 Traffic Management Plan and demonstrated strong benefits to the corridor.*

***Program Administration, Evaluation, Oversight, Marketing and Outreach***

*NVTC (\$800,000)*

This funding is used to support two staff positions and contractor support to ensure program accountability throughout the selection, evaluation, community outreach, reporting, and oversight of the program. Specific activities include program operations and oversight; coordination with the Commonwealth, applicants, and grantees; quarterly and annual reporting; grant and contract management; technical support related to project scoring and analysis; and coordinated communications and outreach efforts along the I-395/95 corridor. These staff and consultants work extensively with the Department of Rail and Public Transportation, the Virginia Department of Transportation, PRTC and all applicants to ensure the program is meeting the intent and requirements of the Memorandum of Agreement with the Commonwealth.

## **Public Comment**

NVTC solicited public comment for the I-395/95 Commuter Choice Inaugural Program from August 4<sup>th</sup> to September 6, 2019. NVTC conducted a geo-targeted online marketing campaign to I-395/95 commuters to build awareness of proposed projects and curvy feedback on them. This effort included the use of social media targets to specific zip codes that would be served by the projects. Additionally, NVTC and PRTC held public hearings at their September 5<sup>th</sup> Commission meetings.

NVTC received a total of 71 comments during this period, all but three of which were received via online survey, an indication that the targeted online outreach approach was effective method of engagement. The [Executive Summary of Public Comment Period for the I-395/95 Commuter Choice Inaugural Program](#) provides a detailed overview of the feedback received during the public comment period.

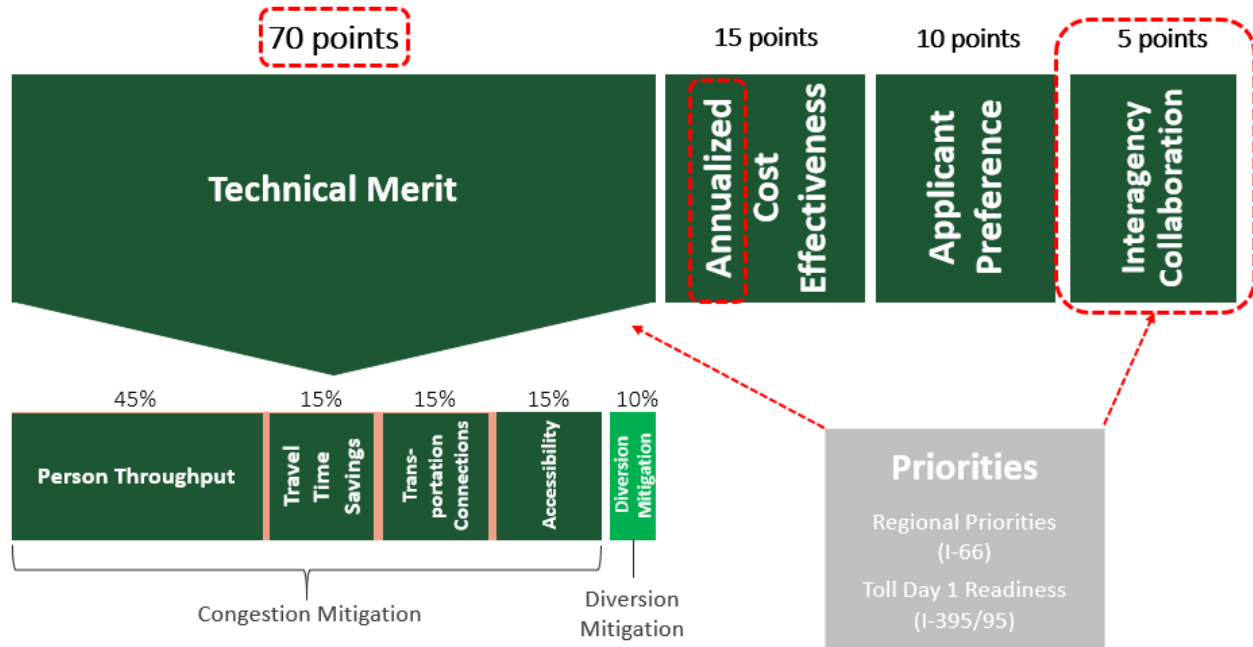
### **C. I-66 Commuter Choice Program**

#### **i. Commuter Choice Program Revised Criteria**

At the November meeting, the Commission will be asked to approve changes to the Commuter Choice technical evaluation criteria that will be first used for the next round of the I-66 Commuter Choice program. 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.

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. Should the Commission approve the changes, staff hopes 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 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, and thereby allow for a measure of sub-regional project prioritization.

Staff reviewed these proposed changes with jurisdictional staff and the Program Advisory Committee in July and August and obtained general agreement with them.

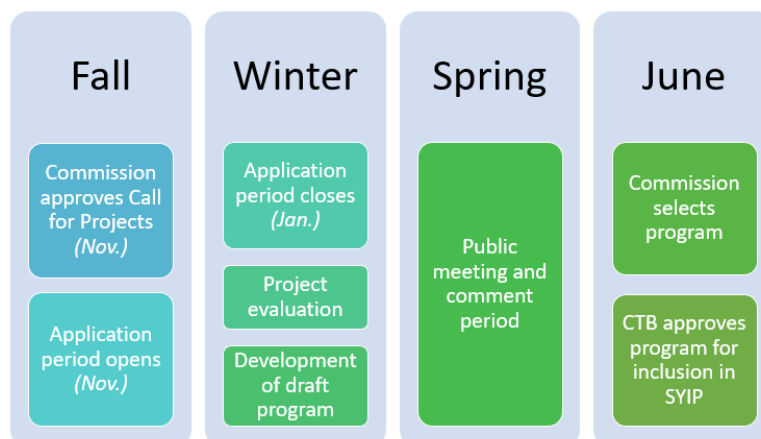
## ii. Proposed Schedule and Approach to Round Four of the I-66 Commuter Choice Call for Projects

At the November meeting, the Commission will be asked to authorize a call for projects for Round Four (FY2021-2022) of the [I-66 Commuter Choice](#) program. Projects selected for funding will be included in the Commonwealth's FY2021 to 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 voice 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 based on the applications received and timelines for implementation.

The call for projects will be issued following approval by the Commission in November 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 below:



In preparation for the upcoming call for projects, NVTC staff are scheduling applicant briefing meetings with staff from each eligible jurisdiction and agency for October 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.



## 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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## 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 3<sup>rd</sup> day of October 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer

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

	<b>Inaugural I-395/95 Commuter Choice Program Project Name</b>	<b>Applicant</b>	<b>Funding Request</b>
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
		<b>TOTAL</b>	<b>\$18,950,049</b>





### Comments from September 5, 2019 Public Hearing

Chairman and other members of NVTC. Thank you for the opportunity to comment. It's somewhat sad that I'm the only person that signed up to speak. This is not the first time this situation has occurred. It's indicative of the fundamental failure in the outreach programs of NVTC, NVRTA and other bodies. There has to be a better way to reach the public. I've been to various meetings this summer, including one on the I-395/95 corridor which was a comprehensive local proposed transit TDM and other non-vehicular improvements. And so, I missed the deadline for commenting on that, but I gather they'll be some opportunities to speak in future. Nothing I can do or say will prevent whatever you plan to do tonight but I can only ask that in the months ahead there has to be a better process of outreach if we really need to have significant public participation.

One of my biggest gripes when I'm going back and forth with Marty Nohe with NVRTA on this, is the number of the process that exists there. It's the agencies such as Fairfax County Department of Transportation, rather than the public that is selecting the priorities. I don't know the situation for the other jurisdictions. That to me is the fundamental flaw what happened within NVRTA, and I don't remember with NVTC, is that you have it [at] the end of the process, and I guess that this is basically the end of the process. When you selected the projects, and then you ask the public to come, so I don't know how it's going to be done better. But what I ask is that you try to be better for next year.

Fundamentally, we are going to need in the decades ahead an additional bridge across the Potomac River, somewhere south of Alexandria. This was looked at in the 1980's and discovered by the then Maryland governor. I can tell you from riding the Beltway several times in the last month, the outer loop is congested in the afternoon between Springfield and the Woodrow Wilson Bridge. And that will get continually worse.

So, I wish you success in whatever you're doing today. Sorry, I didn't have more time studying the specifics of what's in the projects. Thank you.

- Rob Whitfield

### Comments submitted via email

Please consider not funding any of the FY2020 proposed projects as part of the Commuter Choice program. It is recommended the I-395 and I-66 Inside the Beltway Commuter Choice programs provide supplemental funding to the Long Bridge and second Rosslyn Station capital projects over the next 10 years (~\$350M). The impact of these projects far exceeds the proposed projects. The Long Bridge can enable VRE to double its service and the second Rosslyn Station will allow for up to 39 trains per hour to access the Rosslyn CBD and remove Silver/Orange/Blue interlocking issues. Amazon and Virginia Tech are coming soon, and these projects need to move forward ASAP. This would be similar to the tabled resolution #2352 from January 2018.

Thanks,

Mark Scheufler

NOVA resident



To whom it may concern,

The [Columbia Pike Revitalization Organization](#) (CPRO), who is collaborating and in partnership with the Crystal [City] BID, would like to express its support for the prioritization and funding of the **Crystal City - Potomac Yard Transitway (CC-PY) Project**. We would also like to express our support for the 7Y p.m. service, the CC-PY Operational Improvements (Metroway) is our and our community's top priority. Focusing on this priority will improve reliability and increase ridership.

This geographic area is already experiencing population and job growth. Add the "Amazon Effect" and there will be even more of a need to enhance connectivity and improve reliability, in order to better serve the existing and new people and businesses.

The **CC-PY Metroway** is special and deserves special treatment. The improvements will provide businesses and their human capital with more transit options and provide people with better choices relative to their commute mode. In addition, the **CC-PY Metroway** is crucial to the implementation of the [Columbia Pike Premium Transit Network](#), (CPPTN), which includes the 16M direct line to Crystal City. Columbia Pike is not only known for its significant public transit ridership and diversity, but it is one of the few places in Arlington that is home to both "Affordable Housing" and "Housing that is Still Affordable." As Amazon HQ2 and National Landing come on-line, people will need direct and streamlined access to Columbia Pike. The **CC-PY Metroway** is a crucial dependency in moving the CPPTN and 16M forward, in preparation for the "Amazon Effect".

Thank you for considering our comments and priorities. Please feel free to reach out to me regarding questions and/or need for additional information.

On behalf of CPRO, the CPRO Board, and the Columbia Pike Community.

Kim

--

**KIM KLINGLER** | Executive Director  
2611 Columbia Pike, Arlington, VA 22204  
P: 703-892-2776 C: 703-489-7408





### Comments with a focus on the overall Commuter Choice program (both the I-395/95 and I-66 corridor)

- All routes should include improved/additional passenger shelters w/seats
- Educating about alternatives when bus service is down or on strike would be great
- I prefer funding several smaller projects across the region instead of a large multimillion-dollar project. The potential benefits to commuters would be realized more quickly than tying up a major corridor for years with construction.
- It is majorly important to make mass transit affordable and convenient. The proposed projects seem to do that in most cases. Please make sure that all future funding takes that into account.
- Need [to] add bus shelters with lights along Route 1 in Prince William County. The 234 lot needs a bigger shelter for winter. More local bus service.
- Please continue the Lake Ridge/Washington OmniRide service.
- Use money to support new Long Bridge and second Rosslyn Station
- Very valuable programs!
- We need direct buses from PRTC to the Navy Yard morning and afternoon with no other stops
- Would like to see some type of mass transportation along the Fairfax County Parkway between these two highways. Difficult to take mass transportation since [I] do not work convenient to Metro. Continue bus service to Rolling Valley mall and along Fairfax County Parkway from the Springfield Metro.
- Need more bus options

### Comments specific to Commuter Choice program on the I-395/95 corridor

- Direct bus from PRTC to Navy Yard. We don't need buses to Ballston or Glebe Road projects.
- Hoping for increased options and service frequency for travel to and from Prince William County and Metrorail Stations in Springfield and along I-395.
- I appreciate efforts made to make my commute simple and efficient.
- Improve the road surface on the Express Lanes and add additional capacity to the VRE.
- Include improved/additional passenger shelters with seats and TRASH pick-up
- Keep the focus on on-time, predictable schedules, especially p.m. routes to Lakeridge. Evening buses seem unpredictable and often frustratingly off-schedule.
- Looks good
- Maintain free HOV use
- Need direct transportation to Crystal City
- Need to fix problem. I-395 is a terrible all the time. When do we get high-speed commuting?
- Needed!
- Please consider more frequent service for the Metro express bus to Franconia-Springfield from PRTC, as well as a route similar to D-200 (avoids going through Woodbridge), but stops in downtown Washington, DC.
- I recommend purchasing additional buses to increase the number of passengers and reduce drivers. Outreach items are lowest priority of the options offered.
- Keep it HOV + motorcycles get rid of the tolls
- More bus service is necessary





- Road construction needs to finish, need more bus options

### Comments specific to Commuter Choice program on the I-66 corridor

- Toll rates are too expensive for a two-lane road
- Two lanes leading into DC from Northern Virginia.....What the H...!!!!
- What commuter choice? Add non-toll lanes back to 66. It's outrageous to have to pay a toll on roads that were built with taxpayer dollars in the first place!! And even worse that there aren't any non-toll lanes for those who cannot afford them. At least the toll lanes on 495 were adding, not subtracting, from existing roadways.

### Comments About Specific Projects

#### *OmniRide - Enhanced Bus Service from Dale City to Ballston*

- Current stops are in perfect locations just add more getting closer to Ballston
- Strongly in favor. Willing to accept up to a 10% increase in commuter costs.
- Strongly support
- Every time a new route is added, it's always Dale City and it then takes away from Lake Ridge and Manassas routes who wait a lot longer daily for buses.
- High priority item.
- Ok
- Please accept the proposal, the extra runs are greatly needed by the Arlington commuters.
- Yes

#### *DASH / City of Alexandria - Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro*

- Strongly support
- How does this help I-395/95?
- Yes

#### *OmniRide - Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro*

- Strongly support
- Continue the weekend services, they are awesome!
- High priority item
- Ok
- This needs to be done to Fort Belvoir.
- Yes

#### *Fredericksburg / FRED Transit - New Bus Service from North Stafford to Quantico VRE Station*

- Ok
- Please what took so long
- Yes

#### *OmniRide - Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE*

- Strongly support

Executive Summary of Public Comments  
FY 2020 Commuter Choice program  
August 4 – September 6, 2019



- High priority item.
- This actually may be useful if after the bus runs the route it picks up a regular route, already a shortage of buses and drivers due to funds
- Yes

*Fairfax County - New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements*

- Strongly support
- Ok
- Yes

*Northern Virginia Regional Commission (NVRC) - New TDM Outreach Campaign for Military Facilities*

- Strongly support
- Outreach items are lowest priority of options offered.
- Outreach? If people need info on commuting, there are plenty of options to find it.
- Yes

*OmniRide - New Bus Service from Staffordboro to Downtown D.C.*

- Strongly support
- Again, every time add a new route, it takes from an old route, this is a great idea if funds are provided for more buses and drivers so that other routes do not suffer
- High priority item.
- Hurry!!!!!!
- Ok
- This is a route that is much needed and will have many riders.
- Yes

*DASH / City of Alexandria - Enhanced Bus Service on AT-9: Mark Center to Potomac Yard*

- Strongly oppose - Since this project cuts horizontally across I-395 it will not mitigate the north / south traffic volume on I-395.
- No one making this trip would get on I-395/95.
- Yes

*Arlington County - Operational Enhancements of the Crystal City - Potomac Yard Transitway*

- Ambivalent - While this project may improve traffic flow along US-1 in Crystal City, it will have no impact on the traffic flow along I-395. Tolls collected on I-395/95 should go toward funding projects that improve traffic flow on I-395/95.
- Entirely unrelated to I-395/95. Raise the bus rates if they want improved service.
- Yes-As long as signage is clear, and drivers aren't accidentally driving in the bus lanes due to lack of clarity.

*OmniRide - New Bus Service from Staffordboro to the Pentagon*

- Again! Stafford County needs OmniRide! We have no other options really, other than slugging. Vanpools aren't conducive to most DC/Pentagon workers and the Martz bus is so expensive and not enough bus runs. There are NO midday bus runs, except for 1 on Fridays.
- Strongly support

Executive Summary of Public Comments  
FY 2020 Commuter Choice program  
August 4 – September 6, 2019



- This is desperately needed. The Martz service can't handle the volume and their schedule is very limited. PRTC buses are great and offer more times at their current stops. I am looking at houses in Stafford, but the commuter bus options are severely limited.
- Again, every time add a new route, it takes from an old route, this is a great idea if FUNDS are provided for more buses and drivers so that other routes do not suffer
- High priority item.
- Ok
- Yes

*Arlington County - Enhanced Bus Service on Metrobus 7Y: McPherson Square to Southern Towers*

- No, no, no! The 7Y is already late every day. It's gotten even worse with the shuttle buses. This is not needed. Don't for god sakes. ☹️
- Strongly support
- This is unrelated to I-395/95.
- Yes

*Arlington County - Commuter Store at the Pentagon Transit Center*

- Strongly support
- Yes
- Lower priority of options offered.
- No.
- Yes

*Fairfax County - Enhanced Bus Service to the Pentagon with Saratoga and Backlick North Park and Ride Improvements*

- Strongly support
- No - too much
- Ok

*Prince William County - New TDM Outreach to the I-395/95 Corridor*

- Strongly support
- Outreach items are lowest priority of options offered.
- People don't need outreach--they need a well-functioning transportation system.
- Yes

*Stafford County - Expanded Transit Access to Leeland Road VRE Station*

- Strongly oppose - The relatively high cost of this project versus the expected increase in the use of mass transit at the Leeland Rd VRE Station will have a minimal impact on the volume of traffic on the I-395/95 corridor.
- Great
- No - too expensive and too far from the target improvement area on I-395
- This is a great idea. Stafford doesn't have much public transportation

*Arlington County - Roadway Improvements at Glebe Road and I-395 Interchange*

- Strongly support
- No - too expensive. Washington Blvd is the bigger choke point onto I-395.
- Ok



### Responses with Neutral or Adverse comments

- Congestion at the Occoquan River must be addressed
- Get rid of the tolls it is congesting the HOV lanes and with the buses driving below the speed limit it is dangerous on I-395
- None of the programs provide any benefit to me. The bus service continues to reduce existing services to provide service to multiple locations. I would prefer that they go back to providing service to Crystal City from both Dale City and Lake Ridge. Having to transfer at the Pentagon is not beneficial and I view it as reduced services.
- Nothing will help I-395/95 so long as people are rubbernecking. People slowing to look at accidents on the other side of the median creates unnecessary traffic. We need not just infrastructure but public awareness campaigns, perhaps use the highway signs to remind drivers to keep moving at normal (safe) speeds.
- Toll rates are too high
- What exactly is/are the specific proposal(s) to increase commuter mobility choices?
- Why don't the buses arrive on time to avoid overcrowding?
- I find commandeering roadways (that were built using taxpayer dollars) and converting them to toll lanes outrageous! At least there will remain non-toll lanes on 395 for those who cannot afford them.
- I will be moving to 20187. I have been living in Fairfax County for 40 years paying taxes and the traffic on I-395 is disgusting. Now I will be moving and traveling on I-66. As you get close to Arlington, I-66 the lanes go down to two!!!! Really!!!! Two lanes for this traffic and yet you still suck my tax money like there is no tomorrow. I am appalled that with all this traffic and all our tax money that something hasn't been done 20 years ago. Now Amazon is moving in and it will get worse. Metro shut down over the summer as well. What in the heck are you doing? Bleeding us of our tax dollars and doing nothing. What a waste!
- Why are tolls the only option for controlling traffic congestion, particularly on roads built with taxpayer money in the first place?
- Tolls on I-395/95 should be used for improvements to this highway, not for projects not directly related to it. If people not using this road want transit improvements in their area, they should pay for them. I'm not an ATM for everyone else's commute.

## Agenda Item #6: Department of Rail and Public Transportation (DRPT)



**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** September 26, 2019

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

---

At the October meeting DRPT Director Jennifer Mitchell will give her report on DRPT activities.

### **A. DRPT Monthly Report**

The monthly DRPT Report is attached.

### **B. Commonwealth's Relationship to the Virginia Railway Express**

DRPT Director Mitchell will give a presentation to the Commission on the Commonwealth's relationship to VRE.

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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: September 25, 2019

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

As noted in our reports for the July and September Commission meetings, on June 28, 2019 WMATA submitted two letters to the Secretary of Transportation providing the information required to demonstrate compliance during FY 20 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 WMATA. DRPT has analyzed the information received from WMATA and I presented the results of that analysis and recommendations on enforcement actions at the [Commonwealth Transportation Board \(CTB\) workshop](#) on September 17, 2019 as required by the CTB Policy. A resolution memorializing the results of this annual review will be considered by the CTB at its meeting on October 17, 2019. DRPT is recommending no enforcement actions for FY 20 based upon our analysis of the information submitted by WMATA.

Also at the September CTB workshop, Jen DeBruhl, DRPT Chief of Public Transportation, joined NVTC Commuter Choice Senior Program Manager Ben Owen in a presentation of the draft Round 1 I-395/95 Commuter Choice Program. Following approval of the program by NVTC and PRTC on October 3, DRPT will recommend final approval of the program and the allocation of funding for the program as an amendment to the FY 2020-2025 Six Year Improvement Program (SYIP) to the CTB at its meeting on October 17, 2019 in Richmond.

The CTB will hold its October 2019 meetings on October 16 & 17, 2019 in Richmond. The [2019 Governor's Transportation Conference and Innovation Summit](#) has been scheduled for November 20-22, 2019 at the Hyatt Regency Crystal City in Arlington.

The CTB's Fall 2019 Six Year Improvement Plan Public Hearing in Northern Virginia will be held on Tuesday, October 22, 2019 from 6-8 p.m. at the VDOT NOVA District Office in Fairfax.

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

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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 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. The second round of public meetings will present draft recommendations and is currently being scheduled. The CTB will conclude public meetings in 2019 and 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 in November.

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 will host a public hearing on the DEIS on October 22, 2019 in Washington, DC and will receive 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.

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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:** September 26, 2019

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

---

At the October meeting the VRE Chief Executive Officer (CEO) will update the Commission on VRE activities. There are two VRE action items for the Commission:

- Authorize the referral of the Preliminary FY2021 VRE Budget to the jurisdictions; and
- Authorize the submission of the Crystal City Station Improvements construction and Woodbridge Station and Track Improvements final design projects to NVTA for FY2024-2025 Six-Year Program update funding consideration.

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

VRE CEO Doug Allen will provide his report. The VRE CEO Report for September 2019 is attached. The Minutes of the September 20<sup>th</sup> VRE Operations Board meeting will be provided as a Blue Item at the meeting.

### **B. ACTION ITEM: Approve Resolution #2393: Authorize the Referral of the Preliminary FY2021 VRE Operating and Capital Budget to the Jurisdictions**

The VRE Operations Board recommends Commission action to 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.

VRE's preliminary FY2021 operating budget totals \$93.0 million, which includes operations, maintenance, and existing debt service. This is an increase of \$3.7 million or 4.1 percent over the approved FY2020 operating budget. The preliminary operating budget 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). The

preliminary budget includes the commitment of \$15 million in FY2021 Commuter Rail Operating and Capital (C-ROC) funding towards the L’Enfant Station 2 Improvements Project that was approved by the Operations Board as part of the FY2020 budget process. Both prior and future year C-ROC programming decisions will be reviewed as part of the FY2021 budget process.

VRE staff will also return to the Operations Board with proposed policies and procedures related to diesel fuel price hedging, as well as a proposed Board-level oversight process to ensure compliance with the requirements of [Virginia Code §2.2-4329.1](#) (“Energy Forward Pricing Mechanisms”), which would allow VRE to hedge its diesel fuel price risk through investment in futures contracts and other financial instruments.

The [attached VRE memorandum](#) includes more information on VRE’s key operating budget assumptions, capital funding, C-ROC Fund, hedging of diesel fuel risk with futures contracts, and two charts ([FY2021 Summary Proposed Budget](#) and [FY2021 Sources and Uses](#)).

**C. ACTION ITEM: Approve [Resolution #2394](#): Approve and Authorize the Submission of Two VRE Projects to NVTa for FY2024-FY2025 Six-Year Program Update Funding Consideration**

The VRE Operations Board recommends Commission approval to submit the Crystal City Station Improvements construction project and the Woodbridge Station and Track Improvements final design project to the Northern Virginia Transportation Authority (NVTa) for evaluation and funding consideration in its [Fiscal Year 2024-2025 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.

Both VRE projects are included in the [TransAction](#) long-range regional transportation plan and will expand VRE capacity. They are also identified in the VRE Capital Improvement Program and System Plan 2040.

1. **Crystal City Station Improvements (Construction):** This project will provide a relocated and expanded station with a longer platform sized to serve full-length trains on two tracks simultaneously. This project is related to and must be coordinated with the Atlantic Gateway Project (4th Track from Alexandria to Potomac River). Funding has been identified to complete the Preliminary Engineering Design, Environmental Review, and Final Design phases, and partially fund the Construction phase. The total estimated cost for Construction is \$44.5 million. VRE has committed \$15.0 million in C-ROC funds and \$13.7 million in State of Good Repair funds. This NVTa funding request is for the remaining \$15.8 million. Funding is requested in FY2024 or sooner. (TransAction Project ID 298 - VRE Alexandria-DC Rail Capacity Improvements)
2. **Woodbridge Station and Track Improvements (Final Design):** This project will provide an expanded station with one island and one side platform sized to serve full-length trains from three tracks and add related segment of the third track through the

station. The station improvements will not preclude a future fourth track. Both platforms will be provided grade-separated pedestrian access. The design and construction of the third track and future fourth track will be coordinated with the Commonwealth of Virginia's DC2RVA project. Funding has been identified to complete the Preliminary Engineering Design and Environmental Review phases. NVTa funding is requested in FY2024 to complete Final Design. The NVTa funding request is for \$2.21 million. The total estimated cost for Construction is \$25.5 million of which \$1.2 million has been identified and \$24.3 million is currently unfunded. (TransAction Project ID 301 Fredericksburg Line Service Expansion and TransAction Project ID 302 - Fredericksburg Line Peak Period Service Expansion)

#### **D. VRE Customer Service Survey Results**

The VRE customer service survey is conducted in May each year. The results of the May 22, 2019 survey identified several areas for improvement and reflect riders' frustrations with reliability and communications during the implementation of Positive Train Control (PTC) this past spring.

The survey was completed by 6,296, or 62 percent, of the 10,147 riders that morning. 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. The [attached VRE Memorandum](#) includes more information about the survey and its resulting report card.

#### **E. Amended VRE Passenger Tariff**

The VRE Operations Board approved an amendment to the VRE Passenger Tariff to replace the current 5-Day Pass with a 7-Day Pass and the Monthly Pass in VRE Mobile with a 31-Day Pass. The calendar-based Monthly Pass will remain available as a paper ticket. The changes are designed to 1) simplify the ticketing process by eliminating frequently confusing rules; and 2) provide greater flexibility to passengers. The [attached VRE Memorandum](#) provides more details.

#### **F. VRE Crystal City Station Improvement Project**

At its meeting of September 20, 2019, the VRE Operations Board approved a contract with Vanasse Hangen Brustlin (VHB) of Watertown, MA for preliminary engineering and environmental services for the [VRE Crystal City Station Improvements Project](#). Although the Crystal City Station is one of the busiest in the VRE system, the existing side platform is only the length of about four railcars (400 feet) and serves only one track. VRE trains currently have up to eight railcars, and some trains will be extended to 10 railcars in the future. VRE has plans to reconfigure the station with an island platform approximately 850 feet in length served by two tracks, which will remove an operational bottleneck, expand transit capacity and improve convenience, safety and reliability for VRE riders. Two grade-separated access points will be provided between the platform and Crystal Drive. The project will also enhance local and regional

connectivity by optimizing multimodal access, especially to Metrorail, the Crystal City-Potomac Yard Transitway, local buses and shuttles, and bicycle and pedestrian facilities.

The previous phase of the project funded by the Northern Virginia Transportation Authority (NVTA) identified a preferred station location approximately a quarter of a mile south of the existing station. In September 2017 the Arlington County Board accepted the location as VRE's preferred station location. On October 20, 2017, the VRE Operations Board approved this location as the preferred station location to conduct more detailed design and evaluation. A concept design was developed for the new station and shared with project stakeholders, VRE riders, and the public.



# CEO REPORT

## SEPTEMBER 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 | SEPTEMBER 2019

## TABLE OF CONTENTS

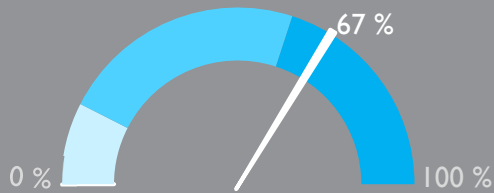
SUCCESS AT A GLANCE .....	3
ON-TIME PERFORMANCE .....	4
AVERAGE DAILY RIDERSHIP .....	6
SUMMONSES ISSUED .....	7
TRAIN UTILIZATION .....	8
PARKING UTILIZATION .....	9
FINANCIAL REPORT .....	10
FACILITIES UPDATE.....	11
UPCOMING PROCUREMENTS .....	12
CAPITAL PROJECTS UPDATES .....	13
PROJECTS PROGRESS REPORT .....	15



VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

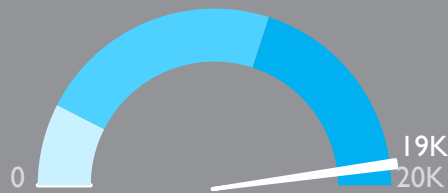


# SUCCESS AT A GLANCE



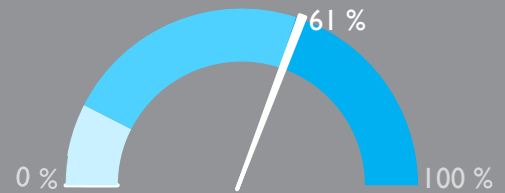
## PARKING UTILIZATION

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



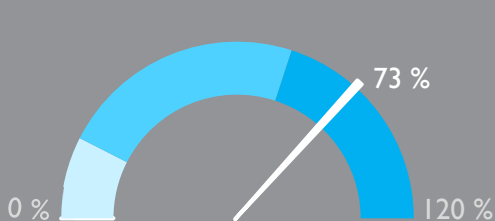
## AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.  
Same month, previous year: 18,251



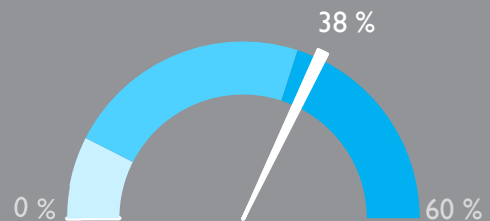
## ON-TIME PERFORMANCE

Percentage of trains that arrive at their destination within five minutes of the schedule.  
Same month, previous year: 86%



## 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%

**JULY 2019**

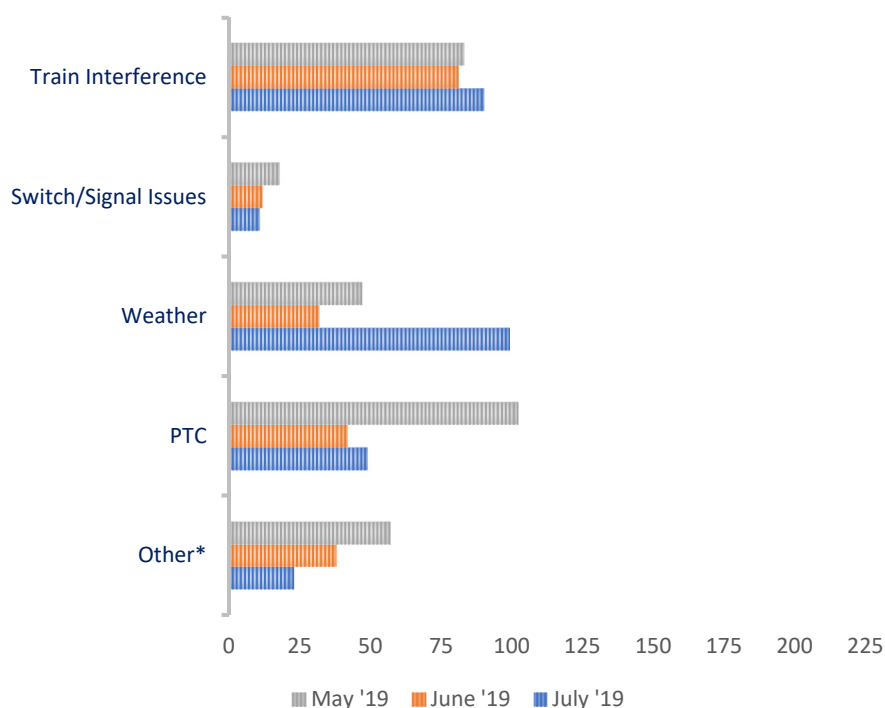


# ON-TIME PERFORMANCE

## OUR RECORD

	July 2019	June 2019	July 2018
Manassas Line	69%	69%	77%
Fredericksburg Line	53%	67%	75%
System Wide	61%	68%	76%

## PRIMARY REASON FOR DELAY



VRE operated 702 trains in July. Our on-time rate for July was 61 percent.

Two hundred seventy-two trains arrived more than five minutes late to their final destinations. Of those late trains, 106 were on the Manassas Line (39 percent), and 166 were on the Fredericksburg Line (61 percent).

The number of positive train control delays leveled out in July. We experienced seven more PTC-related delays than we did in June, but July had two more service days. While train interference continues to have a significant impact, July saw a marked increase in weather-related impacts. Heat restrictions were in place for 19 of the month's 22 service days.

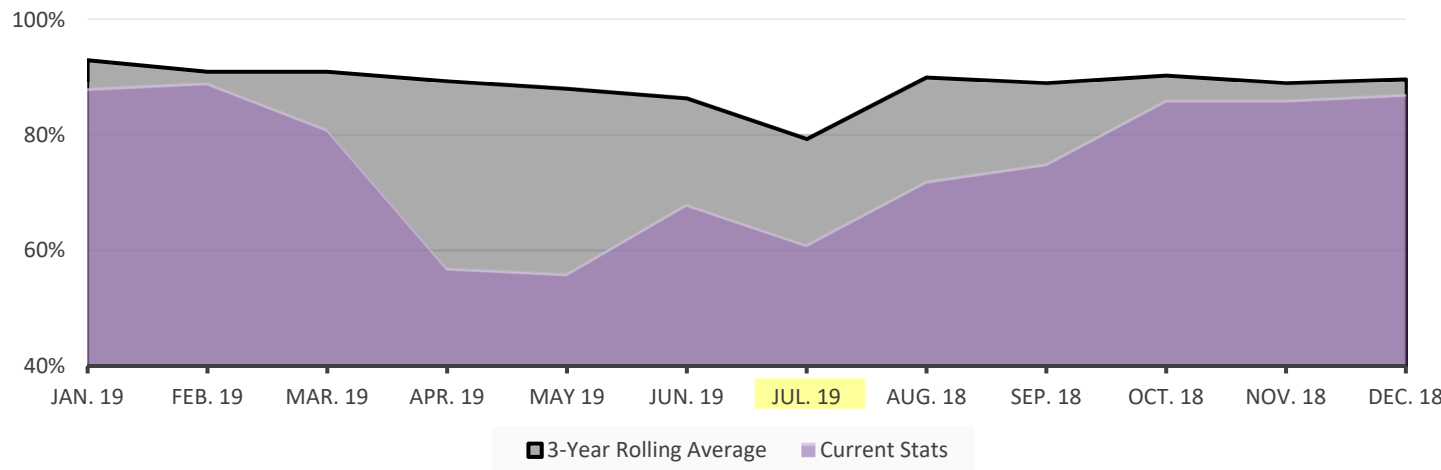
\*Includes trains that were delayed due to operational testing and passenger handling.

## LATE TRAINS

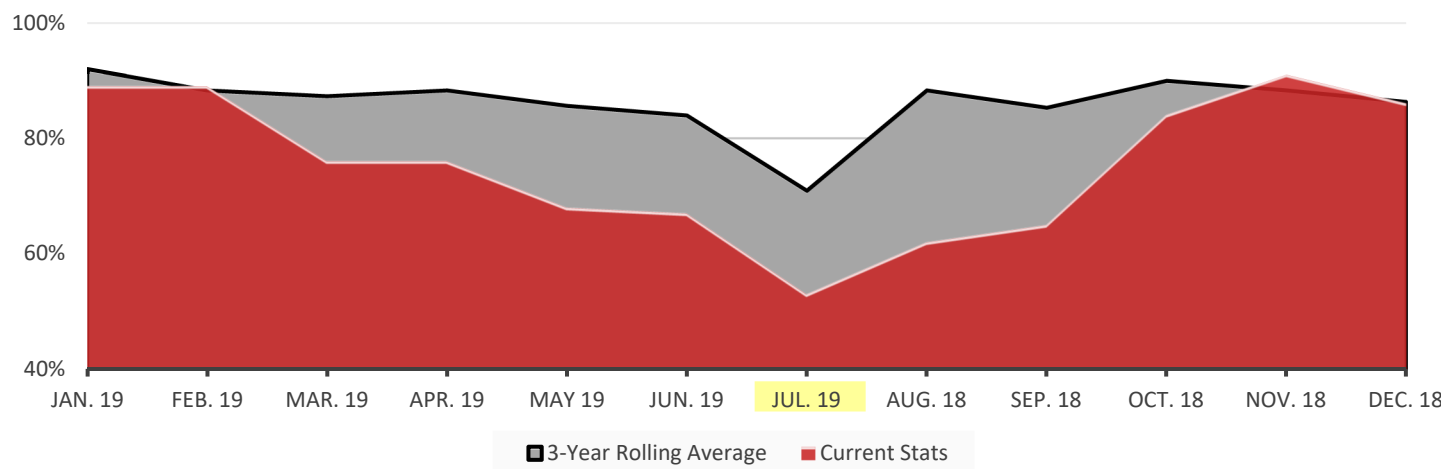
	System Wide			Fredericksburg Line			Manassas Line		
	May	June	July	May	June	July	May	June	July
Total late trains	307	205	272	111	106	166	196	99	106
Average minutes late	23	14	16	25	13	16	22	16	15
Number over 30 minutes	53	14	28	18	4	16	35	10	12
Heat restrictions	8	10	19	8	10	19	0	0	0

ON-TIME PERFORMANCE

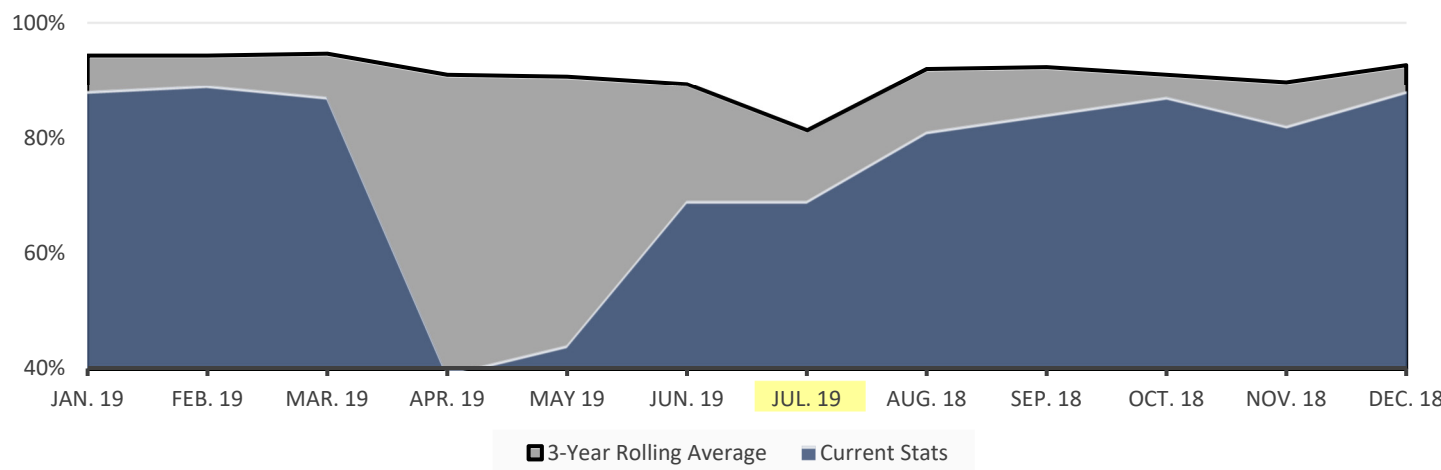
VRE SYSTEM



FREDERICKSBURG LINE

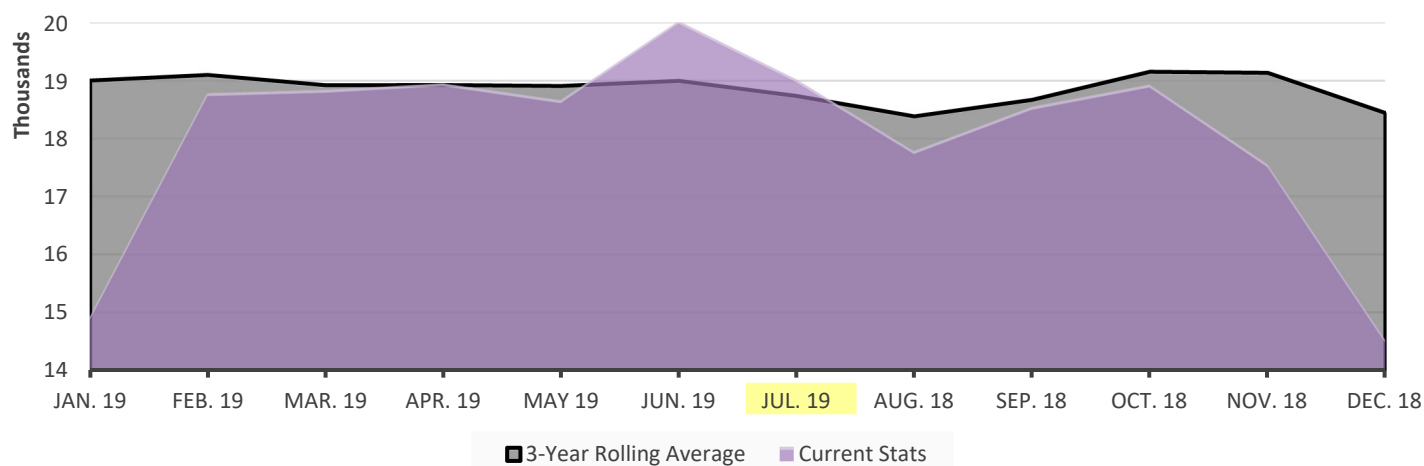


MANASSAS LINE

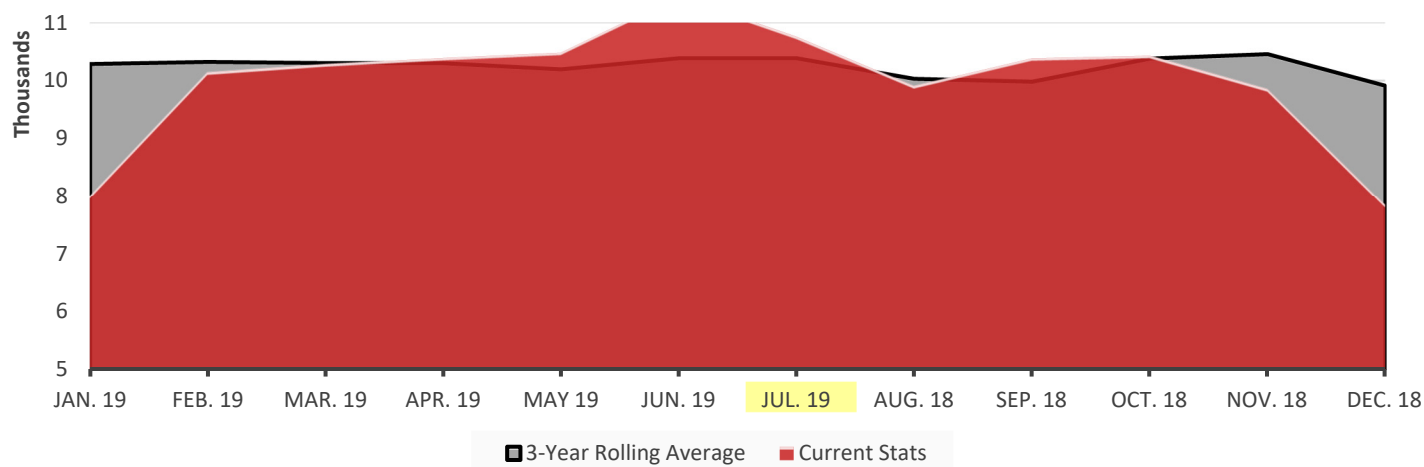


# AVERAGE DAILY RIDERSHIP

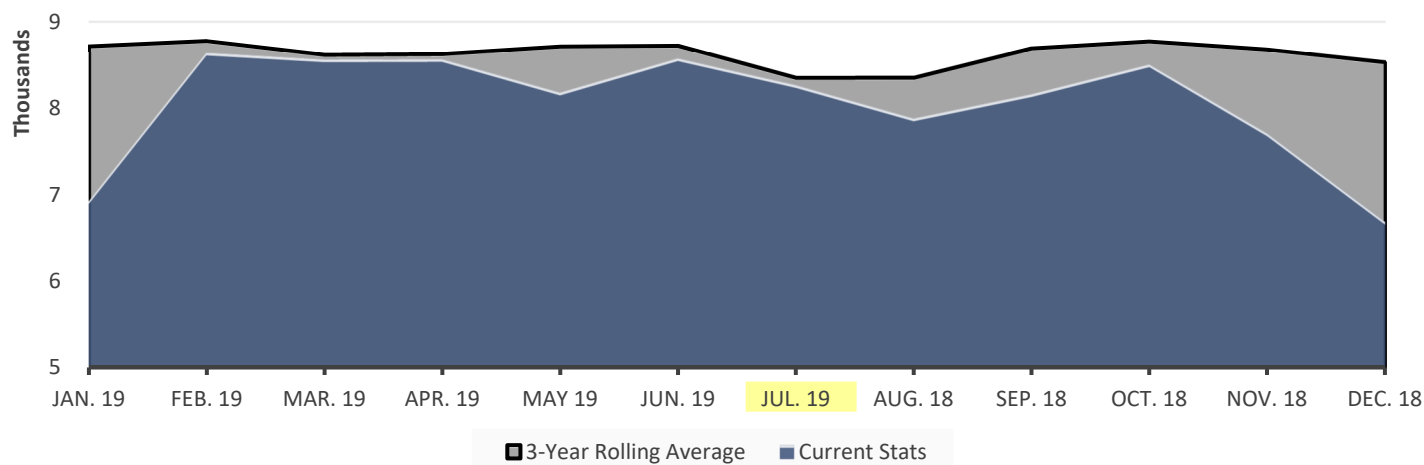
## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE

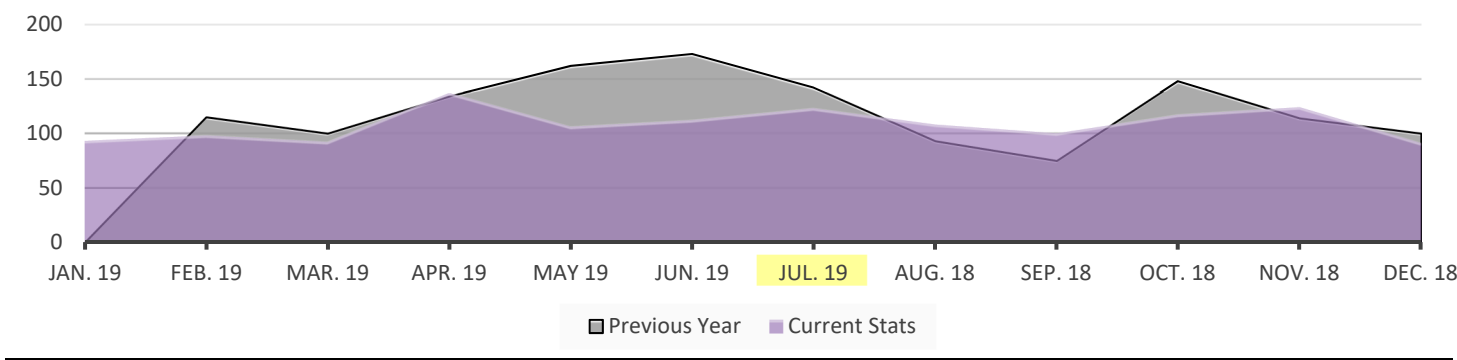


Average daily ridership (ADR) in July was approximately 19,000.

	July 2019	June 2019	July 2018
Monthly Ridership	418,434	400,597	388,306
Average Daily Ridership	19,020	20,030	18,251
Full Service Days	22	20	21
“S” Service Days	0	0	0

## SUMMONSES ISSUED

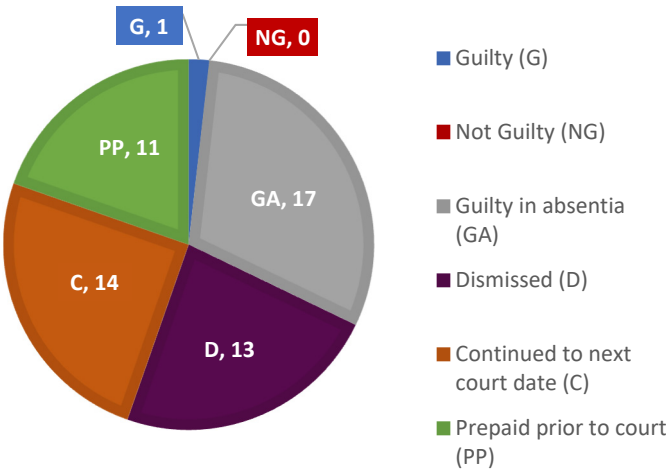
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

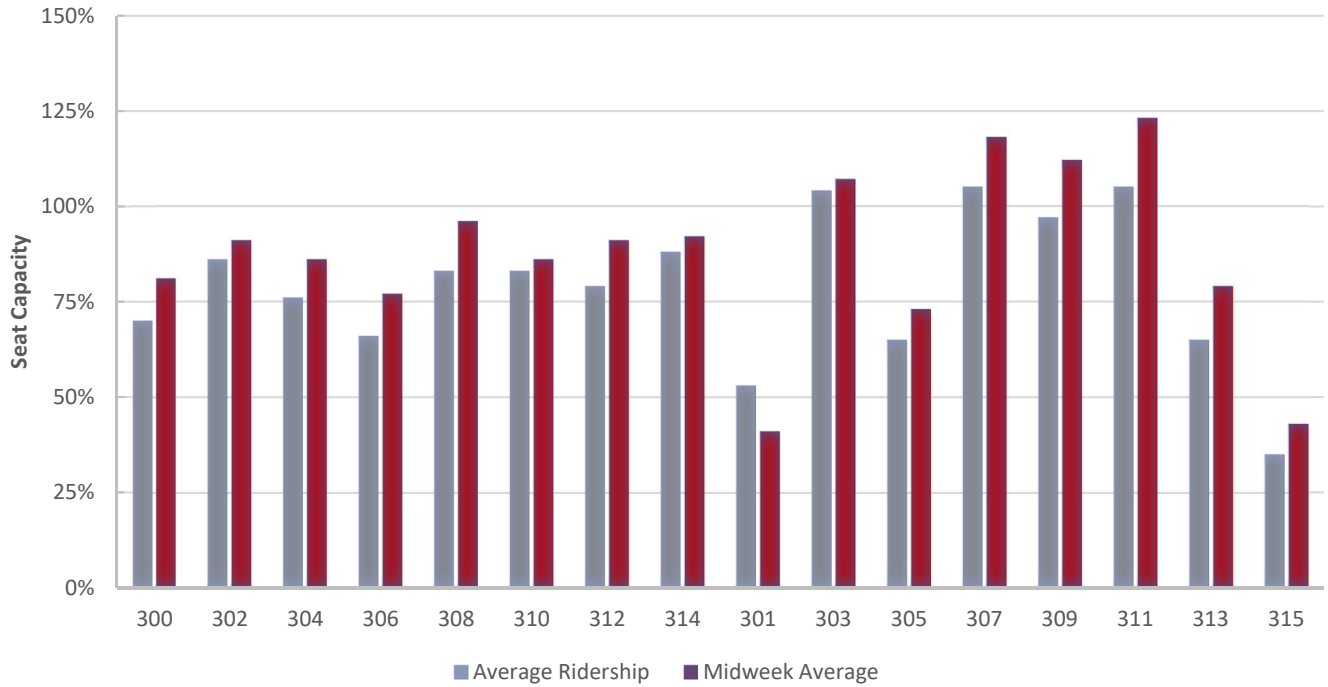
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	25
One-time courtesy	12
Per the request of the conductor	12
Defective ticket	0
Per Ops Manager	2
Unique circumstances	0
Insufficient information	1
Lost and found ticket	0
Other	2
<b>Total Waived</b>	<b>54</b>

### MONTHLY SUMMONSES COURT ACTION

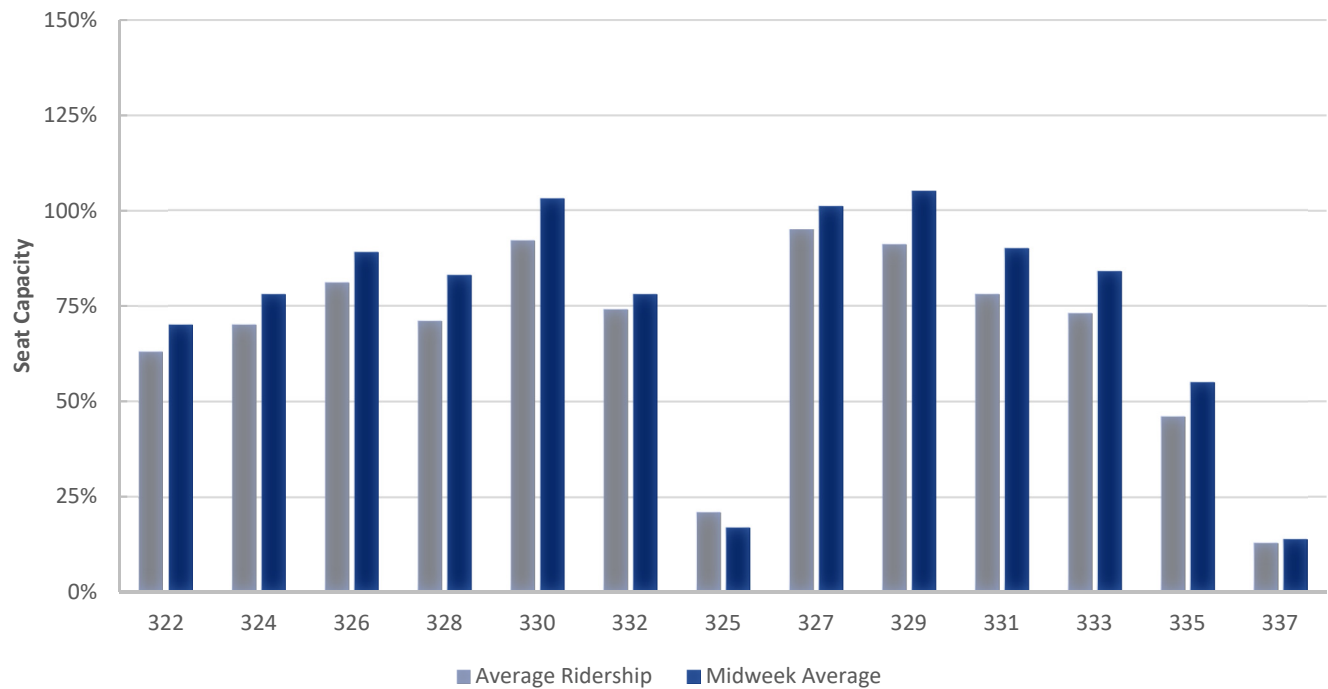


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

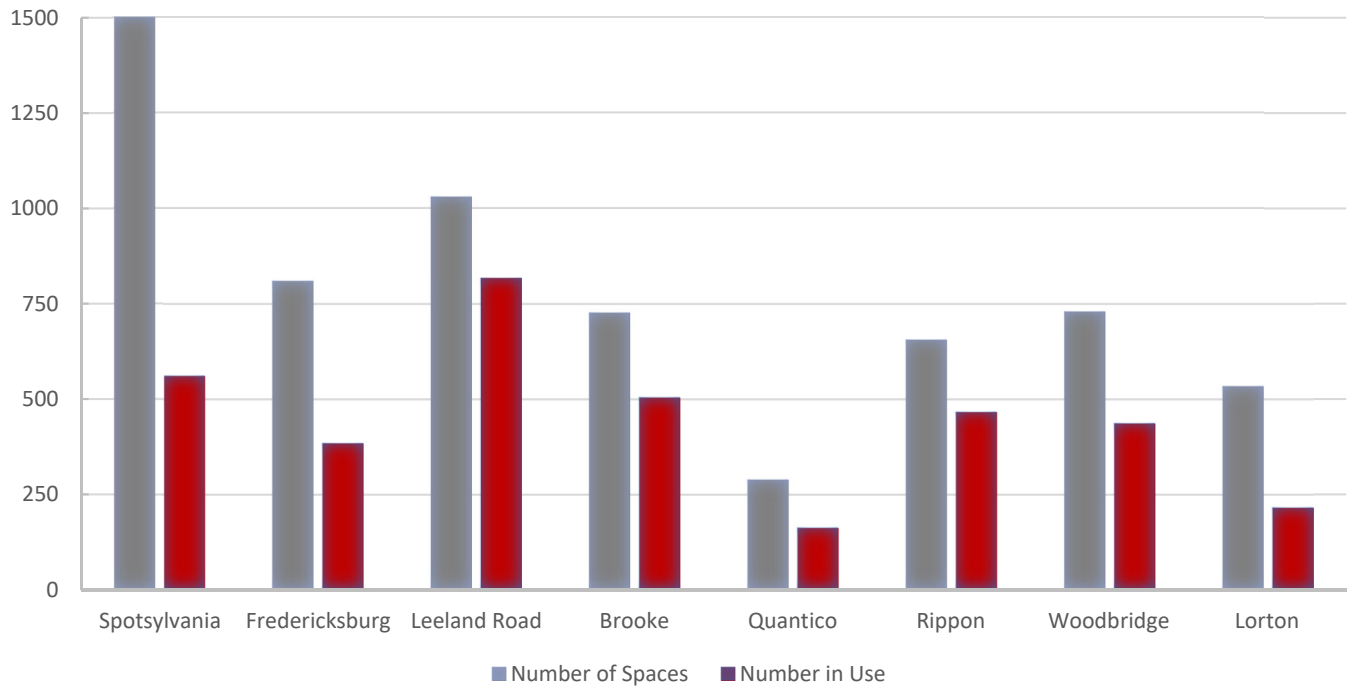


## MANASSAS LINE

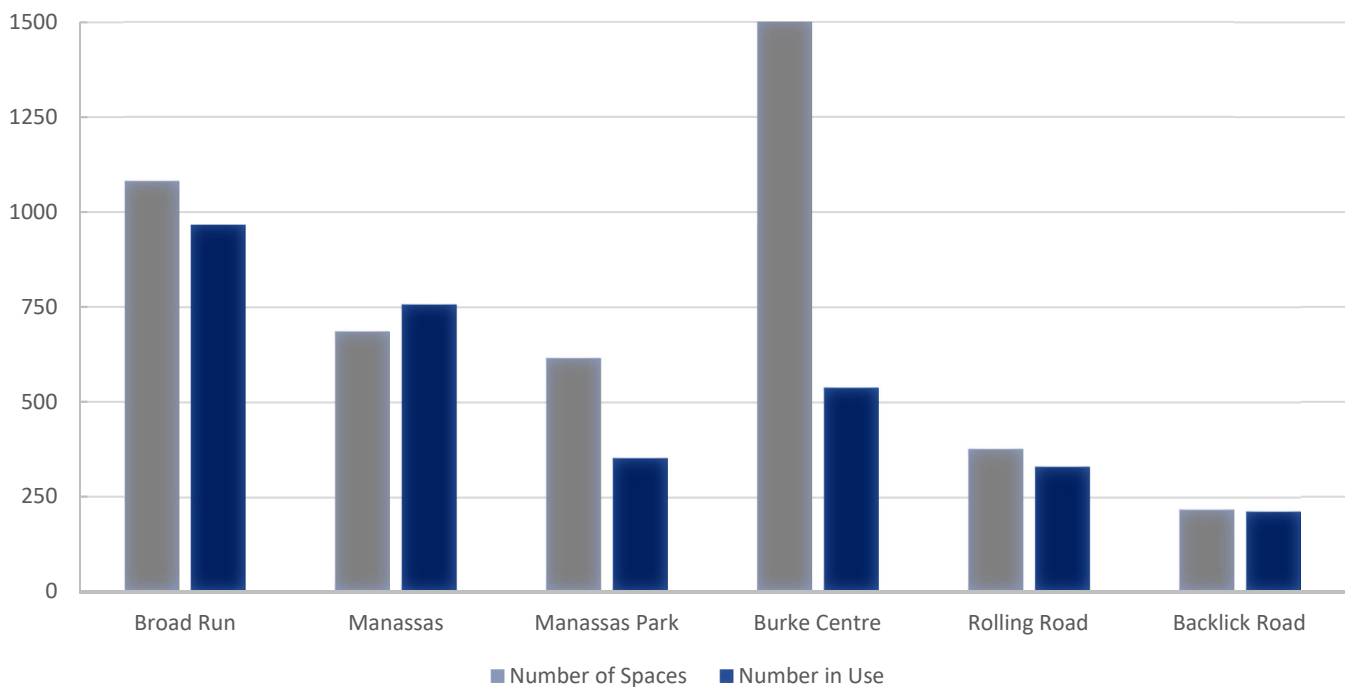


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE





# FINANCIAL REPORT

Fare revenue through the first month of fiscal year 2020 is approximately \$29,000 above budget, a favorable variance of 0.8 percent, and is 5.7 percent above the same period in fiscal 2019. Revenue for the period was impacted positively by additional ridership resulting from the shutdown of six stations on Metrorail's Yellow and Blue lines.

VRE's annual liability insurance premium was accounted for in full in July, resulting in a year-to-date operating ratio of 38 percent. Absent this premium, the operating ratio would have been 60 percent. VRE is required to budget a minimum operating ratio of 50 percent.

A summary of fiscal 2020 financial results through July 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 July 31, 2019							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
<b>Operating Revenue</b>							
Passenger Ticket Revenue	3,853,546	3,824,683	3,853,546	3,824,683	28,863	0.8%	43,810,000
Other Operating Revenue	65,225	19,643	65,225	19,643	45,582	232.1%	225,000
<b>Subtotal Operating Revenue</b>	<b>3,918,771</b>	<b>3,844,325</b>	<b>3,918,771</b>	<b>3,844,325</b>	<b>74,445</b>	<b>1.9%</b>	<b>44,035,000</b>
Jurisdictional Subsidy (1)	9,062,209	9,062,209	9,062,209	9,062,209	-	0.0%	13,230,397
Federal/State/Other Jurisdictional Subsidy	2,699,133	2,646,241	2,699,133	2,646,241	52,892	2.0%	31,462,978
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	155,808	43,651	155,808	43,651	112,157	256.9%	500,000
<b>Total Operating Revenue</b>	<b>15,835,920</b>	<b>15,596,426</b>	<b>15,835,920</b>	<b>15,596,426</b>	<b>239,494</b>	<b>1.5%</b>	<b>89,228,375</b>
<b>Operating Expenses</b>							
Departmental Operating Expenses	10,435,008	10,480,711	10,435,008	10,480,711	45,704	0.4%	82,991,618
Debt Service	518,500	518,480	518,500	518,480	(21)	0.0%	6,221,757
Other Non-Departmental Expenses	15,000	1,310	15,000	1,310	(13,690)	0.0%	15,000
<b>Total Operating Expenses</b>	<b>10,968,508</b>	<b>11,000,500</b>	<b>10,968,508</b>	<b>11,000,500</b>	<b>31,993</b>	<b>0.3%</b>	<b>89,228,375</b>
<b>Net income (loss) from Operations</b>	<b>4,867,413</b>	<b>4,595,926</b>	<b>4,867,413</b>	<b>4,595,926</b>	<b>271,486</b>		<b>-</b>
<b>Operating Ratio</b>			<b>38%</b>	<b>37%</b>		<b>Budgeted Goal</b>	<b>53% 50%</b>

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

## FACILITIES UPDATE

The following is a status update of VRE facilities projects.

### Completed projects:

1. Replacement of tactile warning strip at L'Enfant Station
2. Replacement of wooden pedestrian crossing at Alexandria Station
3. Repairs to drainage pipe at Leeland Road Station



*New pedestrian crossing at the Alexandria Station*

### 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. Replacement of Track 8 wayside power electrical conductors at Broad Run Maintenance and Storage Facility
4. Design of Phase 2 renovations to Alexandria Headquarters Suite 202



*Drainage pipe repairs at the Leeland Road Station.*

### 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 Benchmark Road slope stabilization (Hamilton to Crossroads closeout)
- 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
- State government relations services
- Website management services
- Purchase of forklift trucks
- Final design services for VRE Broad Run expansion
- Email and text message communication system

## 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 – Updated and communicated environmental approval to project stakeholders; continuing due-diligence activities on potential property acquisitions, including title and appraisal work as well as preliminary design effort and collaboration with Amtrak.

Projects or project phases scheduled to be completed this quarter:

3. Franconia-Springfield Station Improvements (FRS) 90% design plans
4. Lorton Station Second Platform (LOR) 90% design plans
5. Rippon Station Improvements (RIP) 30% design plans (Final)
6. Brooke Station Improvements (BKV) 30% design plans (Final)
7. Brooke Station Improvements (BKV) Environmental Documentation
8. Leeland Road Station Improvements (LLR) 30% design plans (Final)
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

Projects or project phases scheduled to be initiated this quarter:

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

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. <span>◆</span>	◆	◆	◆	N/A	●		
Lorton Station Improvements	Construct new second platform with pedestrian overpass. <span>◆</span>	◆	◆	◆	N/A	●		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. <span>◆</span>	◆	●	●	N/A			
Potomac Shores Station Improvements	New VRE station and parking in Prince William County provided by private developer.	◆	●	◆	N/A			
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●		
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. <span>◆</span>	◆	●	●	N/A			
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. <span>◆</span>	◆	●	●	N/A			
Manassas Park Parking Improvements	Parking garage to increase parking capacity to 1,100 spaces.	◆	◆	●	N/A			
Rolling Road Station Improvements	Extend existing platform and rehabilitate existing station	◆	◆	◆	N/A	●	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A			
L'Enfant Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A			

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

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

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

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

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

ESTIMATED COSTS (\$)						STATUS	
Total <sup>1</sup>	Funded	Unfunded	Authorized	Expended <sup>2</sup>	Percent Complete <sup>1</sup>	Project Completion Date	
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	● 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	-	*	527,007	35%	4th QTR 2022	● FD underway with anticipated completion 4th QTR 2019.
16,150,000	16,150,000	-	*	712,703	35%	4th QTR 2022	● FD underway with anticipated completion 4th QTR 2019.
16,634,793	16,634,793	-	*	386,591	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	111,374.24	830,833	30%	TBD	● FD start 1st QTR 2019. SMART SCALE grant agreement pending.
23,391,019	23,391,019	-	*	369,262	25%	4th QTR 2023	● DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2019.
15,527,090	15,527,090	-	*	332,514	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 start 2019 construction season and NS Construction Agreement.
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 16.5 acres of land, construction of two storage tracks and related site improvements.	◆	N/A	N/A	●	N/A	N/A
New York Avenue Midday Storage Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

## ROLLING STOCK

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

## PLANNING, COMMUNICATIONS AND IT

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










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

STATUS: ◆ Completed ● Underway ■ On Hold

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

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



Total <sup>1</sup>	ESTIMATED COSTS (\$)				Percent Complete <sup>1</sup>	Project Completion Date	STATUS	
	Funded	Unfunded	Authorized	Expended <sup>2</sup>				
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	156,549	5%	TBD		Spotsylvania County Planning and Zoning approved special use permit with follow-up by County Board.
89,666,508	89,666,508	-	3,588,305	1,680,412	50%	4th QTR 2020		Preliminary design continues as well as due diligence as part of real estate acquisition; NEPA documentation approved by FTA.
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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[VRE.ORG](http://VRE.ORG)





### 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 30<sup>th</sup> 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 3<sup>rd</sup> day of October 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 9-A**  
**Action Item**

**To: Chair Cristol and the VRE Operations Board**

**From: Doug Allen**

**Date: September 20, 2019**

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

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**Recommendation:**

The VRE Operations Board is asked to authorize the Chief Executive Officer (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 Operations Board is also asked to authorize the VRE CEO to develop policies and 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 ("Energy Forward Pricing Mechanisms").

**Summary:**

VRE's preliminary FY 2021 operating budget totals \$93.0 million, which includes operations, maintenance, and existing debt service. This is an increase of \$3.7 million or 4.1% over the approved FY 2019 operating budget. The preliminary operating budget includes no change to passenger fares and a proposed 3% increase in the total jurisdictional subsidy. The preliminary operating budget has a current net unfunded amount of \$2.1 million.

VRE's preliminary FY 2021 capital budget includes commitments of \$69.2 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP). The preliminary budget includes the commitment of \$15 million in FY 2021 Commuter Rail Operating and Capital (C-ROC) funding towards the L'Enfant Station



Northern Virginia  
Transportation Commission  
2300 Wilson Blvd., Suite 230  
Arlington, VA 22201  
703-524-3322



Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, VA 22314  
703-684-1001  
VRE.org



Potomac and Rappahannock  
Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, VA 22192  
703-580-6121

Improvements Project that was approved by the Operations Board as part of the FY 2020 budget process. Both prior and future year C-ROC programming decisions will be reviewed as part of the FY 2021 budget process.

As in prior years, VRE will submit a balanced budget in December for the Operations Board's consideration and referral to the Commissions for final approval. Projections of both revenue and expenses are still under review by VRE staff, with oversight provided by the CAO Taskforce, and are likely to be modified over the next few months.

### **Background:**

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2021 VRE Operating and Capital Budget is attached for the Operations Board's review.

Significant changes to transit funding in the Commonwealth – including the creation of C-ROC and the restructuring of DRPT's transit capital matching and transit operating assistance programs – were implemented by the General Assembly in 2018. These changes were incorporated in VRE's FY 2020 budget, and they continue to shape VRE's decisions and priorities as reflected in this preliminary FY 2021 budget.

VRE's Financial and Debt Principles addresses the prioritization of projects within the CIP and states:

**Projects included in VRE's Capital Improvement Program will be prioritized with emphasis on regulatory requirements, the maintenance of equipment and facilities to support current service levels, and provisions for passenger safety.**

In addition to these first-level priorities, the CIP decision-making for FY 2021-2026 emphasizes VRE's commitment to the development of infrastructure in the host railroads' territories; project readiness; funding availability; and the identification of funding to complete those projects that have only partially identified funding.

### **Key Operating Budget Assumptions:**

VRE's preliminary FY 2021 operating budget totals \$93.0 million. This includes \$86.7 million for daily operations and maintenance (up \$3.7 million or 4.5% from FY 2020) and \$6.3 million for debt service (unchanged from FY 2020). As noted above, both revenues and expenses are still under review and these projections are likely to be modified over the next few months. The key assumptions used in preparing the preliminary operating budget are summarized below:

1. **Service levels:** VRE will continue its current service plan of 32 daily revenue trains in FY 2021.

2. **Ridership and fare revenue:** FY 2021 preliminary fare revenue is budgeted at \$43.6 million, a decline of \$0.2 million or less than half a percent below the approved FY 2020 level. A revenue decline of slightly less than \$0.5 million is assumed as a result of the proposed transition from the calendar monthly pass to the 31-day pass on VRE Mobile. Average daily ridership (ADR) is currently projected at 18,700 for FY 2021, which is flat to the FY 2020 approved budget level. ADR across all twelve months of FY 2019 was 18,053, reflecting negative impacts from both the federal government shutdown in January and the service reliability challenges during the spring, as well as positive impacts in June from the Metrorail shutdown.

This preliminary budget assumes that VRE maintains recent ‘normal’ ridership levels (e.g., ADR in May 2019 before the Metrorail shutdown was 18,656). Given capacity constraints on the most popular trains as well as continued declines in ridership on Mondays and Fridays due to changing work and travel patterns, ADR is expected to be relatively stagnant until new railcars can be added to lengthen trains, although increased marketing efforts do have the potential to draw new customers. Staff will continue to closely monitor ridership trends throughout the budget process and update projections accordingly.

3. **Jurisdictional subsidy:** FY 2021 jurisdictional subsidy is budgeted at \$18.30 million, an increase of 3% over FY 2020. In conjunction with the assumption of no passenger fare increase in FY 2021, this preliminary budget continues the Operations Board’s policy guidance to alternate each year between fare increases and jurisdictional subsidy increases in order to sustainably fund the costs of providing VRE service.
4. **State operating assistance:** As part of the package of transit legislation adopted by the General Assembly in 2018, all state operating assistance provided to transit agencies in Virginia is now allocated based on certain performance metrics known as transit service delivery factors. In FY 2020, VRE is receiving a total of \$10.7 million in state operating assistance, which consists of \$9.7 million of performance-based operating assistance and \$1.0 million of “transition assistance.” The preliminary FY 2021 budget assumes \$10.0 million in state operating assistance, a reduction from the current year, but this figure may be updated as VRE staff continues to coordinate with DRPT staff on further refinements to the data sources and methodology of the allocation process.
5. **Access fee reimbursement:** VRE pays track access fees to its host railroads (Amtrak, Norfolk Southern, and CSX) to operate service on their railroads. While VRE has five-year access agreements with Amtrak and Norfolk Southern, the track access agreement with CSX continues to be renewed on a year-to-year basis. Access fees are one of the largest single items in VRE’s budget, and since 2015, DRPT and VRE have entered into multi-year agreements for reimbursement of the access fees. These fees have been reimbursed using a combination of federal STP funds allocated through the state (50%) and a state capital match (34%), with the local jurisdictions responsible for the balance (16%).

6. **Diesel fuel costs:** Diesel fuel expenses of \$4.55 million are budgeted based on estimated annual usage of 1.75 million gallons at a per gallon cost of \$2.60. While diesel fuel prices have increased substantially from the lows of recent years, VRE's fuel consultant is not projecting further significant increases in the short term. However, staff will continue to monitor fuel cost trends during the budget process and adjust the projections if needed. VRE also intends to change how it mitigates the risk of future price volatility, as discussed below.
7. **Staffing increases:** As noted during the July 2019 discussion of key budget issues for VRE in FY 2021 and beyond, VRE has operated as a lean organization since its founding, and currently has only 50 direct employees. However, as VRE's service has grown and its capital plan expanded significantly (currently \$813.5 million in the approved FY 2020-2025 CIP), the need for additional administrative staff has also increased. The preliminary FY 2021 budget includes a placeholder for five additional full-time employees (FTEs) at a total cost (inclusive of benefits) of approximately \$450,000 (0.5% of the FY 2021 preliminary operating budget). The projected salaries are expected to range from \$45,000 to \$95,000 depending on the experience and responsibility of the position.

These proposed employees are needed to ensure VRE is timely and accurate in its payment of invoices, its initiation and management of contracts, its accounting and submission of grant reimbursements, and its reporting to the many partners (federal, state, regional, and local) who support VRE. The risks to VRE of continuing to manage this expanded program with the current level of staffing are potentially severe, including delayed reimbursements and restricted cash flow; loss of effective control over major design and construction contracts; and audit findings, which could result in repayment of prior funding or loss of future funding.

Staff will return in October to the Finance Committee for an in-depth review of the proposed new employees.

### **Capital Funding:**

After seeking and successfully securing a substantial amount of discretionary grant funding over the past few years, VRE does not have as much capital funding to obligate in FY 2021, and the focus will be on moving forward with project delivery. The major capital funding that is expected to be obligated in FY 2021 includes:

- **Federal formula funds:** Federal funding allocations are lagged by one year relative to VRE's fiscal year, so the federal funding allocated in Federal Fiscal Year (FFY) 2020 will be available to be obligated and spent beginning in VRE's FY 2021. Based on funding received in FFY 2019, total projected formula funding for FFY 2020 is \$32.0 million, including both Section 5337 State of Good Repair funding and Section 5307 Urbanized Area Formula Program funding.

As in previous years, VRE's formula funds will be committed to debt service, asset management programs, and key CIP projects such as the New York Avenue midday storage facility and VRE's joint responsibilities at Washington Union Terminal. Staff continues to look at options for utilizing currently unprogrammed funding but is also choosing to keep some funding uncommitted until updated cost estimates are received for the midday storage project.

- **State capital match:** The state capital matching program has been restructured in accordance with the transit legislation adopted by the General Assembly. The program focuses on funding state of good repair (SGR) efforts at transit agencies across the Commonwealth, with a minimum of 80% of the available funds going to such projects. Requests for funding are evaluated based on a transit asset management framework that emphasizes the age and condition of the asset and aims to reduce the backlog of assets that are not in a state of good repair. The maximum state match will be 68%. VRE staff are continuing to work with DRPT staff to ensure VRE's needs can be accurately assessed in this new framework. The preliminary budget assumes a continuation of the 16% state match on debt service and asset management, as well as the 34% state match on midday storage and Washington Union Terminal, but these figures may be modified as discussions with DRPT continue.
- **Discretionary state and regional funding:** The FY 2021 budget will obligate previously allocated CMAQ funds for the Broad Run Expansion, Backlick Road Station Improvements, and the Brooke and Leeland Road Station Improvements. State SMART SCALE funding for fleet expansion coaches on the Fredericksburg Line will also be obligated.

#### **Commuter Rail Operating and Capital (C-ROC) Fund:**

The preliminary budget does not include any specific recommendations for the programming of C-ROC funds beyond the prior commitments of \$15 million to Crystal City (FY 2020) and \$30 million to L'Enfant (FY 2019 and FY 2021). However, discussions with the Operations Board about unfunded needs within the six-year horizon of the Capital Improvement Program (CIP) are planned for the October Finance Committee, and additional future commitments of C-ROC funding are expected as part of the final recommended budget in December. Based on projections to date, C-ROC funds are not currently needed to support VRE operations, nor is there an immediate need to leverage the funds in the form of a debt issuance.

#### **Hedging of Diesel Fuel Risk with Futures Contracts**

As noted above, total diesel fuel expenses in the FY 2021 preliminary budget are projected at \$4.55 million based on usage of 1.75 million gallons at an average price of \$2.60 per gallon. Diesel fuel prices per gallon have varied widely over the past decade, fluctuating generally above \$3.00 from 2011 through 2014, then dropping sharply to less than \$1.25 in early 2016, and then increasing slowly since then to the current price range between \$2.00 and \$2.50.



Currently, VRE can choose to lock in diesel fuel prices in future months through the diesel fuel suppliers or can pay 'spot' or market prices. VRE makes these decisions based on guidance from a diesel fuel consultant and pays extra to the suppliers for the ability to lock the price. However, VRE has the option – under Virginia Code §2.2-4329.1 (“Energy Forward Pricing Mechanisms”) – to instead hedge its diesel fuel price risk through investment in futures contracts and other financial instruments.

The goal of investing in these instruments would be budget risk reduction – essentially insurance against future price volatility – and not speculation or investment returns. Specifically, this strategy would allow VRE to hedge over longer periods of time (beyond the current fuel supply contracts) while also being cheaper than the current fixed price contracts.

The Virginia Code includes limitations and requirements for public bodies who pursue these energy forward pricing mechanisms. Hedging cannot extend more than 48 months out, and the public body cannot hedge more than its estimated usage. In addition, the public body must develop policies and procedures to guide the hedging investments and must also institute an oversight process.

Staff presented information on diesel fuel hedging to the Finance Committee in May 2019 and received positive guidance to bring the issue to the Operations Board. Staff now requests authorization from the Board to develop the necessary policies/procedures and oversight process.

**Next Steps:**

VRE staff will continue to update and modify the FY 2021 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 approval.

VRE staff will also return to the Operations Board with proposed policies and procedures related to diesel fuel price hedging, as well as a proposed Board-level oversight process to ensure compliance with the requirements of Virginia Code §2.2-4329.1.

**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,

Resolution 9A-09-2019 continued

**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 20<sup>th</sup> day of September 2019

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Katie Cristol  
Chair

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John Cook  
Secretary

FY 2021 Summary Proposed Budget						
Category	Approved FY 2020		Proposed FY 2021		Changes	% Change
	FY 2020 Operating	FY 2020 Capital	FY 2021 Operating	FY 2021 Capital		
<b>Revenue:</b>						
Fare Revenue	43,810,000		43,625,000		(185,000)	-0.4%
Miscellaneous Revenue	225,000		225,000		-	0.0%
Jurisdictional Subsidy	13,230,397	4,537,351	13,817,632	4,483,148	533,032	3.0%
Other Sources (Use of Prev. Surplus)	-	-	-	-	-	0.0%
NVTA Grant Funding	-	4,000,000	-	-	(4,000,000)	
State CROC Dedicated Funding	-	15,000,000	-	15,000,000	-	
Federal/State Subsidy - Operating	31,462,978		32,171,256		708,278	2.3%
Federal/State Subsidy - Capital		41,197,349		49,762,602	8,565,252	20.8%
Operating/Capital Reserves	-	200,000	-	-	(200,000)	-100.0%
Interest Income	500,000		1,000,000		500,000	100.0%
<b>Total Revenue</b>	<b>89,228,375</b>	<b>64,934,700</b>	<b>90,838,887</b>	<b>69,245,750</b>	<b>5,921,562</b>	<b>3.8%</b>
<b>Operating/Non-Operating Expenses:</b>						
Non-Departmental Operating	5,365,598		5,531,094		165,496	3.1%
Executive Management	1,504,700		1,284,200		(220,500)	-14.7%
Chief of Staff	675,100		687,600		12,500	1.9%
Marketing	425,550		442,071		16,521	3.9%
Finance and Human Resources	4,394,000		4,303,800		(90,200)	-2.1%
Purchasing and Contract Administration	620,250		637,850		17,600	2.8%
Project Development	996,520		1,119,126		122,606	12.3%
Project Implementation	1,278,000		1,249,500		(28,500)	-2.2%
Rail Operations	2,258,000		2,410,500		152,500	6.8%
Information Technology	2,140,500		2,381,850		241,350	11.3%
Facilities Maintenance	4,389,700		4,773,700		384,000	8.7%
Mechanical Operations	10,854,200		11,414,200		560,000	5.2%
System Safety & Security	1,294,500		1,498,000		203,500	15.7%
PRTC	104,000		102,000		(2,000)	-1.9%
NVTC	90,000		90,000		-	0.0%
Train Operations	16,287,000		16,944,500		657,500	4.0%
Maintenance of Equipment	6,868,000		7,993,785		1,125,785	16.4%
Amtrak	4,881,000		5,039,000		158,000	3.2%
Amtrak Access Fees	6,630,000		6,879,000		249,000	3.8%
Norfolk Southern Access Fees	3,390,000		3,432,000		42,000	1.2%
CSX Access Fees	8,510,000		8,468,000		(42,000)	-0.5%
<b>Total Operating/Non-Operating Expenses</b>	<b>82,956,618</b>	<b>-</b>	<b>86,681,776</b>	<b>-</b>	<b>3,725,158</b>	<b>4.5%</b>
CIP Expenditures		64,934,700		69,245,750	4,311,050	
Debt Service/Allowance for Doubtful Accts	6,271,757		6,270,838		(919)	
<b>Total CIP and Other Expenditures</b>	<b>6,271,757</b>	<b>64,934,700</b>	<b>6,270,838</b>	<b>69,245,750</b>	<b>4,310,131</b>	<b>6.1%</b>
<b>Grand Total Expenses</b>	<b>89,228,375</b>	<b>64,934,700</b>	<b>92,952,614</b>	<b>69,245,750</b>	<b>8,035,289</b>	<b>5.2%</b>
<b>Difference by Fund</b>	<b>-</b>	<b>-</b>	<b>(2,113,727)</b>	<b>-</b>	<b>(2,113,727)</b>	
<b>Total Difference</b>		<b>-</b>	<b>(2,113,727)</b>	<b>(2,113,727)</b>	<b>(2,113,727)</b>	

## FY 2021 Sources and Uses

LEVEL OF SERVICE FOR FY 2021

Daily Trains	Avg. Daily Riders
32	18,700

Access Fees	
Amtrak	6,879,000
NS	3,432,000
CSX	8,468,000
Total	18,779,000

	USES OF FUNDS	SOURCES OF FUNDS												
								-----STATE-----			-----FEDERAL-----			
		FARE INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	NVTA FUNDING	STATE CROC FUNDING	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	OTHER	TOTAL
Operating Expenses	86,665,776	43,625,000	1,000,000	225,000	15,521,416	-	-	-	10,000,000	6,384,860	9,389,500	520,000	-	86,665,776
Non-Operating Expenses:														
Operating Reserve	66,000				66,000									66,000
Debt Service BTMU - Gallery IV - 11 Cabcars	1,931,357				77,254					309,017		1,545,086		1,931,357
Debt Service VRA - 60 Railcars (Local)	99,072				99,072									99,072
Debt Service VRA - 60 Railcars (Fed/State/Local)	4,190,409				167,616					670,465		3,352,327		4,190,409
Non-Operating Summary	6,286,838	-	-	-	409,943	-	-	-	-	979,483	-	4,897,413	-	6,286,838
Total Expenses (Subtotal)	92,952,614	43,625,000	1,000,000	225,000	15,931,358	-	-	-	10,000,000	7,364,343	9,389,500	5,417,413	-	92,952,614
Capital Projects:														
Facilities Asset Management Program	2,290,000				91,600					366,400		1,832,000		2,290,000
New York Avenue Midday Storage Facility	12,072,745				482,910					4,104,733		7,485,102		12,072,745
Equipment Asset Management Program	3,845,000				153,800					615,200		3,076,000		3,845,000
Security Enhancements	105,000				4,200					16,800		84,000		105,000
Security Cameras	300,000				12,000					48,000		240,000		300,000
Crystal City Station Improvements	669,713				26,789					107,154		535,770		669,713
Washington Union Station Improvements	5,000,000				200,000					1,700,000		3,100,000		5,000,000
Unprogramed Federal Formula Funds	12,796,254				511,850					2,047,401		10,237,003		12,796,254
L'Enfant Station Improvements (CROC)	15,000,000				-			15,000,000		-		-		15,000,000
Capital Reserve Contribution	3,000,000				3,000,000									3,000,000
Capital Project Summary	55,078,712	-	-	-	4,483,148	-	-	15,000,000	-	9,005,688	-	26,589,876	-	55,078,712
CMAQ/REF/IPROC														
Broad Run Expansion (CMAQ)	1,000,000				-					200,000		-	800,000	1,000,000
Backlick Road Station Improvements (CMAQ)	2,000,000				-					400,000		-	1,600,000	2,000,000
Brooke Station Improvements (CMAQ)	245,019				-					49,004		-	196,015	245,019
Leeland Road Station Improvements (CMAQ)	245,019				-					49,004		-	196,015	245,019
Fleet Expansion Coaches (Smartscale)	10,677,000				-					10,677,000		-	-	10,677,000
Summary	14,167,038	-	-	-	-	-	-	-	-	11,375,008	-	-	2,792,030	14,167,038
TOTAL	162,198,364	43,625,000	1,000,000	225,000	20,414,507	-	-	15,000,000	10,000,000	27,745,038	9,389,500	32,007,289	2,792,030	162,198,364

FY21 Subsidy surplus (deficit)	18,300,780
	(2,113,727)

	Program	Funding	Federal Amt	State Amt
Soft Capital Projects				
Debt Service 11 Cabcars	1,931,357	5337	1,545,086	309,017
Access lease funding (50%/34%)	18,779,000	SSTP/State	9,389,500	6,384,860
Local only Debt Service VRA - 60 Railcars	99,072		-	-
Fed/State/Local Debt Service VRA - 60 Railcars	2,444,405	5337	1,955,524	391,105
Fed/State/Local Debt Service VRA - 60 Railcars	1,746,004	5307	1,396,803	279,361
Grant & Project Management	650,000	5307	520,000	-
Subtotal	25,649,838			7,364,343
Capital Projects/Earmarks	69,245,750		29,381,906	20,380,696
Federal Cap Program	94,895,588		44,188,819	27,745,038

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**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 3<sup>rd</sup> day of October 2019.

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Matthew F. Letourneau  
Chairman

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Sharon Bulova  
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 9-D**  
**Action Item**

**To: Chair Cristol and the VRE Operations Board**

**From: Doug Allen**

**Date: September 20, 2019**

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

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**Recommendation:**

The VRE Operations Board is asked to recommend the Commissions approve submission of the Crystal City Station Improvements construction and Woodbridge Station and Track Improvements final design projects to the Northern Virginia Transportation Authority (NVTa) for evaluation and funding consideration in its Fiscal Year (FY) 2024-2025 Six-Year Program (SYP) update; and authorize the Chief Executive Officer 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.

**Summary:**

This resolution will recommend the Commissions approve submission of the Crystal City Station Improvements construction project and the Woodbridge Station and Track Improvement final design project to NVTa for FY2024-2025 SYP Update.

**Background:**

NVTa issued a call for regional transportation projects for its FY2024-2025 SYP Update on June 7, 2019. NVTa can only consider projects for funding that are included in the TransAction long-range regional transportation plan. Candidate projects are subjected to a comprehensive regional evaluation process, with priority given to projects providing the highest congestion reduction relative to cost. Long Term Benefit will be a new factor



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703-684-1001  
VRE.org



Potomac and Rappahannock  
Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, VA 22192  
703-580-6121



considered for this update. In addition, NVTa can only fund mass transit capital projects that increase capacity.

Applications are due at 5:00 pm on September 27, 2019. NVTa requires resolution of support for project applications by the governing body of the submitting jurisdiction or agency. VRE also seeks resolutions of support from the governing body of the jurisdiction where its project is located. Resolutions of Support are due at 5:00 pm on November 29, 2019.

The following VRE projects are recommended for submission to NVTa. Both projects are included in TransAction and will expand VRE capacity. They are also identified in the VRE Capital Improvement Program and System Plan 2040.

1. ***Crystal City Station Improvements (Construction)***: This project will provide a relocated and expanded station with a longer platform sized to serve full-length trains on two tracks simultaneously. This project is related to and must be coordinated with the Atlantic Gateway Project (4<sup>th</sup> Track from Alexandria to Potomac River). Funding has been identified to complete the Preliminary Engineering Design, Environmental Review, and Final Design phases, and partially fund the Construction phase. The total estimated cost for Construction is \$44.5 million. VRE has committed \$15.0 million in C-ROC funds and \$13.7 million in State of Good Repair funds. This NVTa funding request is for the remaining \$15.8 million. Funding is requested in FY 2024 or sooner. (*TransAction Project ID 298 - VRE Alexandria-DC Rail Capacity Improvements*)
2. ***Woodbridge Station and Track Improvements (Final Design)***: This project will provide an expanded station with one island and one side platform sized to serve full-length trains from three tracks and add related segment of the third track through the station. The station improvements will not preclude a future fourth track. Both platforms will be provided grade-separated pedestrian access. The design and construction of the third track and future fourth track will be coordinated with the Commonwealth of Virginia's DC2RVA project. Funding has been identified to complete the Preliminary Engineering Design and Environmental Review phases. NVTa funding is requested in FY 2024 to complete Final Design. The NVTa funding request is for \$2.21 million. The total estimated cost for Construction is \$25.5 million of which \$1.2 million has been identified and \$24.3 million is currently unfunded. (*TransAction Project ID 301 Fredericksburg Line Service Expansion and TransAction Project ID 302 - Fredericksburg Line Peak Period Service Expansion*)

**Fiscal Impact:**

The submission of a project funding request has no fiscal impact. If selected for funding, the NVTAF funds would allow the projects to advance to the next phase(s) of project development and implementation.

**Virginia Railway Express  
Operations Board**

**Resolution  
9D-09-2019**

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

**WHEREAS**, NVRTA 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 NVRTA 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 NVRTA 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 20<sup>th</sup> day of September 2019

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Katie Cristol  
Chair

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John Cook  
Secretary

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VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 10-C**  
**Information Item**

**To: Chair Cristol and the VRE Operations Board**

**From: Doug Allen**

**Date: September 20, 2019**

**Re: Customer Service Survey Results**

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The customer service survey is conducted in May each year. The results of this year's survey identified several areas for improvement and reflect riders' frustrations with reliability and communications during the implementation of positive train control this past spring. On May 22, passengers onboard all northbound VRE and Amtrak cross-honor trains received the survey, which asked them to evaluate VRE operations and system performance. The survey was completed by 6,296, or 62 percent, of the 10,147 riders that morning.

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. Only 30 percent of passengers rated OTP excellent or very good, well off last year's high of 87 percent. OTP received the lowest rating of all categories and had the highest variance from the prior year, underscoring the importance of service reliability.

Scores for categories related to communications – whether through email, Train Talk, the VRE website, social media, or announcements on the platforms and trains – were also down. While adjustments implemented after the May Operations Board meeting have made VRE's communications more effective, these scores indicate our riders' desire for more timely, accurate and informative messaging, especially as it relates to delays and the impact on their trips. The lessons learned, along with changes made to the communications process, will continue to guide the communications effort, even as performance returns to expected levels.

Even the train crews, who generally enjoy the survey's highest scores, received lower than normal ratings when it came to timely and frequent delay announcements.



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VRE.org



Potomac and Rappahannock  
Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, VA 22192  
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# 2019 CUSTOMER SERVICE SURVEY



A BETTER WAY. A BETTER LIFE.

# REPORT CARD

Survey Results Comparison							Δ 5 year average
Customer Service	2014	2015	2016	2017	2018	2019	
Responsiveness of VRE Staff	90%	91%	90%	92%	94%	86%	-6%
Friendliness of VRE Staff	89%	91%	89%	92%	93%	89%	-2%
VRE Follow-Up to Delays or Problems	68%	70%	64%	67%	73%	45%	-24%
Lost and Found	68%	73%	68%	72%	72%	62%	-8%
Usefulness of Rail time	79%	79%	72%	74%	76%	55%	-21%
Timeliness of E-mail Responses	64%	66%	64%	67%	72%	48%	-18%
Quality of E-mail Responses	68%	69%	67%	70%	74%	51%	-19%
Timeliness of Social Media Responses		67%	65%	67%	72%	44%	-24%
Quality of Social Media Responses		70%	69%	68%	74%	45%	-25%
Timeliness of Website Information	70%	70%	68%	68%	74%	52%	-18%
Quality of Website	74%	73%	73%	70%	75%	59%	-14%
Quality of Train Talk	72%	70%	71%	72%	78%	56%	-17%
Timeliness of Train Talk	71%	68%	68%	69%	75%	51%	-19%
Overall Communication with Passengers	76%	76%	74%	75%	80%	57%	-19%



VIRGINIA RAILWAY EXPRESS

# REPORT CARD

Survey Ridership Comparison							Δ 5 year average
VRE Operations	2014	2015	2016	2017	2018	2019	
On-time Performance	84%	85%	78%	76%	87%	30%	-52%
Cleanliness of Trains	93%	94%	95%	96%	96%	93%	-2%
Cleanliness of Stations	87%	88%	89%	90%	90%	84%	-5%
Reliability of Ticket Vending Machines	56%	65%	64%	69%	69%	56%	-9%
Ease of Buying a Ticket	77%	81%	82%	87%	87%	84%	1%
Ease of Redeeming Subsidized Transportation Benefits	71%	77%	77%	83%	83%	80%	2%
Station Parking Availability	65%	71%	78%	79%	83%	79%	4%
Public Address System On Train	64%	66%	68%	69%	73%	60%	-8%
Public Address System On Platform	62%	64%	65%	68%	71%	59%	-7%
Timeliness of Platform Information	61%	62%	61%	66%	70%	49%	-15%
Personal Security at Station & On Train	76%	78%	78%	80%	80%	72%	-6%
Safety of Train Equipment	88%	90%	89%	89%	92%	81%	-8%
Station Signage	77%	87%	89%	81%	84%	76%	-8%
Lighting at Morning Station	86%	87%	88%	88%	90%	85%	-3%
Lighting at Evening Station	86%	61%	64%	88%	90%	84%	6%
Traffic Circulation	57%	78%	80%	67%	67%	56%	-14%
Level of Fare for Quality and Value of Service	64%	66%	72%	71%	76%	58%	-12%
Overall Service Quality	88%	88%	89%	90%	93%	72%	-17%



VIRGINIA RAILWAY EXPRESS



# REPORT CARD

Survey Ridership Comparison							Δ 5 year average
Train Crew Members	2014	2015	2016	2017	2018	2019	
Are Helpful and Courteous	92%	93%	91%	93%	95%	91%	-2%
Make Regular Station Announcements	85%	87%	85%	89%	91%	84%	-3%
Make Timely Delay Announcements	81%	83%	78%	82%	85%	70%	-12%
Check Tickets Regularly	86%	87%	85%	82%	85%	77%	-8%
Present a Professional Appearance	94%	96%	95%	95%	96%	95%	0%
Overall Crew Performance	92%	94%	92%	94%	95%	91%	-3%



VIRGINIA RAILWAY EXPRESS

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VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 9-B**  
**Action Item**

**To: Chair Cristol and the VRE Operations Board**

**From: Doug Allen**

**Date: September 20, 2019**

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

---

**Recommendation:**

The VRE Operations Board is asked to authorize the Chief Executive Officer to amend the Passenger Tariff to replace the current 5-Day Pass with a 7-Day Pass and the Monthly Pass in VRE Mobile with a 31-Day Pass.

**Summary:**

This action will replace the current 5-Day Pass in the paper and mobile fare collection systems with a 7-Day Pass and will replace the current calendar based Monthly Pass in VRE Mobile only with a 31-Day pass. The calendar-based Monthly Pass will remain available as a paper ticket.

**Background:**

The proposed changes to fare types are designed to (1) simplify the ticketing process by eliminating frequently confusing rules and (2) provide greater flexibility to passengers.

VRE fare media are sold through several channels utilizing two primary systems: VRE Mobile and the Scheidt & Bachmann (S&B) paper ticket system. Each system sells Single Ride and 10-Ride tickets and Day, 5-Day and Monthly passes.

Specific rules govern each fare type. For example, Monthly Passes do not require validation, but Single Ride and 10-Ride tickets must be validated before each ride. The Day and 5-Day passes need only be validated prior to the first ride. Other rules include:



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Transportation Commission  
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703-524-3322



Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, VA 22314  
703-684-1001  
VRE.org



Potomac and Rappahannock  
Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, VA 22192  
703-580-6121

- Monthly Ticket
  - Valid for the calendar month.
  - Allows one grace day, the first operating day after the end of the calendar month.
  - Available for purchase as a paper ticket from the 10<sup>th</sup> day of the month prior through the ninth day of the current month.
  - Available for purchase on VRE Mobile from the 23<sup>rd</sup> day of the prior month through the ninth day of the current month.
- 5-Day Pass
  - Valid for five service days once validated.
  - Skips weekends and holidays.
  - Skips “S” schedule days.

One of the most frequent complaints VRE receives comes from regular Monthly Pass holders who see no value in the Free Ride Certificates (FRCs) offered to passengers on trains delayed 30 minutes or more. Vacations also pose a dilemma for regular Monthly Pass holders. During the month they take leave, passengers must either switch to a different fare type or purchase a monthly pass, even though they will not receive its full value. Those who want to switch to another fare type may have to reallocate SmartBenefits or change automatic orders with CommuterDirect. It is not unusual for those who do switch to forget to validate the different fare type, which could lead to a fare evasion summons.

### **Proposed Changes:**

VRE proposes replacing the current 5-Day Pass with a 7-Day pass in both the paper and VRE Mobile systems. This change will eliminate the confusing business rules, as necessitated by programming issues associated with VRE Mobile, of skipping weekends and allowing free rides on “S” schedule days.

VRE also proposes replacing the current Monthly Pass with a 31-Day Pass on the VRE Mobile app only. This change, by allowing passengers to choose when to validate the 31-Day Pass, provides greater flexibility. For example, by delaying the validation of a 31-day pass, passengers could redeem their FRCs. Riders who go on vacation could validate the 31-day pass upon their return instead of switching to the less economical 10-ride pass. The change also eliminates the grace period and opens the possibility of joint fare products with regional partners.

The move to a 31-Day Pass will not adversely affect riders’ use of transit benefits. While those funds become available on the 23<sup>rd</sup> day of the month, they do not have to be immediately expended. Riders wishing to purchase a 31-Day Pass when their transit benefits become available can do so and wait to validate their pass until they need it.

**Fiscal Impact:****FY 2019 Fare Sales Summary (Excludes Amtrak Step-Up Tickets)**

<b>Ticket Type</b>	<b>VRE Mobile</b>	<b>Paper (S&amp;B)</b>	<b>Total</b>	<b>Share by System</b>		<b>Share of Total Sales</b>
				<b>VRE Mobile</b>	<b>Paper (S&amp;B)</b>	
Single Ride	\$633,993	\$884,841	\$1,518,834	42%	58%	4%
Day Pass	\$850,675	\$964,201	\$1,814,876	47%	53%	4%
5-Day Pass	\$728,075	\$707,765	\$1,435,840	51%	49%	3%
10-Ride	\$3,592,407	\$6,015,404	\$9,607,811	37%	63%	23%
Monthly Pass	\$6,911,356	\$20,271,530	\$27,182,886	25%	75%	65%
<b>Total</b>	<b>\$12,716,506</b>	<b>\$28,843,741</b>	<b>\$41,560,247</b>	<b>31%</b>	<b>69%</b>	<b>100%</b>

Prices for the two new passes will remain the same as the fare types they are replacing. No fiscal impact is expected from the introduction of the 7-Day Pass, but there may be a negative effect on revenue from the 31-Day Pass due to the increased flexibility afforded passengers. The potential negative impact will be lessened since the 31-Day Pass will be available only to VRE Mobile customers, who represent 25 percent of current Monthly Pass holders. The increased flexibility may encourage current paper ticket holders to move to VRE Mobile, where the negative revenue impact will be partially offset by the lower cost of fare product fulfillment. The current estimate of the potential impact on revenue that is included in the preliminary FY 2021 budget is slightly less than \$500,000 per year.

**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 20<sup>th</sup> day of September 2019

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Katie Cristol  
Chair

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John Cook  
Secretary

**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice, Dinah Girma and Dan Goldfarb, PE

**DATE:** September 26, 2019

**SUBJECT:** NVTC Transit Resource Center

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At the October meeting the Commission will receive an update on the FY2019 4<sup>th</sup> Quarter Ridership Report and the FY2019 Annual Transit Performance Report.

### **A. FY2019 4<sup>th</sup> Quarter Ridership Report**

The FY2019 4<sup>th</sup> Quarter Ridership Report shows that overall transit ridership in Northern Virginia declined by three percent in the fourth quarter of FY2019 when compared to the same time period in FY2018. During this period, Metrorail experienced a shutdown in service on the Blue and Yellow Lines from Reagan-National Airport to the southern line termini. This shutdown started Memorial Day Weekend and continue through the summer until September 9, 2019. This disruption in service resulted in lower May and June ridership numbers. June was more heavily impacted, but Metrorail ridership still showed some decline May.

Excluding June ridership, for the months of April and May Northern Virginia transit ridership showed a two percent increase in unlinked passenger trips or boardings. All jurisdictional operated bus service experienced an increase in ridership over the same period last year. Comparing the month of June FY2019 and FY2018, there was a 12 percent decrease in transit ridership which is most likely a direct result of the previously mentioned Metrorail shutdown.

The unlinked passenger trips reported here are a function of farebox data since ridership on the extensive shuttle system put in place to address the shutdown was not included in the reporting by the jurisdictions. However, there was a separate effort to collect shuttle ridership data for analysis and inclusion in the National Transit Database (NTD) submission.

In April VRE ridership increased over the same period last year, but in May and June it decreased slightly. There might have been expected ridership increases in June as a result of the Metro shutdown, but heat restrictions and other track related issues on the running speed seemed to have impacted reliability as well as ridership in May and June.

Ridership in Virginia by System – 4 <sup>th</sup> Quarter FY2019			
System	FY18 Q4	FY19 Q4	Percent Change (2018-2019)
Arlington Transit	745,850	757,592	2%
Alexandria DASH	1,059,888	982,546	-7%
Fairfax County Connector	2,171,734	2,190,369	1%
Fairfax City CUE	143,081	149,867	5%
Loudoun County Transit	436,644	473,303	8%
PRTC OmniRide & OmniLink	622,628	627,495	1%
Virginia Railway Express	1,217,459	1,207,191	-1%
Metrobus	4,395,689	4,346,111	-1%
Metrorail	24,540,560	23,682,581	-3%
<b>Total</b>	<b>35,333,533</b>	<b>34,417,055</b>	<b>-3%</b>

Source: WMATA, NVTC, and local and regional transit providers. Ridership is in unlinked passenger trips.

Average Weekday Ridership in Virginia - 4 <sup>th</sup> Quarter FY2019				
System	April FY19	May FY19	June FY19	FY19 Q4
Metrorail	307,047	265,072	280,480	266,980
Metrobus	57,703	58,184	57,448	56,744

1: Based on Station Entries and Exits      2: Unlinked Passenger Trips

Source: WMATA and NVTC.

A [breakdown of ridership by Metrorail station in Virginia for the 4<sup>th</sup> quarter of FY2019](#) is attached.

## B. FY2019 Annual Transit Performance Report

NVTC's FY2019 [Annual Transit Performance Report](#) is a reframed effort that provides an overview of the transit service in Northern Virginia focused on average daily ridership, the best way to understand how transit is consumed in the Northern Virginia. The report is now produced shortly after the end of the fiscal year and reflects the quarterly ridership data collected and reported on by NVTC during the previous fiscal year. The goal of this new reporting effort is to:

- Improve accuracy;
- Simplify the collection and reporting process;
- Improve understanding of the data; and
- Provide context and meaning to current ridership trends.

The report begins with an overview of transit ridership focusing on system totals by mode over a five-year period and then transitions to figures showing the average daily transit ridership.



### **FY2019 Regional Transit Performance Trends:**

- 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.
- Virginia Railway Express 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.

### **FY2019 System-Specific Performance Trends:**

- Unlike other bus systems in Northern Virginia, ART ridership peaked in FY2017. Current ridership levels show a return to earlier levels. Recent ridership numbers show modest growth and might represent an improving trend for the coming year.
- CUE ridership has been stabilizing since a high in 2015. GMU has added transit service for its students and faculty impacting CUE. As GMU continues to grow, with further outreach and coordination with the university CUE could see increased ridership.
- By the end of FY2019, DASH ridership was consistent to last year. The 2019 summer service shutdown on Metrorail impacted transit riders in Alexandria, and DASH ridership did decline towards the end of FY2019. DASH has the third largest bus ridership in Northern Virginia. Recent annual ridership trends show an overall stabilizing of the ridership.
- Fairfax Connector carries the second highest number of bus riders in Northern Virginia. Ridership was declining from FY2015, but recent trends show a stabilization of the

ridership. Fairfax County has the highest planned employment growth in Northern Virginia, and ridership will probably continue with the current trend of growth.

- Loudoun County Transit has experienced consistent ridership levels with only modest variation over the past five years. Recently monthly data shows an increase in ridership.
- Metrobus carries the majority of bus riders in Northern Virginia. Service and ridership have declined since FY2015, but recent trends show ridership stabilizing.
- OmniRide has shown a decline in riders, much of that is due to local service versus long haul commuter bus service. The ridership is starting to stabilize, with routes funded by Commuter Choice showing strong ridership numbers.

### **Regional Commuting Trends**

In addition to the data collected and presented by NVTC, the recent *Metropolitan Washington Council of Governments (MWCOC) State of Commute Survey (SOC)* found interesting trends that provide additional context to transit ridership in Northern Virginia. The impact of these trends can be seen in NVTC's ridership summary. These trends include:

- Fifty-eight percent of commuters drove alone to work. Although drive alone continued to be the most popular commute mode in the Washington metropolitan region, this mode share continued the long-term decline from 71 percent in 2004 to 58 percent in 2019. This represented a drop of 13 percentage points over the 15-year period.
- Transit was used for nearly one-quarter (24 percent) of weekly commute trips, four percentage points above the 2016 percentage (20.1 percent) and more than seven percentage points above the 16.8 percent mode share observed in the 2004 SOC survey. Biking/scooter/walking retained the 3.3 percent mode share estimated in 2016. The 4.6 percent carpool/vanpool mode share represented a continued decline from the peak 7.1 percent mode share estimated in the 2007 survey.
- Use of telework/compressed work schedules, which had increased in each of the previous surveys since 2004, leveled off in 2019 at 10 percent.
- About three-quarters of the 24 percent transit mode share in the Washington metropolitan area were in a train (17 percent Metrorail and two percent commuter rail). The remaining one-quarter of transit trips were made by bus.
- Ride-hail services, such as Uber, Lyft, and Via, accounted for one percent of weekly commute trips. Ride-hailing services are relatively new travel modes in the region but appear to be growing.

## Report Methodology and Notes

NVTC's previous *Regional Transit Performance Report* combined data from the quarterly transit ridership reports and the National Transit Database (NTD). While NTD data provides key transit performance metrics, including service efficiency and effectiveness, it typically lags behind NVTC's compilation of ridership data by 12 to 18 months. As a result, NVTC's Annual Transit Performance Report was presented more than a full year later than our readily available data. This new effort extracts out the ridership data separate from the NTD data so that staff can provide more timely reporting to the Commission. NVTC will still compile and report the NTD data to the Commission once the NTD data has been officially published by the Federal Transit Administration (FTA).

The Annual Transit Performance Report focuses on unlinked passenger trips or boardings, except in the case of Metrorail where station entries are used as a surrogate for train boardings. This is a weighted average of the ridership throughout the fiscal year. The ridership is weighted by the service provided, which acknowledges that weekday service is typically higher than weekend service.

The new report also reduces the number of tables and figures while focusing on what is important for understanding transit ridership in Northern Virginia.

The use of station entries as a metric might slightly underrepresent the number of unlinked passenger trips, which is the number of times a traveler boards a train. However, using the station entries greatly improves the accuracy of the reporting. The improved process still allows for trends to be understood and analyzed. This data is supplied monthly by WMATA.

Finally, this report starts at a very aggregated level focused on regional trends and continues to more disaggregated data showing station entries. All figures show a five-year time series. The data progresses from a regional level by mode to each individual provider. The figures should provide context on trends and allow for comparison across operators.

Except for the data provided by WMATA, the ridership for all other transit operators is obtained from the Virginia Department of Rail and Public Transportation's (DRPT) On-Line Grants Administration System (OLGA). It is important to note that each transit operator enters the data into OLGA and that the data is based on monthly total ridership, which includes both weekend and weekday service with no distinction between service levels. The benefit of using data from OLGA for this report, as well as the quarterly reporting, is that it ensures data consistency and allows NVTC staff to obtain the data seamlessly. To understand and provide context between the difference in average daily and average weekday ridership, page 17 in the attached report provides a definition the metrics used to define average daily, weekday, Saturday, and Sunday transit boardings.

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**Metrorail Ridership by Station in Virginia**  
**4th Quarter FY2019**

Line/Station	Year	April	May	June	Q4 Total	Percent Change FY19 -18
Silver						
Greensboro	FY18	58,272	62,523	68,964	189,759	18%
	FY19	72,008	73,854	78,392	224,254	
McLean	FY18	84,728	89,787	97,154	271,669	25%
	FY19	108,474	112,887	117,010	338,371	
Spring Hill	FY18	58,792	62,325	67,432	188,549	7%
	FY19	63,072	63,836	74,318	201,226	
Tysons Corner	FY18	179,060	187,535	202,322	568,917	5%
	FY19	194,048	198,468	202,456	594,972	
Wiehle-Reston East	FY18	382,926	400,143	422,886	1,205,955	4%
	FY19	428,250	420,513	403,590	1,252,353	
Total	FY18	763,778	802,313	858,758	2,424,849	8%
	FY19	865,852	869,557	875,766	2,611,175	
Orange						
Dunn Loring	FY18	187,180	191,534	188,224	566,938	5%
	FY19	195,990	201,437	196,734	594,161	
West Falls Church	FY18	121,026	125,371	141,072	387,469	3%
	FY19	143,358	130,142	126,866	400,366	
Vienna	FY18	459,920	455,932	453,352	1,369,204	1%
	FY19	470,036	458,087	454,174	1,382,297	
Total	FY18	768,126	772,838	782,648	2,323,612	2%
	FY19	809,384	789,667	777,774	2,376,825	
Silver/Orange						
Ballston	FY18	449,728	455,720	461,534	1,366,982	9%
	FY19	497,592	494,710	492,200	1,484,502	
Clarendon	FY18	219,712	224,265	229,228	673,205	10%
	FY19	249,076	249,172	243,346	741,594	
Court House	FY18	324,330	322,387	329,766	976,483	3%
	FY19	339,674	341,190	328,352	1,009,216	
East Falls Church	FY18	202,456	206,715	214,720	623,891	0%
	FY19	208,888	209,856	205,886	624,630	
Rosslyn	FY18	651,496	657,432	678,344	1,987,272	6%
	FY19	711,756	698,928	687,774	2,098,458	
Virginia Square	FY18	181,386	185,477	194,066	560,929	7%
	FY19	202,414	199,831	196,510	598,755	
Total	FY18	2,029,108	2,051,997	2,107,658	6,188,763	6%
	FY19	2,209,400	2,193,687	2,154,068	6,557,155	

Source: WMATA. Ridership is based on station entries and exits



Line/Station	Year	April	May	June	Q4 Total	Percent Change FY19 -18
Blue						
Arlington Cemetery	FY18	112,570	109,719	109,402	331,691	-5%
	FY19	108,906	101,688	104,116	314,710	
Franconia Springfield	FY18	316,096	308,328	336,186	960,610	-40%
	FY19	342,180	236,874	0	579,054	
Van Dorn	FY18	125,696	129,961	127,976	383,633	-40%
	FY19	133,158	98,378	0	231,536	
Total	FY18	554,362	548,008	573,564	1,675,934	-33%
	FY19	584,244	436,940	104,116	1,125,300	
Yellow						
Eisenhower Avenue	FY18	95,660	98,440	99,556	293,656	-41%
	FY19	100,212	73,781	0	173,993	
Huntington	FY18	330,708	348,625	348,148	1,027,481	-42%
	FY19	339,842	257,068	0	596,910	
Total	FY18	426,368	447,064	447,704	1,321,136	-42%
	FY19	440,054	330,849	0	770,903	
Blue/Yellow						
Braddock Road	FY18	209,542	220,899	217,192	647,633	-38%
	FY19	231,554	171,590	0	403,144	
Crystal City	FY18	565,554	548,996	551,356	1,665,906	10%
	FY19	587,256	606,227	645,882	1,839,365	
King Street	FY18	376,158	380,500	383,692	1,140,350	-45%
	FY19	362,810	263,834	0	626,644	
National Airport	FY18	334,424	348,373	347,152	1,029,949	13%
	FY19	351,852	384,093	427,648	1,163,593	
Pentagon	FY18	598,734	646,120	613,572	1,858,426	16%
	FY19	629,882	697,828	823,336	2,151,046	
Pentagon City	FY18	647,830	658,461	672,456	1,978,747	3%
	FY19	695,208	683,951	665,264	2,044,423	
Total	FY18	2,732,242	2,803,348	2,785,420	8,321,010	-1%
	FY19	2,858,562	2,807,522	2,562,130	8,228,214	
Total Virginia Stations	FY18	7,273,984	7,425,567	7,555,752	22,255,303	-3%
	FY19	7,767,496	7,428,222	6,473,854	21,669,572	

Source: WMATA. Ridership is based on station entries and exits





# FY2019 Annual Transit Performance Report

Northern Virginia Transportation Commission

October 3, 2019

# FY2019 Annual Transit Performance Report

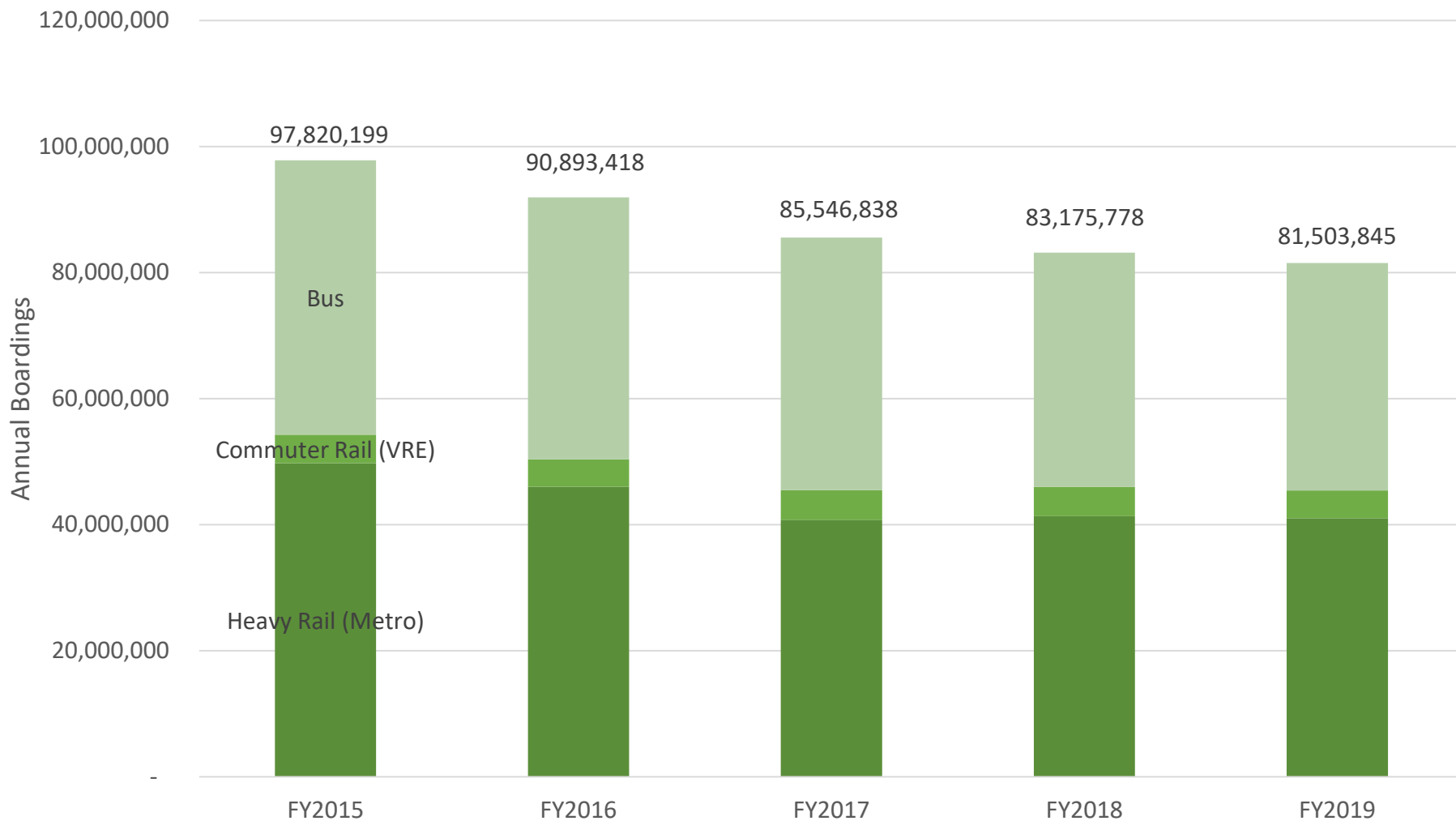
## List of Figures

Figure	Title
1	Northern Virginia Annual Transit Boardings (All Modes), FY2015-FY2019
2	Northern Virginia Average Daily Transit Boardings (All Modes), FY2015-FY2019
3	Northern Virginia Metrorail, Average Transit Boardings, (Daily/Weekday/Saturday/Sunday) FY2015-FY2019
4	VRE Average Daily Boardings, FY2015-FY2019
5	Northern Virginia Average Daily Bus Boardings, FY2015-FY2019
6	ART Average Daily Boardings, FY2015-FY2019
7	CUE Average Daily Boardings, FY2015-FY2019
8	DASH Average Daily Boardings, FY2015-FY2019
9	Fairfax Connector Average Daily Boardings, FY2015-FY2019
10	Loudoun County Transit Average Daily Boardings, FY2015-FY2019
11	Northern Virginia Metrobus Average Daily Transit Boardings, FY2018-FY2019
12	OmniRide Average Daily Boardings, FY2015-FY2019
13	Northern Virginia Metrorail, Average Transit Boardings by Station; (Weekday/Saturday/Sunday), FY2018-FY2019, Arlington and Alexandria Stations
14	Northern Virginia Metrorail, Average Transit Boardings by Station; (Weekday/Saturday/Sunday), FY2018-FY2019, Fairfax County Stations



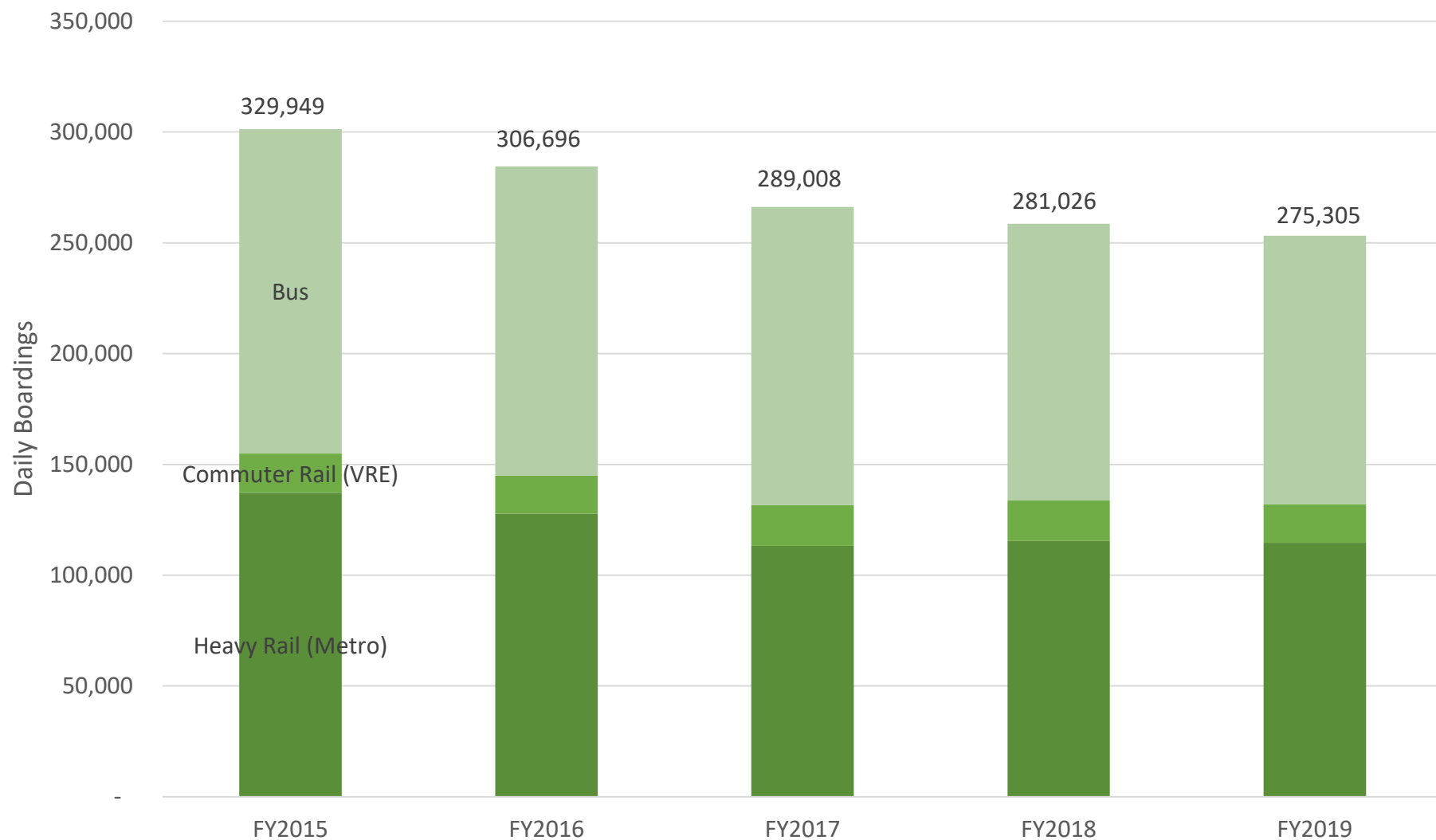
**Figure 1: Northern Virginia Annual Transit Boardings (All Modes),  
FY2015 - FY2019**

*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 use has been declining from an all-time high, it is starting to stabilize.*



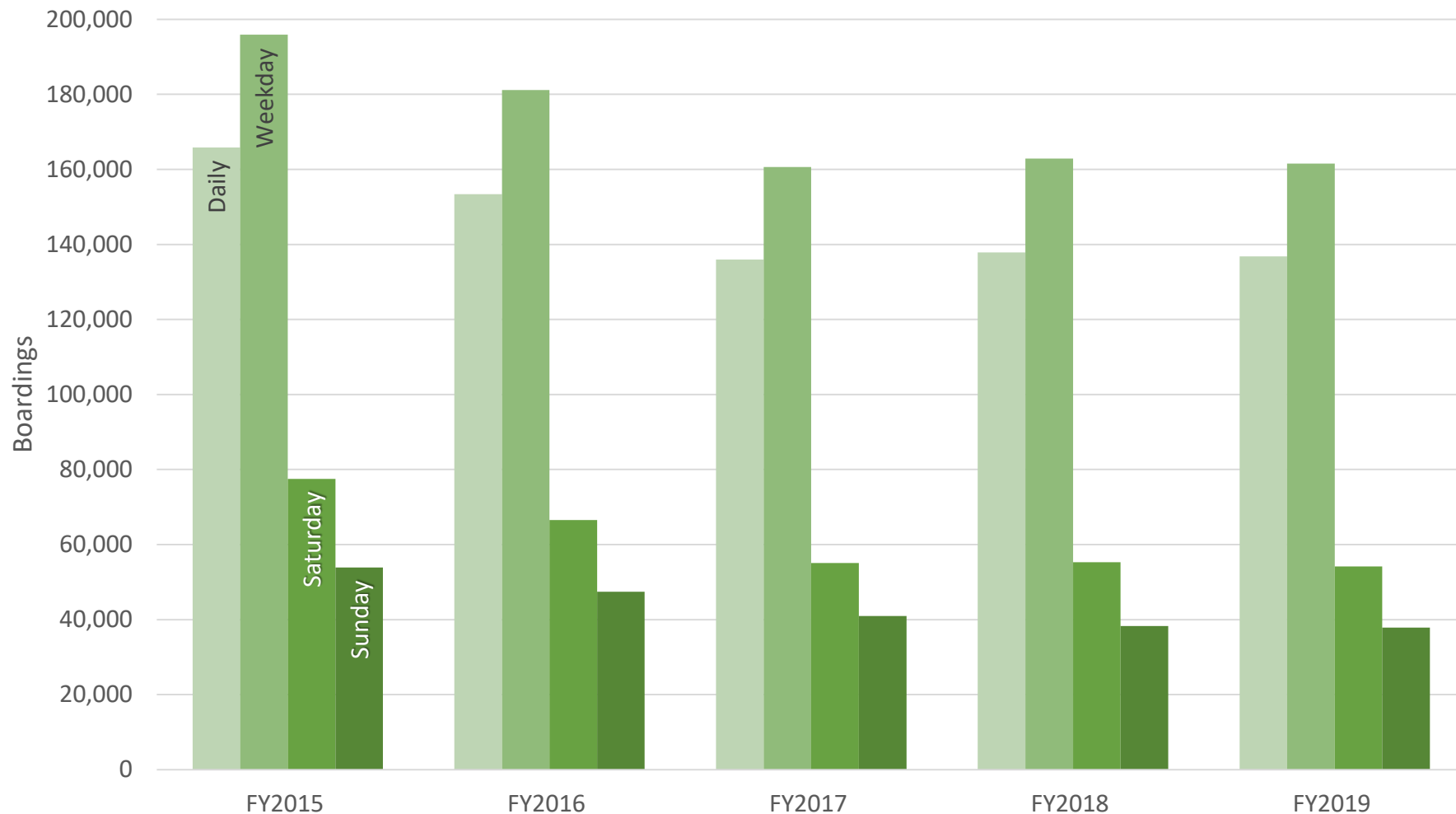
**Figure 2: Northern Virginia Average Daily Transit Boardings (All Modes),  
FY2015- FY2019**

*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.*



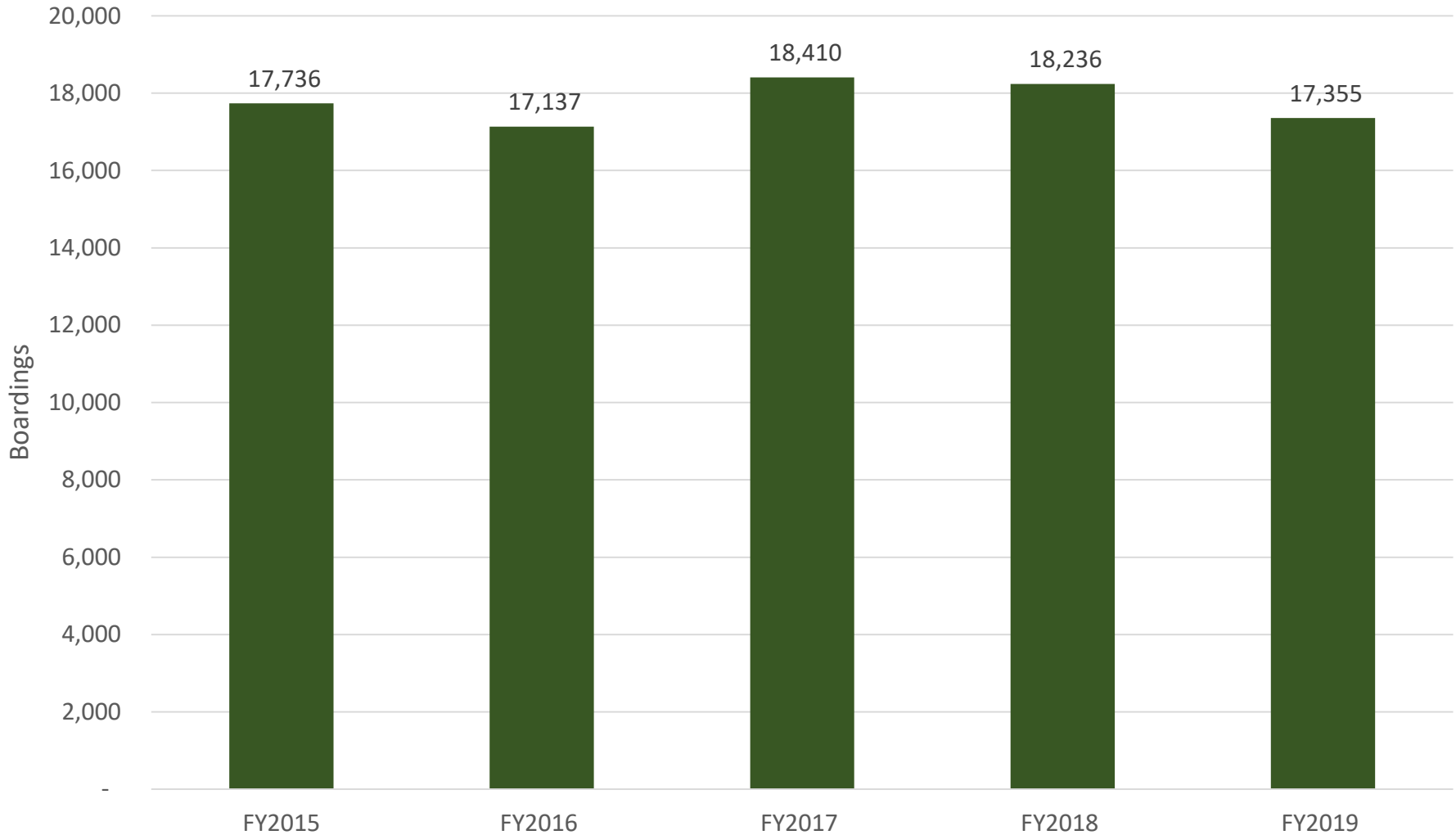
**Figure 3: Northern Virginia Metrorail, Average Transit Boardings  
(Daily/Weekday/Saturday/Sunday), FY2015 - FY2019**

*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.*



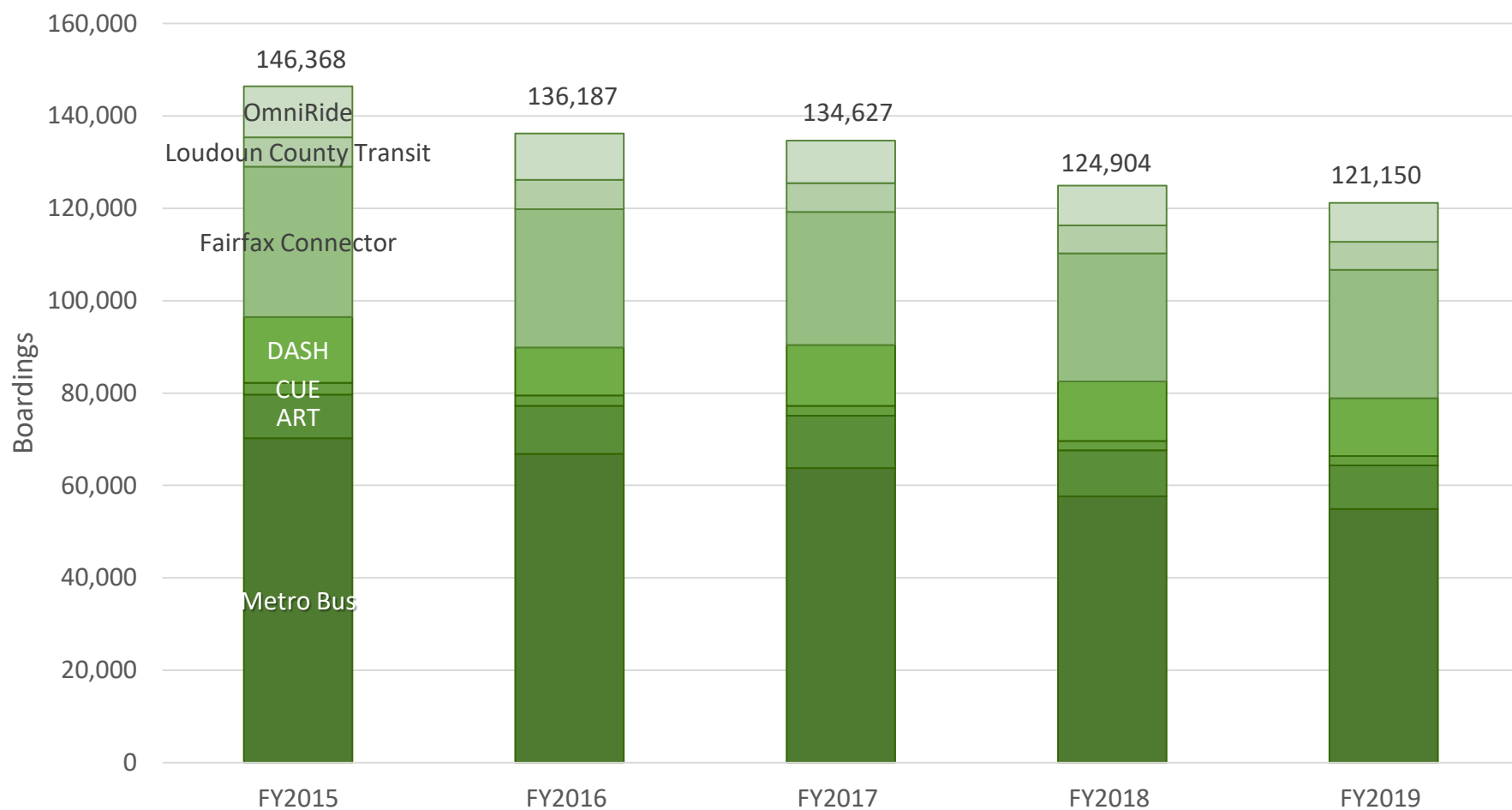
## Figure 4: Virginia Railway Express (VRE) Average Daily Boardings, FY2015 - FY2019

*Virginia Railway Express 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.*



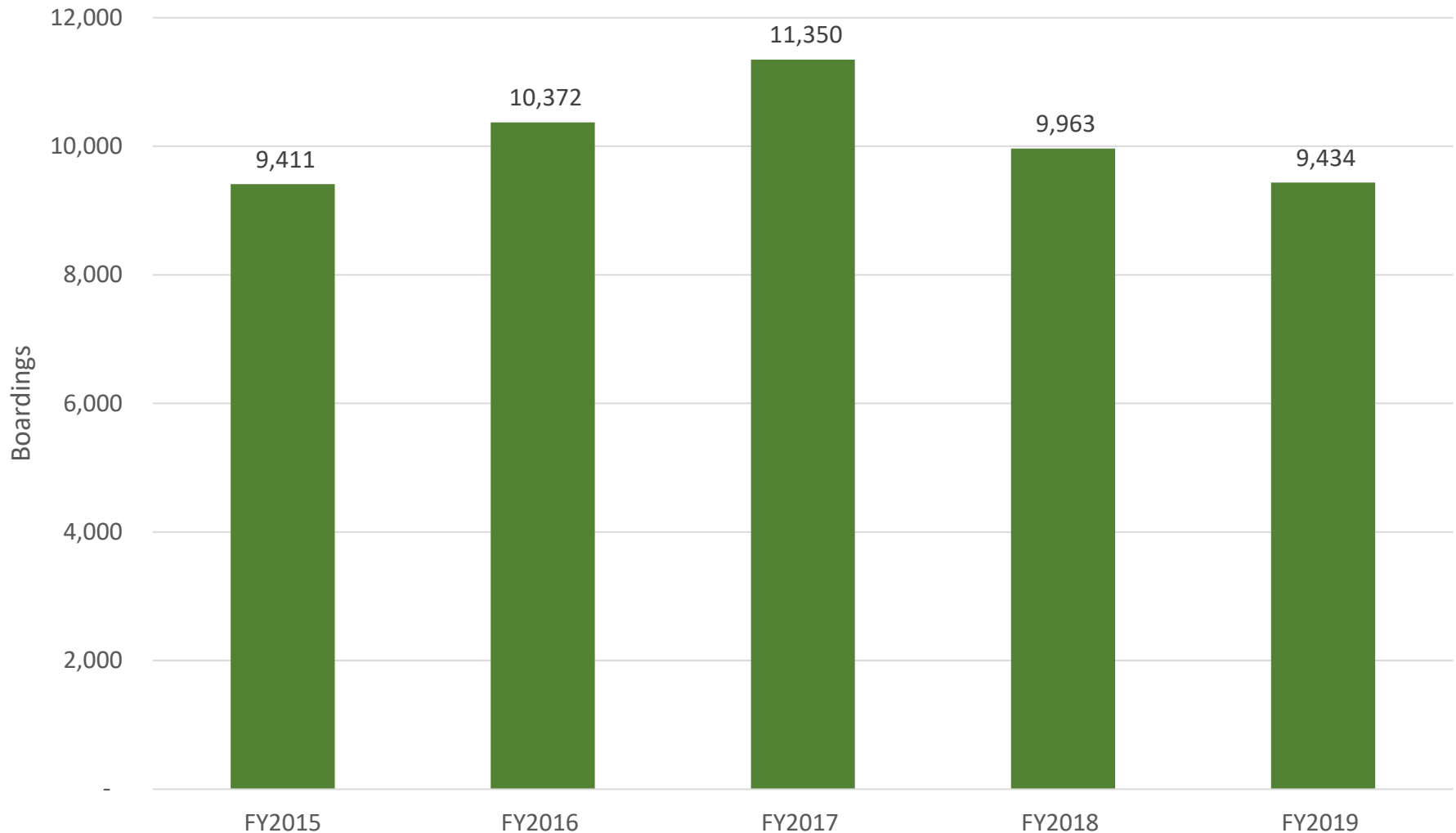
**Figure 5: Northern Virginia Average Daily Bus Boardings, FY2015 - FY2019**

*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.*



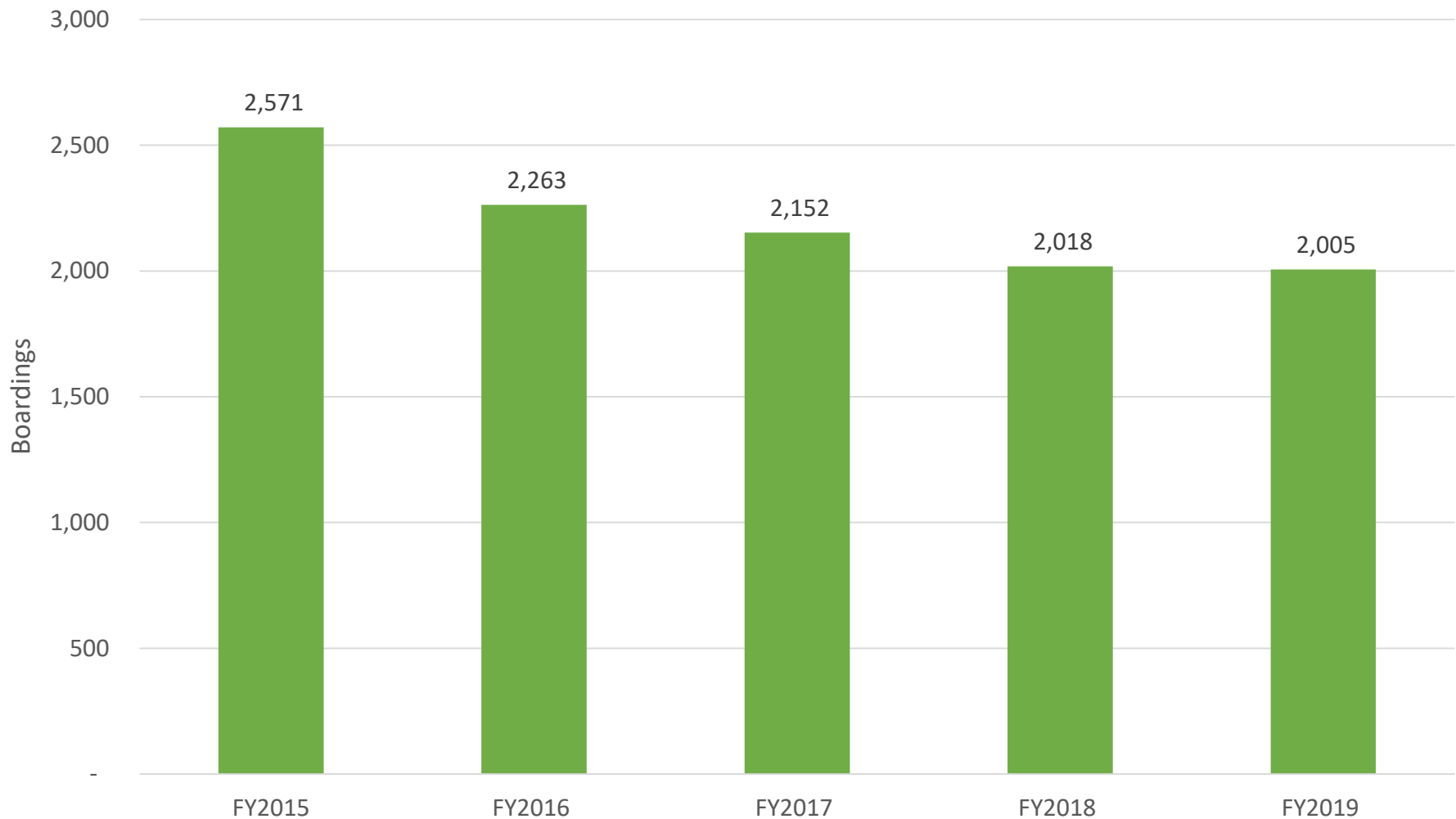
**Figure 6: ART Average Daily Boardings, FY2015 - FY2019**

*Unlike other bus systems in Northern Virginia, ART ridership peaked in FY2017. Current ridership levels show a return to earlier levels. Recent ridership numbers show modest growth and might represent an improving trend for the coming year.*



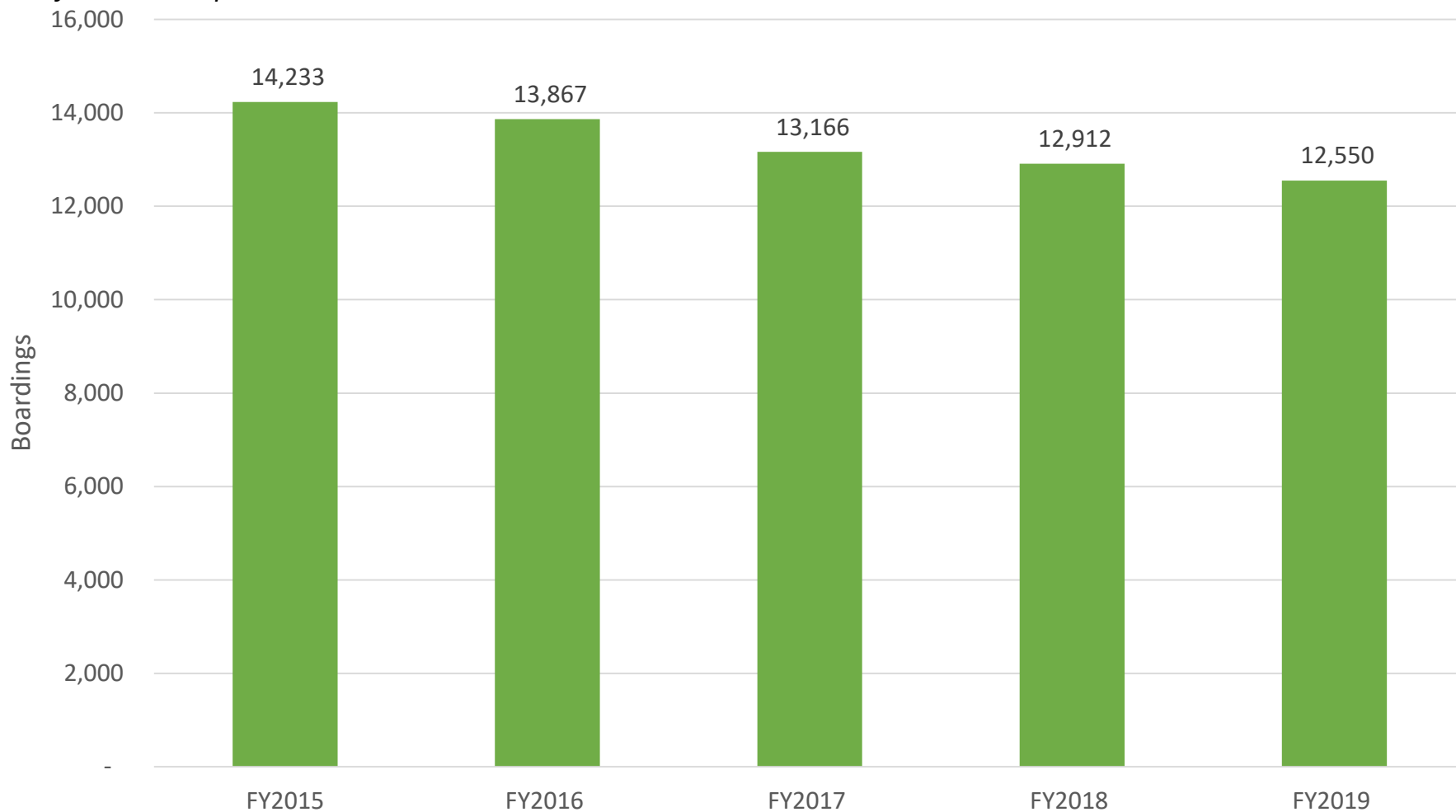
**Figure 7: CUE Bus Average Daily Boardings, FY2015 - FY2019**

*CUE ridership has been stabilizing since a high in 2015. GMU has added transit service for its students and faculty impacting CUE. As GMU continues to grow, with further outreach and coordination with the university CUE could see increased ridership.*



**Figure 8: DASH Average Daily Boardings, FY2015 - FY2019**

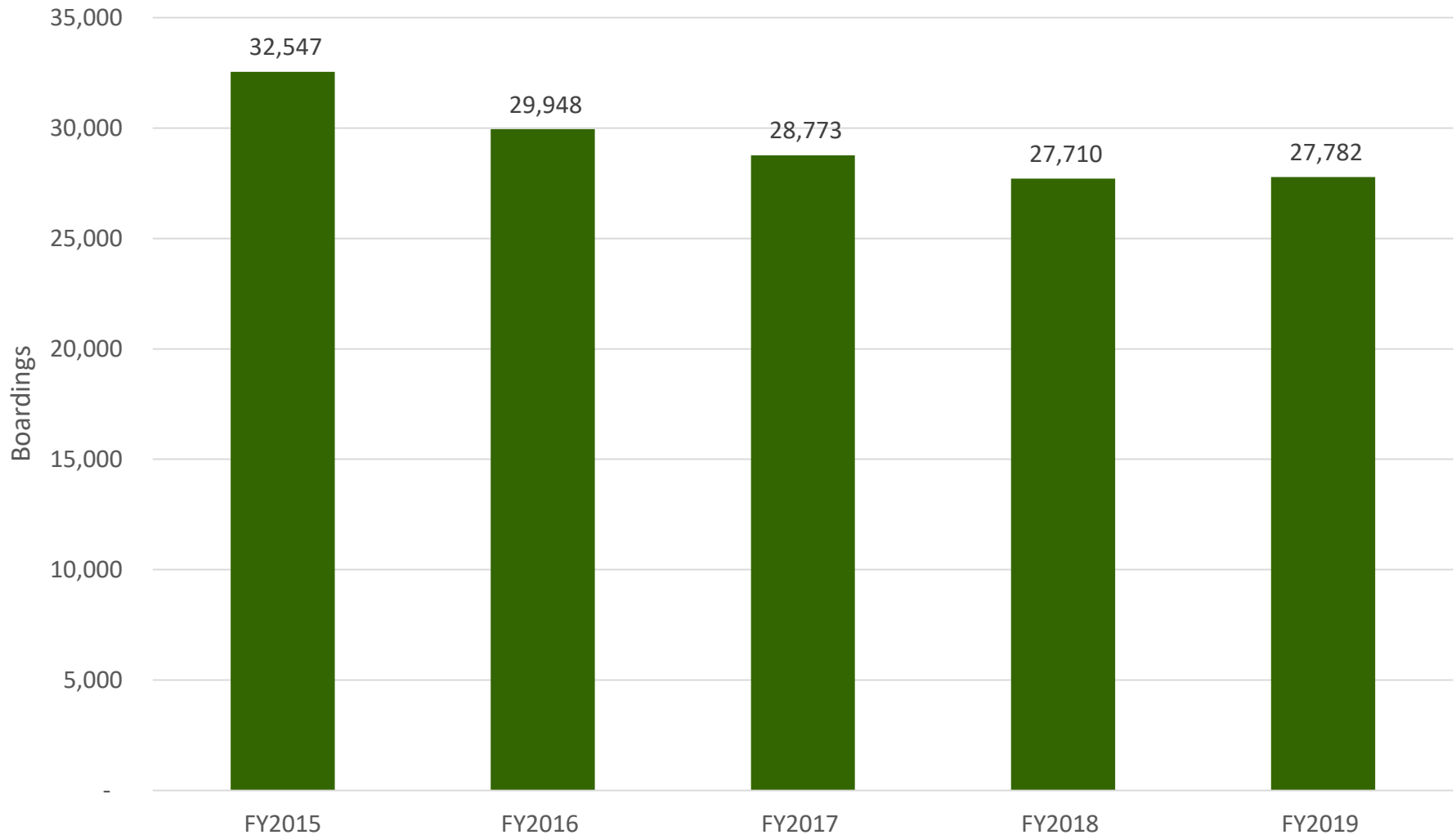
*By the end of FY2019, DASH ridership was consistent to last year. The 2019 summer service shutdown on Metrorail impact transit riders in Alexandria, and DASH ridership did decline towards the end of FY2019. DASH has the third largest bus ridership in Northern Virginia. Recent annual ridership trends show an overall stabilizing of the ridership.*





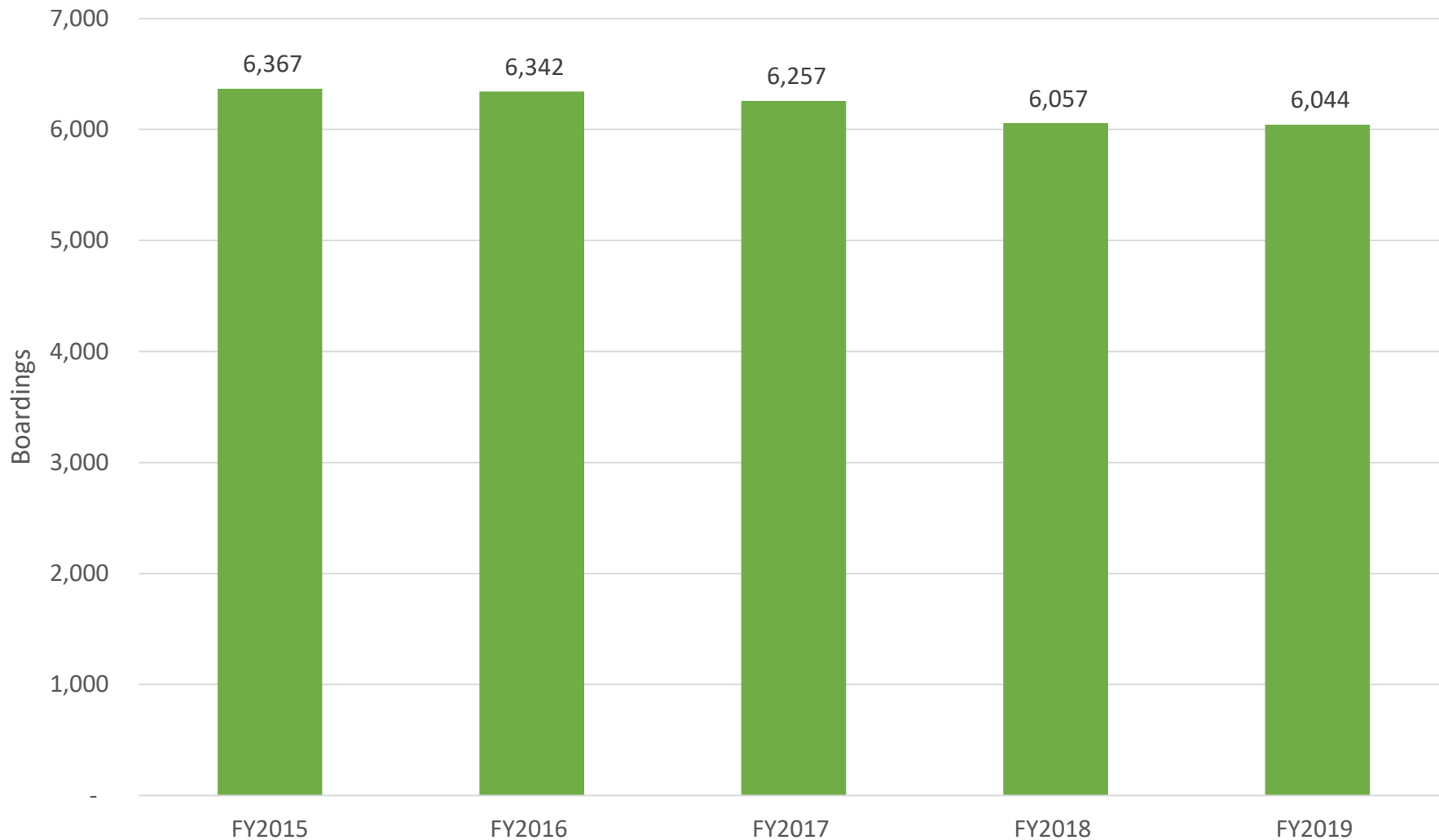
## Figure 9: Fairfax Connector Average Daily Boardings, FY2015 - FY2019

*Fairfax Connector carries the second highest number of bus riders in Northern Virginia. Ridership was declining from FY2015, but recent trends show a stabilization of the ridership. Fairfax County has the highest planned employment growth in Northern Virginia, and ridership will probably continue with the current trend of growth.*



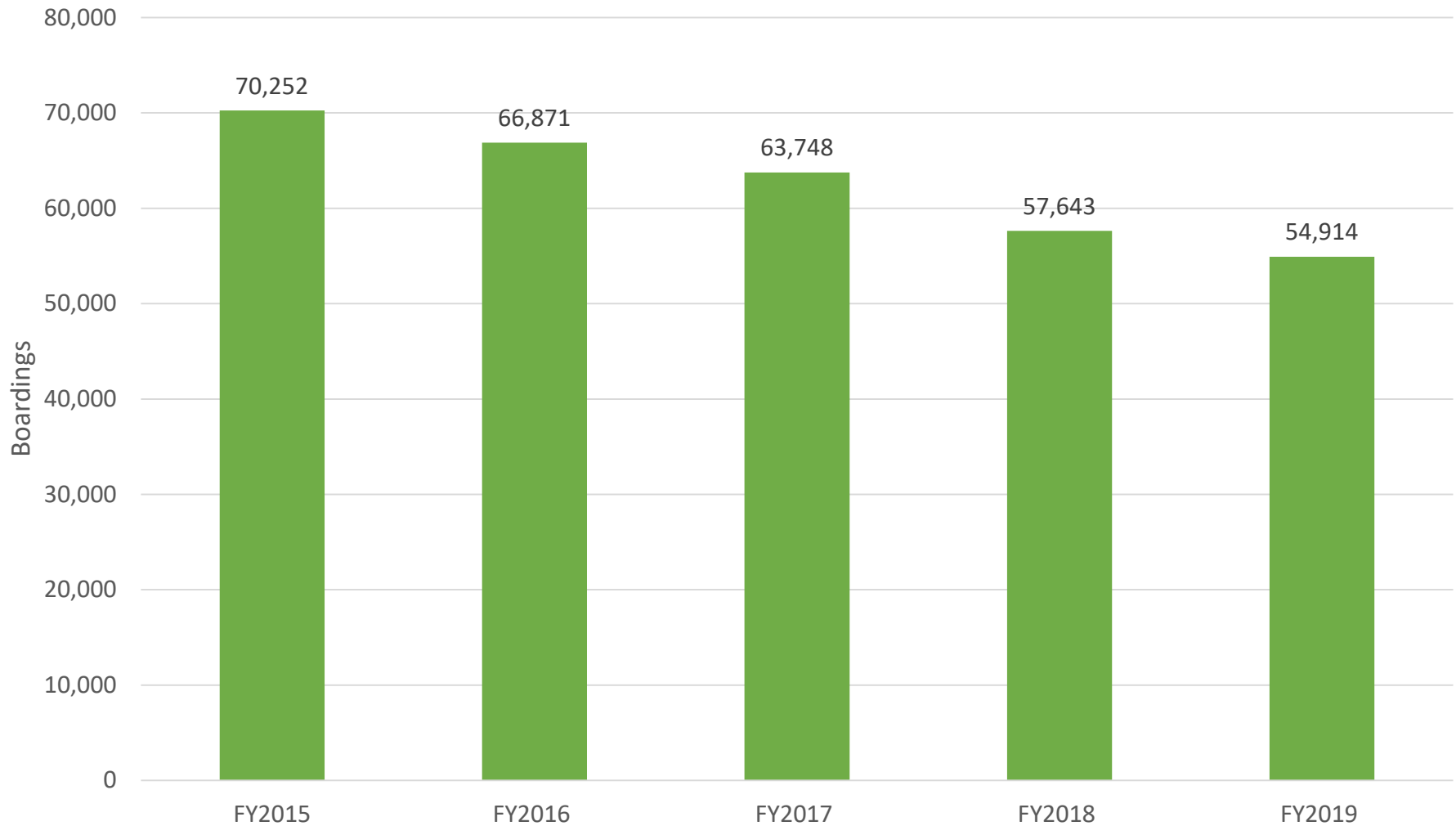
## Figure 10: Loudoun County Transit Average Daily Boardings, FY2015 - FY2019

*Loudoun County Transit has experienced consistent ridership levels with only modest variation over the past five years. Recently monthly data shows an increase in ridership.*



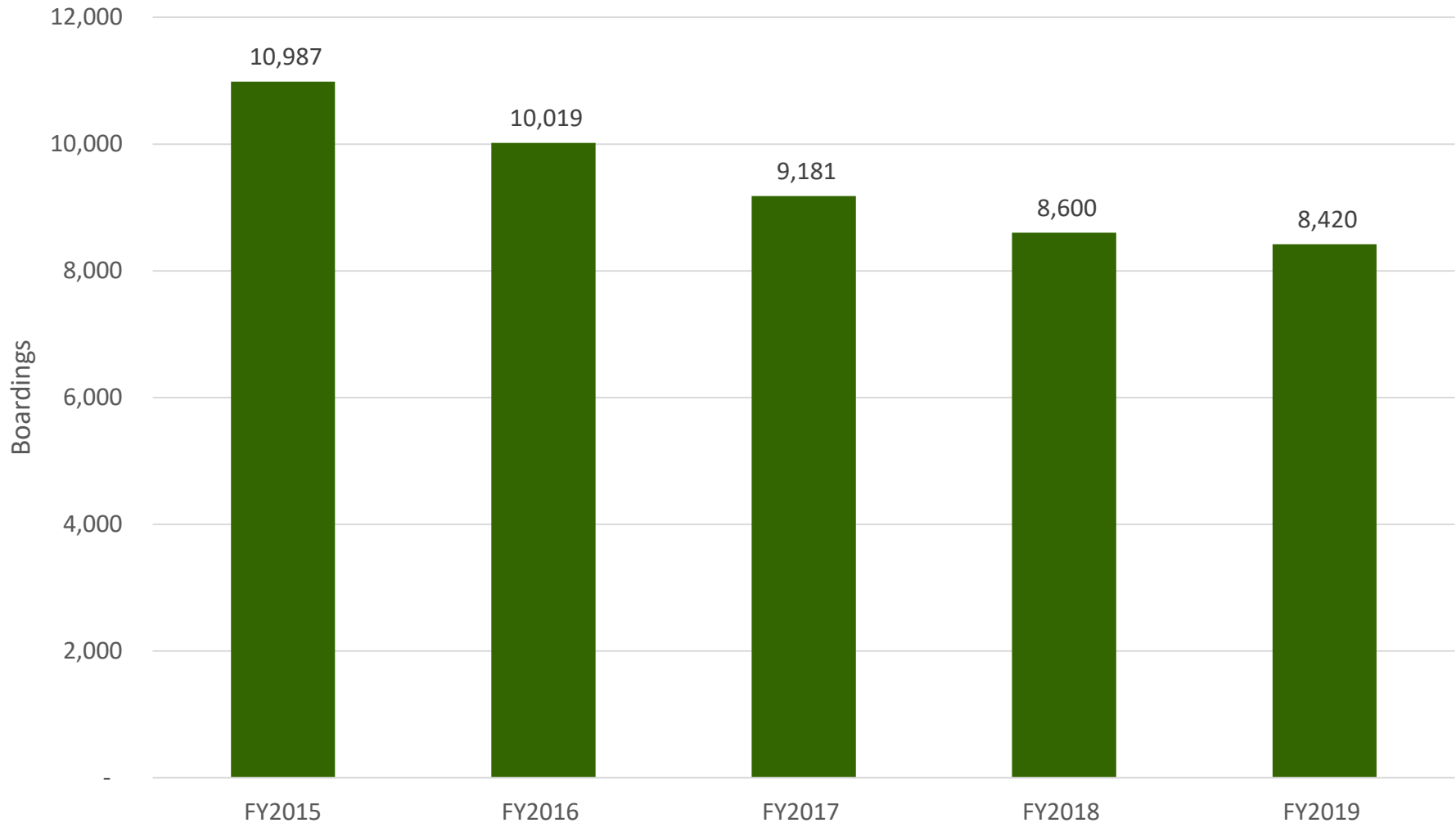
## Figure 11: Northern Virginia Metrobus Average Daily Boardings, FY2015 - FY2019

*Metrobus carries the majority of bus riders in Northern Virginia. Service and ridership have declined since FY2015, but recent trends show ridership stabilizing.*



**Figure 12: OmniRide Average Daily Boardings, FY2015 - FY2019**

*OmniRide has shown a decline in riders, much of that is due to local service versus long haul commuter bus service. The ridership is starting to stabilize, with routes funded by Commuter Choice showing strong ridership numbers.*



**Figure 13: Northern Virginia Metrorail, Average Transit Boardings by Station;  
(Weekday/Saturday/Sunday), FY2018 - FY2019, Arlington and Alexandria Stations**

Station	FY2018			FY2019		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
<b>Stations in Alexandria</b>						
Blue/Yellow Line Stations						
Braddock Road	4,135	1,410	918	3,826	1,401	899
Van Dorn Street	2,539	927	534	2,265	777	456
Eisenhower Avenue	1,771	726	440	1,585	612	368
King Street	6,742	3,563	2,544	5,679	2,700	1,915
<b>Total Alexandria:</b>	<b>15,187</b>	<b>6,626</b>	<b>4,435</b>	<b>13,355</b>	<b>5,490</b>	<b>3,638</b>
<b>Stations in Arlington</b>						
Orange/Silver Line Stations						
East Falls Church	3,907	1,608	1,005	3,813	1,594	1,004
Ballston	9,005	3,155	1,892	9,232	3,276	1,957
Virginia Square	3,670	1,143	688	3,793	1,279	784
Clarendon	4,187	1,830	1,138	4,478	2,051	1,283
Courthouse	6,379	2,176	1,302	6,349	2,283	1,396
Rosslyn	12,626	4,292	3,317	13,059	4,487	3,597
Blue/Yellow Line Stations						
Arlington Cemetery	1,206	1,871	1,493	1,086	1,699	1,407
Pentagon	13,286	1,425	1,016	13,785	1,230	989
Pentagon City	12,035	6,824	4,553	12,133	7,069	4,572
Crystal City	10,516	3,725	2,526	10,847	3,634	2,605
National Airport	5,539	3,803	4,756	5,715	3,865	4,944
<b>Total Arlington:</b>	<b>82,357</b>	<b>31,851</b>	<b>23,685</b>	<b>84,290</b>	<b>32,468</b>	<b>24,537</b>

**Figure 14: Northern Virginia Metrorail, Average Transit Boardings by Station;  
(Weekday/Saturday/Sunday), FY2018 - FY2019, Fairfax County Stations**

Station	FY2018			FY2019		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
<b>Stations in Fairfax County</b>						
Orange Line Stations						
Vienna	8,956	3,281	1,853	8,686	3,393	1,918
Dunn Loring	3,715	1,297	748	3,720	1,316	760
West Falls Church	2,396	746	446	2,463	773	435
Blue/Yellow Line Stations						
Huntington	6,730	2,342	1,499	5,832	1,872	1,188
Franconia-Springfield	5,891	2,771	1,592	5,172	2,237	1,269
Silver Line Stations						
Wiehle Reston East	7,415	3,027	1,987	7,650	3,100	2,009
Spring Hill	1,145	542	336	1,139	547	348
Greensboro	1,247	355	200	1,415	372	211
Tysons Corner	3,347	2,053	1,259	3,507	2,154	1,296
McLean	1,740	436	245	2,081	478	265
<b>Total Fairfax County:</b>	<b>42,582</b>	<b>16,849</b>	<b>10,166</b>	<b>41,664</b>	<b>16,243</b>	<b>9,700</b>

# Definition of Metrics

- **Average Weekday Boardings:**

- The sum of the times a person enters a transit vehicle or station during a non-holiday weekday throughout the year divided by the number of non-holiday weekdays during the year.

- **Average Saturday or Sunday Boardings:**

- The sum of the times a person enters a transit vehicle or station during a Saturday or Sunday service level day throughout the year divided by the number of Saturday or Sunday service level days during the year.

- **Average Daily Boardings:**

- The sum of the times a person enters a transit vehicle or station during the year divided by a weighted average of service days during that year.
- The mathematical equation used for this analysis was:

$$\begin{aligned} \text{Average Daily Boardings} = & (\text{number of weekdays}) \times (\text{annual weekday boardings}) \\ & + (\text{number of Saturdays}) \times (\text{annual Saturday boardings}) \times 0.5 \\ & + (\text{number of Sundays \& holidays}) \times (\text{annual Sunday \& holiday boardings}) \times 0.3 \end{aligned}$$

0.5 represent the difference in weekday to Saturday service levels

0.3 represents the difference in weekday to Sunday and Holiday service levels

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**TO:** Chairman Letourneau and NVTC Commissioners

**FROM:** Kate Mattice

**DATE:** September 26, 2019

**SUBJECT:** Executive Director Report

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

### **A. Executive Director Newsletter**

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

This month's newsletter highlights include the end of the summer shutdown of six Metrorail stations in Northern Virginia, the kick-off of NVTC's first-ever joint marketing campaign and a step forward for the I-395/95 Commuter Choice program.

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

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

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# Executive Director Newsletter

October 2019



As we move into October, it's time to reflect on a month of significant milestones, each unique in the history of Northern Virginia and NVTC. The beginning of September saw the end of the summer-long shutdown of six WMATA stations in Alexandria and Fairfax County. The shutdown marked the first time in the over 40-year history of Metrorail that stations were closed for construction over a significant period. It forced thousands of Virginia commuters to find a new way to work. Fortunately, WMATA, VRE, DASH, Fairfax Connector, DRPT and other partners stepped up to provide travel alternatives. That cooperation provided a model for future shutdowns, expected in the summers of 2020 and 2021.

The shutdown inspired another first—NVTC's first-ever joint marketing campaign. We worked closely with our regional partners to create a pro-transit message to encourage ridership once the trains started running again. And it's not just about trains, we want people to ride the bus as well, whether it's a long-distance commute or a short hop. Our message is simple: NoVaRides transit.

Our program that uses toll revenue to support commuter efforts also moved forward in September. The NVTC and PRTC Joint Commission Working Group unanimously endorsed a list of projects that will be put in place once tolling comes to the I-395/95 corridor. VDOT recently announced tolling will begin in November. The I-395/95 Commuter Choice program follows the successful implementation of a similar program for I-66 Inside the Beltway.

In reflecting on these milestones, we realized that another theme emerged, one of deepening regional cooperation. By coming together, we can accomplish more than any single agency or jurisdiction can do alone. As our region continues to grow, we can expect more opportunities to use our combined strength to tackle regional transportation challenges.

*Executive Director*

## Inside this Issue

<u>Summer shutdown ends .....</u>	<u>2</u>
<u>#NoVaRides rolls out.....</u>	<u>4</u>
<u>I-95/395 inaugural program endorsed.....</u>	<u>4</u>
<u>Northern Virginia PIOs meet .....</u>	<u>5</u>
<u>DC2RVA milestone reached .....</u>	<u>5</u>
<u>COMTO on Capitol Hill .....</u>	<u>5</u>
<u>OmniRide tests new buses.....</u>	<u>5</u>
<u>DASH extends \$1 fares.....</u>	<u>5</u>



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Arlington, VA 22201  
[NVTC@novatransit.org](mailto:NVTC@novatransit.org)  
[www.novatransit.org](http://www.novatransit.org)



## Key Dates

Oct. 3	NVTC Commission Meeting
Oct. 16-17	Commonwealth Transportation Board Meeting
Oct. 18	VRE Operations Board Meeting
Nov. 14	NVTC Commission Meeting
Nov. 14	NVTC Legislative & Policy Committee Meeting
Dec. 5	NVTC Commission Meeting
Dec. 9	NVTC-PRTC Legislative Briefing
Dec. 18	NVTC WMATA Committee



## Summer WMATA shutdown ends, rebuilt stations debut

Six Metro stations in Northern Virginia reopened in early September following a summer shutdown designed to give WMATA time to undertake a major rebuilding effort. Rail service returned to Braddock Road, King Street-Old Town, Eisenhower Avenue, Huntington, Van Dorn Street and Franconia-Springfield stations in time for the morning rush on September 9. According to WMATA, the stations had deteriorated due to age and exposure to the weather and needed to be rebuilt to ensure passenger safety and efficient train operation. Upgrades to the stations include new passenger information displays, shelters with charging points, non-slip tiles, speakers that provide clearer announcements and emergency call buttons.

Metrobus, Alexandria's DASH, Fairfax Connector, and PRTC's OmniRide provided additional service during the more than three month shutdown. VRE took on additional passengers and offered discounted Amtrak Step Up tickets.

This was the first of three summer shutdowns. In 2020, East Falls Church, West Falls Church, Dunn



Loring and Vienna stations will be closed for rebuilding. Arlington Cemetery and Reagan National Airport stations will close for reconstruction in Summer 2021. WMATA expects to release details on next year's shutdown later this year.



Construction and shuttle photos courtesy WMATA





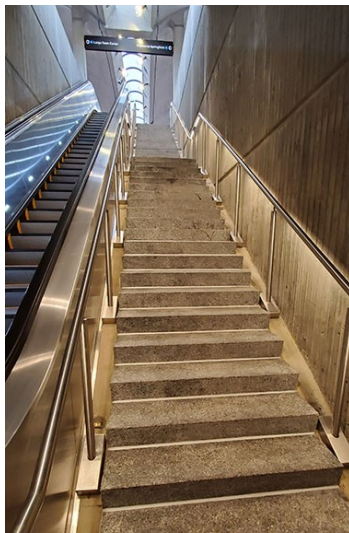
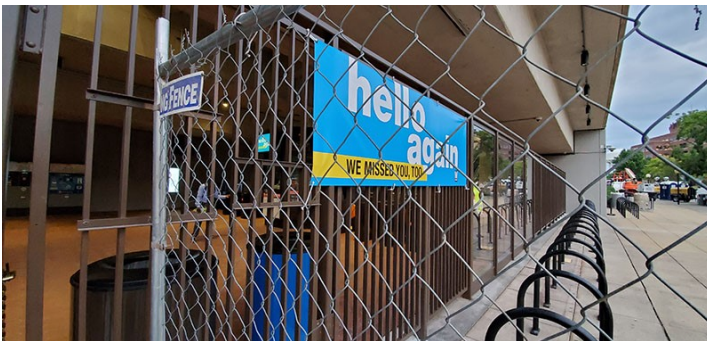
## Future WMATA Shutdowns

### 2020

- East Falls Church
- West Falls Church
- Dunn Loring
- Vienna

### 2021

- Arlington Cemetery
- Reagan National Airport





#NoVaRides rolls out, encourages riding transit

The #NoVaRides marketing campaign rolled out September 16. Backed by a grant from DRPT, staff from NVTC, Fairfax County, the City of Alexandria and OmniRide spent the summer collaborating on the design of [novarides.org](http://novarides.org), and the visual and written elements of the campaign. The campaign encourages people to go to the website to use the trip planning tool or click on the links for the transit providers serving Northern Virginia. The 12-week



campaign will be heard on radio and seen online and in movie theaters. It runs into December. The kickoff coincided with Try Transit Week and Car Free DC.

# NoVaRides

Take back your commute.

Frustrated with your commute? Use the links below to find your best route.

## PLAN YOUR TRIP

Get around Washington, DC-Baltimore with public transit

From

To

GET DIRECTIONS

Depart Now

Popular destinations in Washington, DC-Baltimore >

moovit

Get a widget

Joint Commission Working Group Endorses Inaugural I-395/95 Program

The NVTC and PRTC Joint Commission Working Group, led by Fairfax County Supervisor Jeff McKay, unanimously supported the staff-recommended pro-

gram of projects for the first round of the I-395 Commuter Choice Program. Ten projects, totaling \$19 million, will be forwarded to the two commissions for consideration and approval at their October meetings. The ten projects include three new bus ser-

Applicant	Application Title	Application Score (0-100)	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 Gambrell and Backlick North Park and Ride Improvements	80	\$ 3,540,903
NVTC	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 - Deferred by applicant		\$ 322,619
Arlington County	Operational Enhancements of the Crystal City - Potomac Yard Transitway - Deferred by applicant		\$ 150,000
Arlington County	Enhanced Bus Service on Metrobus 701 McPherson Square to Southern Towers - Deferred by applicant		\$ 200,000
TOTAL FUNDING REQUEST			\$31,573,875

Staff recommendation: 10 projects, \$19.0 million program

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)



ices, five enhanced bus services, and 2 TDM efforts. Collectively, these projects would move an additional 700 people through the corridor each weekday morning.



Matt Friedman and Jae Watkins attended a meeting of Northern Virginia Public Information Officers working in transportation, hosted by the Northern Virginia Transportation Authority.

## DC2RVA



The Federal Railroad Administration (FRA), in cooperation with the Department of Rail and Public Transportation (DRPT), announced that the Record of Decision (ROD) for the Washington, D.C., to Richmond Southeast High Speed Rail Project, also known as DC2RVA, 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. The vision for DC2RVA is to increase rail capacity in order to deliver additional and more reliable passenger and commuter rail parallel to the heavily congested I-95 corridor. The DC2RVA high speed rail project would add a third track along the stretch between the two cities, and a fourth track from Alexandria to Long Bridge, which connects Virginia and D.C. over the Potomac River.

## OMNIRIDE



**OMNIRIDE** included in its fleet of the future.

OmniRide will test a new style of commuter bus for several weeks in September, continuing to research what vehicles should be included in its fleet of the future.

The new bus that's being tested features two exits – one at the front and one in the middle – so passengers can disembark quickly. Passengers will continue to enter at the front door where the fare box is located. The second exit door also features a wheelchair ramp that leads to a low-floor area that accom-



modates two wheelchairs and a few seats. That design is a big change from OmniRide's current Express bus fleet that lifts wheelchairs several feet up and into the bus.

## DASH Bus



Alexandria's DASH bus has extended \$1 mobile app fares until December 31, 2019. The app allows riders to buy and use fares with a debit or credit card. The app also accepts PayPal. The app allows users to purchase single and multiple fares. The app rolled out at the start of the summer WMATA shutdown and gave riders a new way to buy fares while ticket vending machines were at Metro stations in Alexandria.



Brittany Sumpter attended a panel discussion sponsored by COMTO (Conference of Minority Transportation Officials) on Capitol Hill.



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](http://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

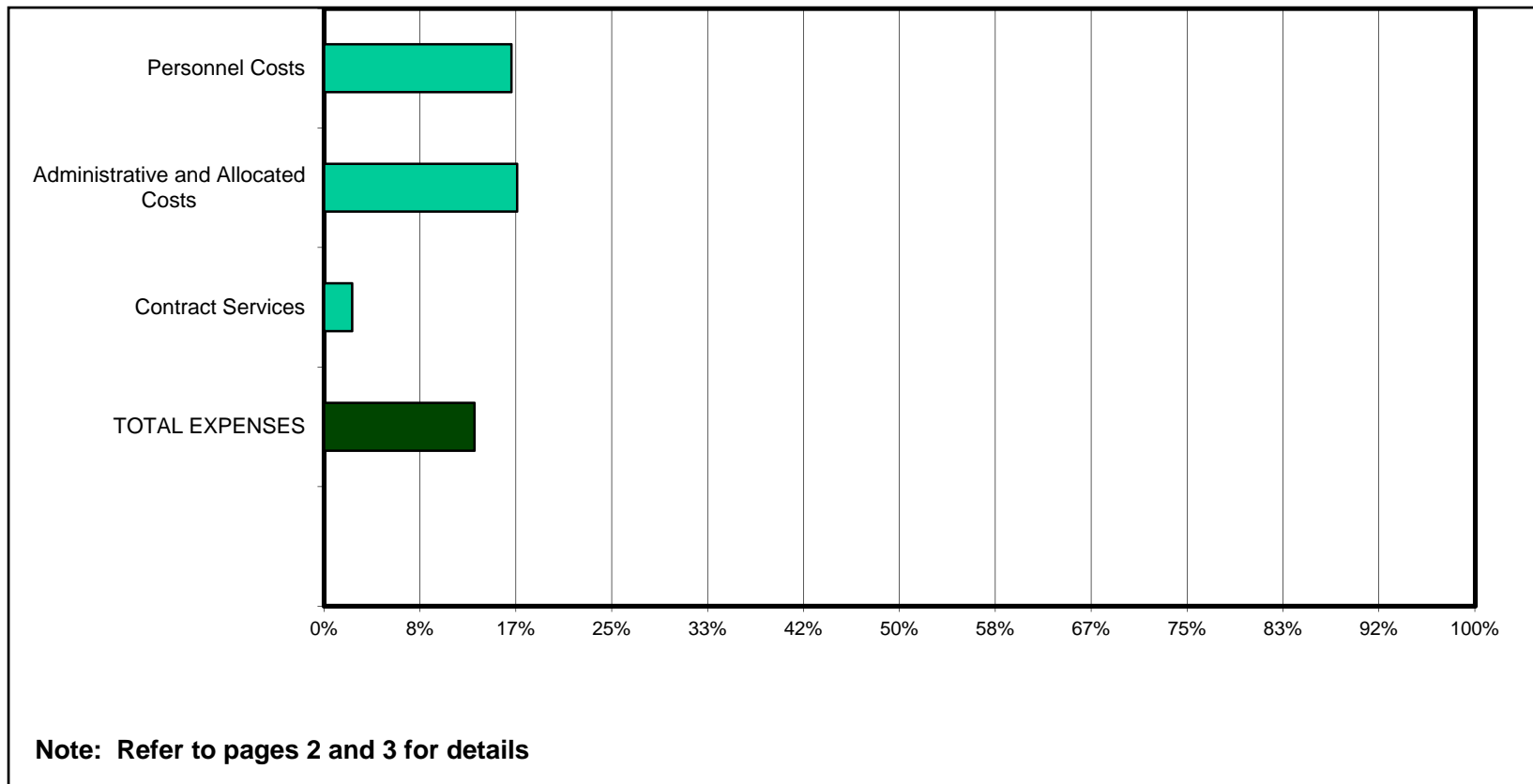


# Northern Virginia Transportation Commission

Financial Reports

August, 2019

Percentage of FY 2020 NVTC Administrative Budget Used  
August 2019  
(Target 16.7% or less)



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

	<b><u>Current Month</u></b>	<b><u>Year To Date</u></b>	<b><u>Annual Budget</u></b>	<b><u>Balance Available</u></b>	<b><u>Balance %</u></b>
<b><u>Personnel Costs</u></b>					
Salaries and Wages	\$ 150,995.58	\$ 307,242.39	\$ 1,881,500.00	\$ 1,574,257.61	83.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>150,995.58</u>	<u>307,242.39</u>	<u>1,881,500.00</u>	<u>1,574,257.61</u>	<u>83.7%</u>
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	15,334.52	25,608.14	128,000.00	102,391.86	80.0%
Group Health Insurance	10,804.87	22,852.43	169,300.00	146,447.57	86.5%
Retirement	11,747.00	23,494.00	148,100.00	124,606.00	84.1%
Workmans & Unemployment Compensation	163.32	333.46	6,000.00	5,666.54	94.4%
Life Insurance	475.78	1,336.80	6,900.00	5,563.20	80.6%
Long Term Disability Insurance	901.73	1,570.96	9,100.00	7,529.04	82.7%
Total Benefit Costs	<u>39,427.22</u>	<u>75,195.79</u>	<u>467,400.00</u>	<u>392,204.21</u>	<u>83.9%</u>
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	250.00	927.03	17,800.00	16,872.97	94.8%
<i>Rents:</i>	<i>23,422.05</i>	<i>46,312.50</i>	<i>303,700.00</i>	<i>257,387.50</i>	<i>84.8%</i>
Office Rent	21,158.15	42,316.30	283,400.00	241,083.70	85.1%
Parking & Transit Benefits	2,263.90	3,996.20	20,300.00	16,303.80	80.3%
<i>Insurance:</i>	<i>702.70</i>	<i>1,338.05</i>	<i>6,800.00</i>	<i>5,461.95</i>	<i>80.3%</i>
Public Official Bonds	200.00	400.00	2,000.00	1,600.00	80.0%
Liability and Property	502.70	938.05	4,800.00	3,861.95	80.5%
<i>Travel:</i>	<i>10,206.95</i>	<i>13,834.02</i>	<i>42,800.00</i>	<i>28,965.98</i>	<i>67.7%</i>
Conference / Professional Development	8,657.83	11,978.57	26,200.00	14,221.43	54.3%
Non-Local Travel	265.57	265.57	4,300.00	4,034.43	93.8%
Local Travel, Meetings and Related Expenses	1,283.55	1,589.88	12,300.00	10,710.12	87.1%
<i>Communication:</i>	<i>2,082.93</i>	<i>3,246.22</i>	<i>13,800.00</i>	<i>10,553.78</i>	<i>76.5%</i>
Postage	600.00	610.12	1,400.00	789.88	56.4%
Telephone and Data	1,482.93	2,636.10	12,400.00	9,763.90	78.7%
<i>Publications &amp; Supplies</i>	<i>1,940.64</i>	<i>3,285.14</i>	<i>25,600.00</i>	<i>22,314.86</i>	<i>87.2%</i>
Office Supplies	602.36	1,540.86	2,700.00	1,159.14	42.9%
Duplication and Paper	1,338.28	1,744.28	10,900.00	9,155.72	84.0%
Public Engagement	-	-	12,000.00	12,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	2,630.71	5,500.53	36,500.00	30,999.47	84.9%
Furniture and Equipment (Capital)	1,609.30	3,514.55	14,600.00	11,085.45	75.9%
Repairs and Maintenance	100.00	100.00	1,000.00	900.00	90.0%
Computer Operations	921.41	1,885.98	20,900.00	19,014.02	91.0%
 <i>Other General and Administrative:</i>	 1,136.02	 2,117.28	 9,300.00	 7,182.72	 77.2%
Memberships	455.34	960.68	1,400.00	439.32	31.4%
Fees and Miscellaneous	680.68	1,156.60	6,400.00	5,243.40	81.9%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>42,372.00</u>	<u>76,560.77</u>	<u>456,300.00</u>	<u>379,739.23</u>	<u>83.2%</u>
 <u>Contracting Services</u>					
Auditing	6,950.00	6,950.00	23,800.00	16,850.00	70.8%
Contract Services and Support - Commuter Choice	971.56	971.56	690,500.00	689,528.44	99.9%
Contract Services and Support - Other	3,750.00	7,500.00	120,000.00	112,500.00	93.8%
Legal	2,916.67	5,833.34	35,000.00	29,166.66	83.3%
Total Contract Services	<u>14,588.23</u>	<u>21,254.90</u>	<u>869,300.00</u>	<u>848,045.10</u>	<u>97.6%</u>
 Total Gross G&A Expenses	<u><u>\$ 247,383.03</u></u>	<u><u>\$ 480,253.85</u></u>	<u><u>\$ 3,674,500.00</u></u>	<u><u>\$ 3,194,246.15</u></u>	<u><u>86.9%</u></u>

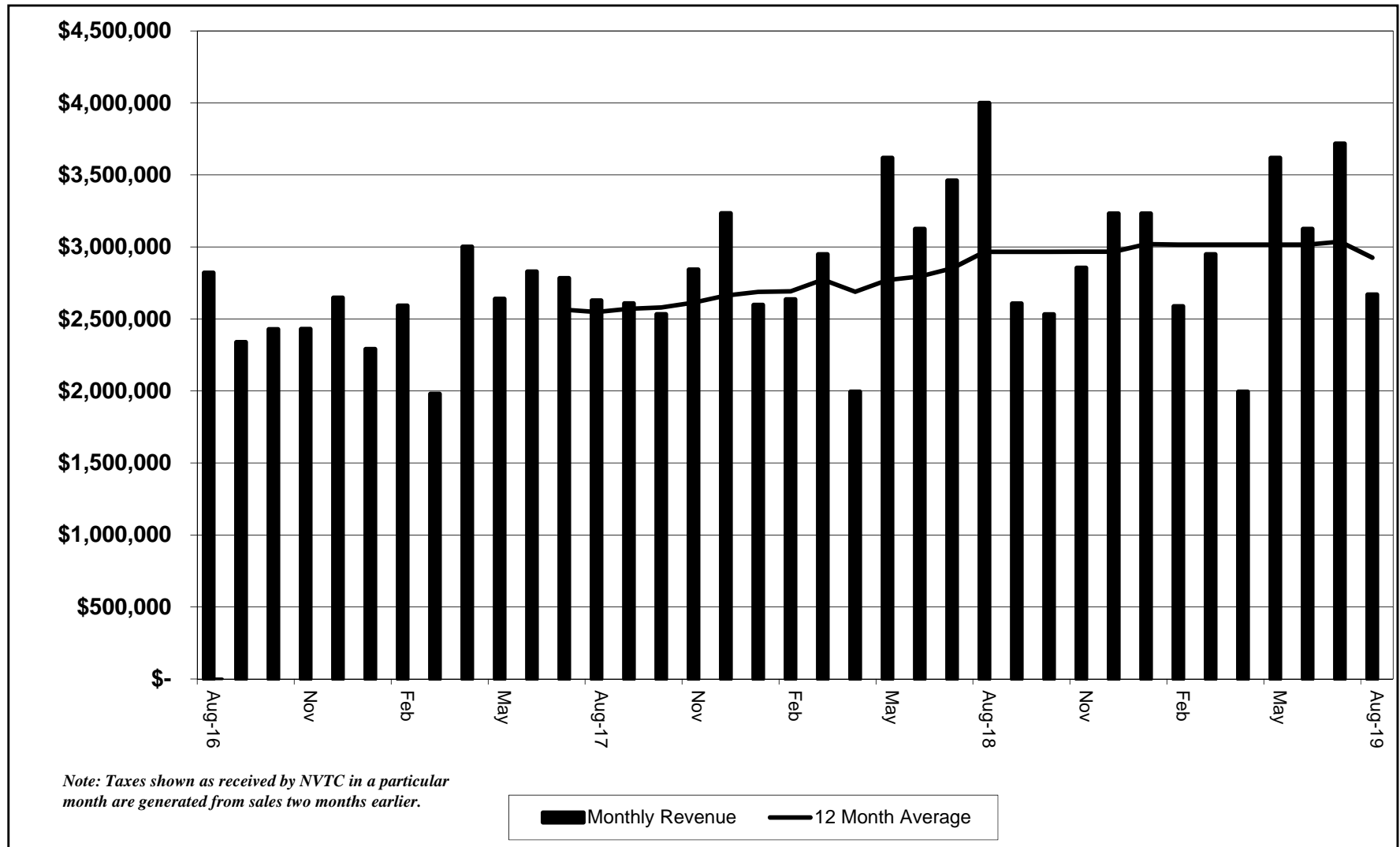
**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**August 2019**

August 2019			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
1	DMV	Motor Vehicle Fuels Sales tax revenue					\$ 3,716,553.28
1	DMV	CROC			1,250,000.00		
9	FTA	Grant receipts - Alexandria			329,390.00		
13	DRPT	Capital grant receipt - VRE			37,979.00		
14	DRPT	Operating assistance - VRE			2,675,593.00		
15	DRPT	Capital grant receipt - Fairfax					12,196.00
16	DRPT	Technical assistance - Fare collection			10,468.00		
21	DRPT	Capital grant receipt - VRE			251,873.00		
23	DRPT	Capital and operating assistance - WMATA					13,251,467.00
26	DRPT	Capital grant receipt - VRE			5,723.00		
27	DRPT	Capital grant receipt - VRE			114,582.00		
28	FTA	Grant receipts - Alexandria			745,316.00		
31	Banks	Investment earnings		9.26	2,755.21	48,914.21	259,707.88
			-	9.26	5,423,679.21	48,914.21	17,239,924.16
DISBURSEMENTS							
1-31	Various	G&A expenses	(243,867.75)				
1	VRE	CROC			(1,250,000.00)		
6	City of Manassas	Commuter Choice project reimbursement				(38,870.00)	
6	City of Fairfax	Other operating					(1,790.66)
8	City of Fairfax	Commuter Choice project reimbursement				(24,175.00)	
8	PRTC	Commuter Choice project reimbursement				(61,061.00)	
9	Alexandria	Costs incurred			(329,390.00)		
9	Falls Church	Commuter Choice project reimbursement				(105,750.00)	
13	VRE	Grant revenue			(37,979.00)		
14	VRE	Grant revenue			(2,675,593.00)		
21	VRE	Grant revenue			(251,873.00)		
26	VRE	Grant revenue			(5,723.00)		
27	VRE	Grant revenue			(114,582.00)		
28	Alexandria	Costs incurred			(745,316.00)		
29	Kimley-Horn	Consulting - Fare collection	(13,258.30)				
31	Banks	Service charges	(75.56)	(19.52)			
			(257,201.61)	(19.52)	(5,410,456.00)	(229,856.00)	(1,790.66)
TRANSFERS							
6	Transfer	From LGIP to LGIP (Fare collection)			7,809.45		(7,809.45)
8	Transfer	From LGIP to checking	250,000.00		(250,000.00)		
			250,000.00	-	(242,190.55)	-	(7,809.45)
NET INCREASE (DECREASE) FOR MONTH			\$ (7,201.61)	\$ (10.26)	\$ (228,967.34)	\$ (180,941.79)	\$ 17,230,324.05

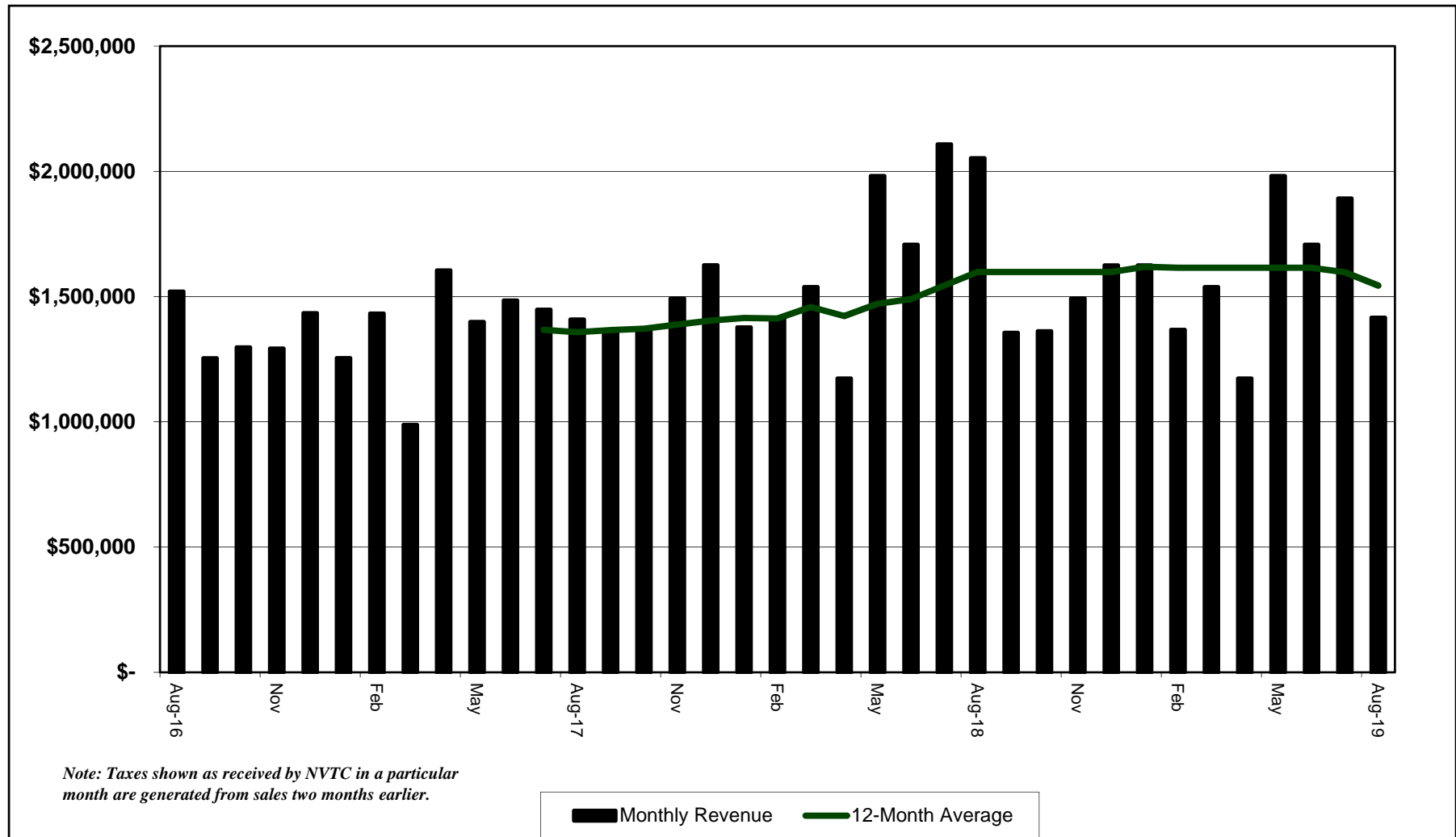
**NVTC  
INVESTMENT REPORT  
August 2019**

Type	Rate	Balance 7/31/2019	Increase (Decrease)	Balance 8/31/2019	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<b><u>Cash Deposits</u></b>									
Wells Fargo: NVTC Checking	N/A	\$ 78,223.44	\$ (7,201.61)	\$ 71,021.83	\$ 71,021.83	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.200%	54,505.69	(10.26)	54,495.43	54,495.43	-	-	-	
<b><u>Investments</u></b>									
Bank of America: Virginia Local Government Investment Pool	2.667%	154,118,901.87	16,820,414.92	170,939,316.79	1,722,719.42	25,330,170.15	111,980,764.57	31,905,662.65	
		<u>\$ 154,251,631.00</u>	<u>\$ 16,813,203.05</u>	<u>\$ 171,064,834.05</u>	<u>\$ 1,848,236.68</u>	<u>\$ 25,330,170.15</u>	<u>\$ 111,980,764.57</u>	<u>\$ 31,905,662.65</u>	

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2017-2020

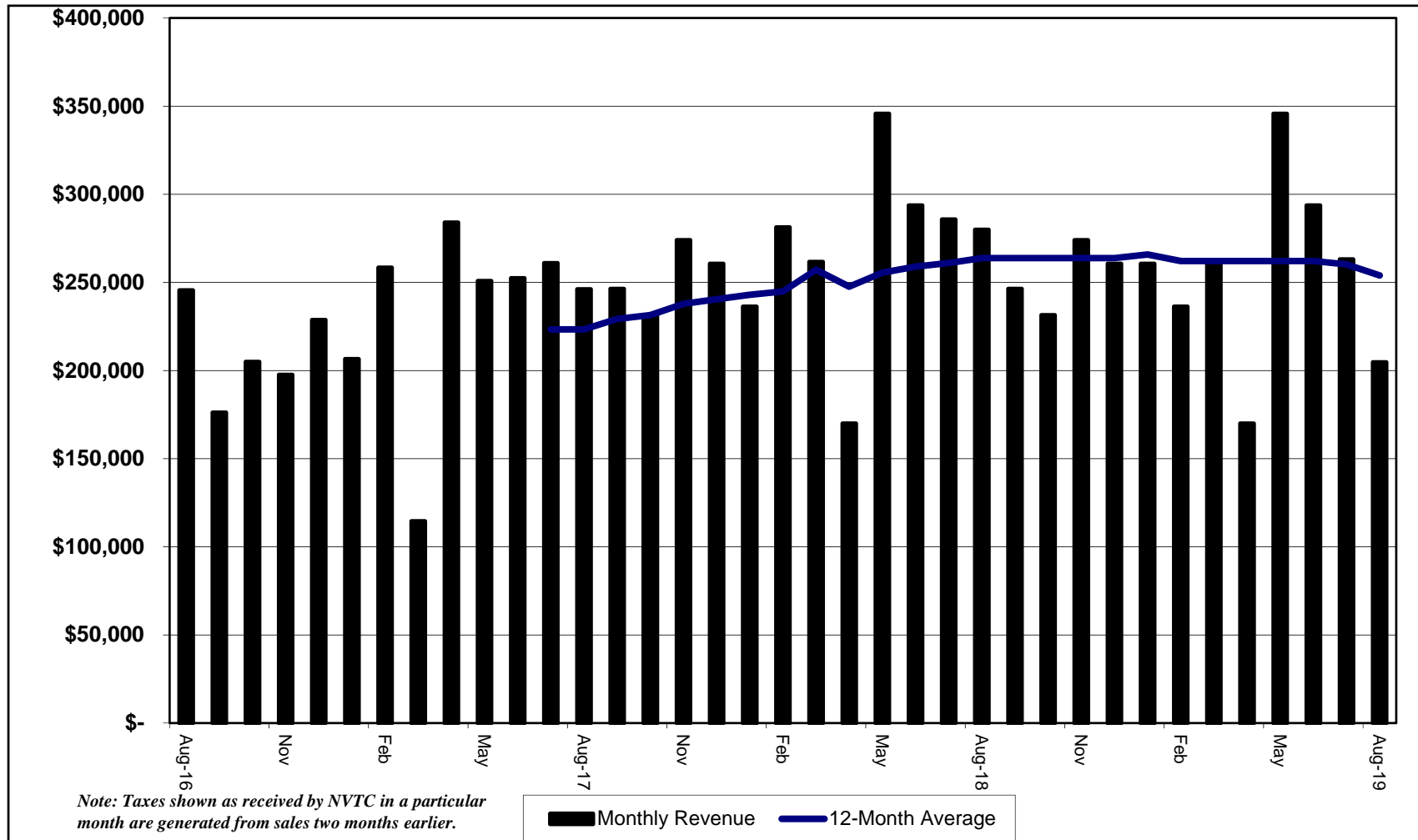


# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2017-2020





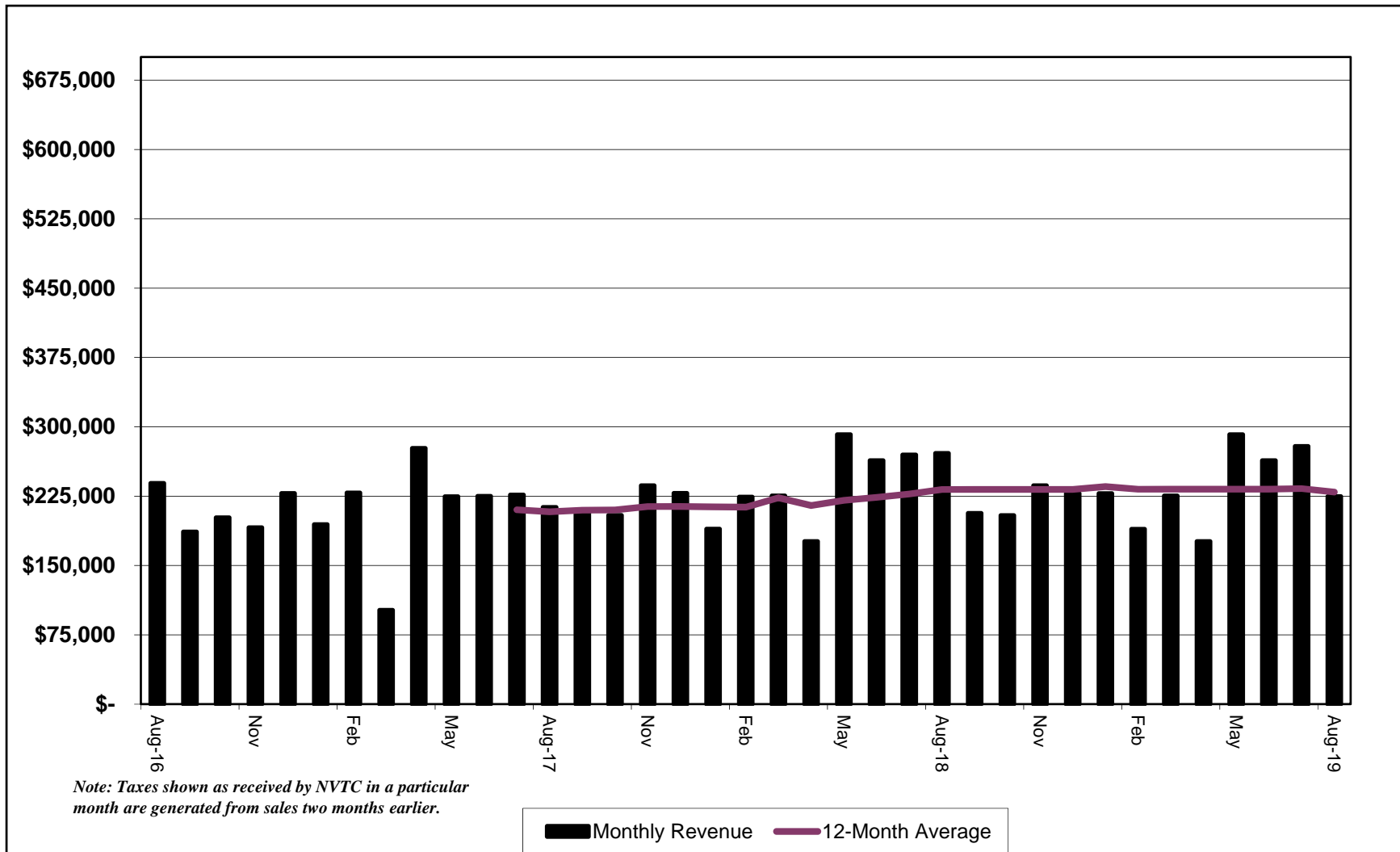
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2017-2020



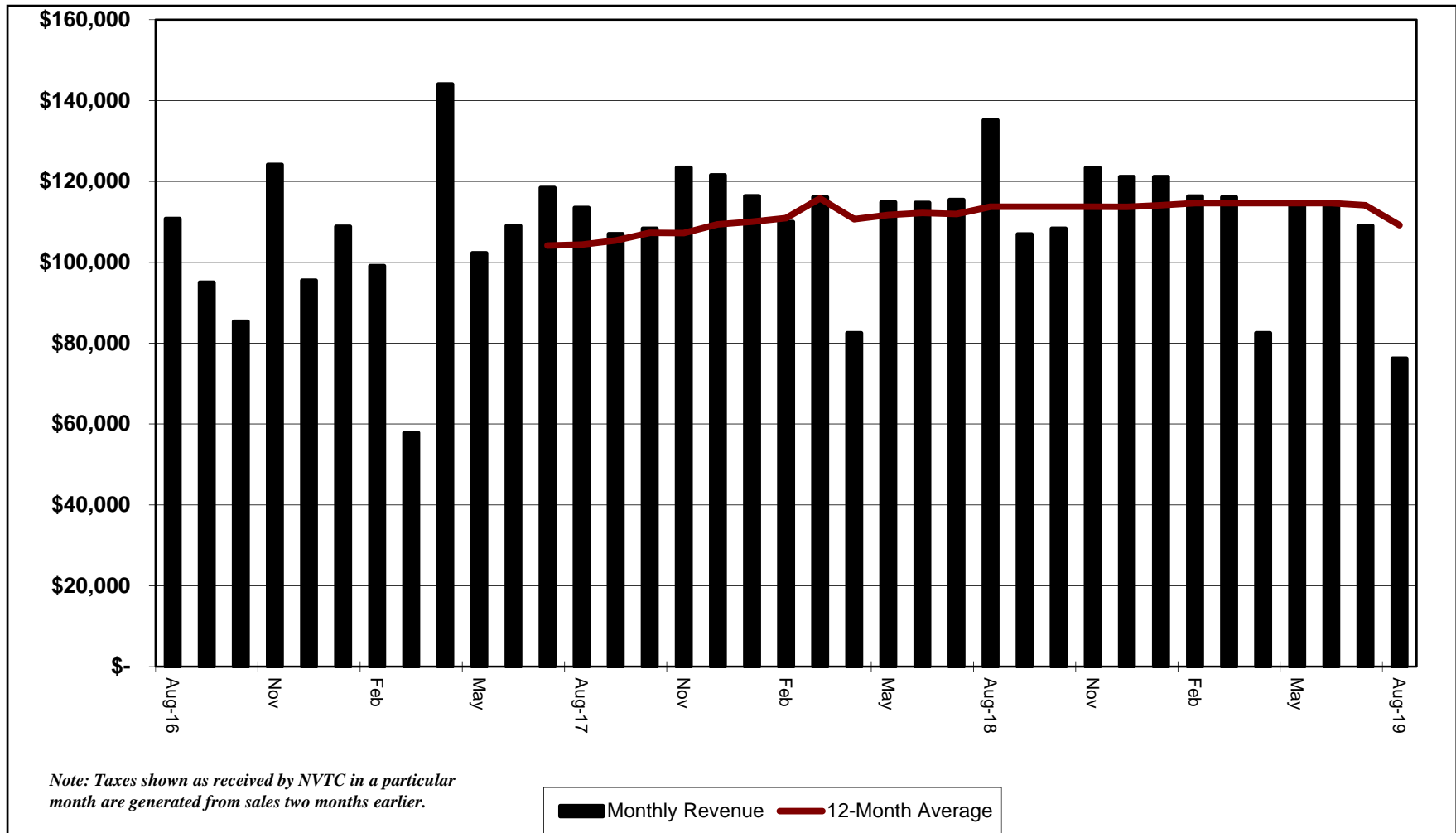
# NVTC MONTHLY GAS TAX REVENUE

## ARLINGTON COUNTY

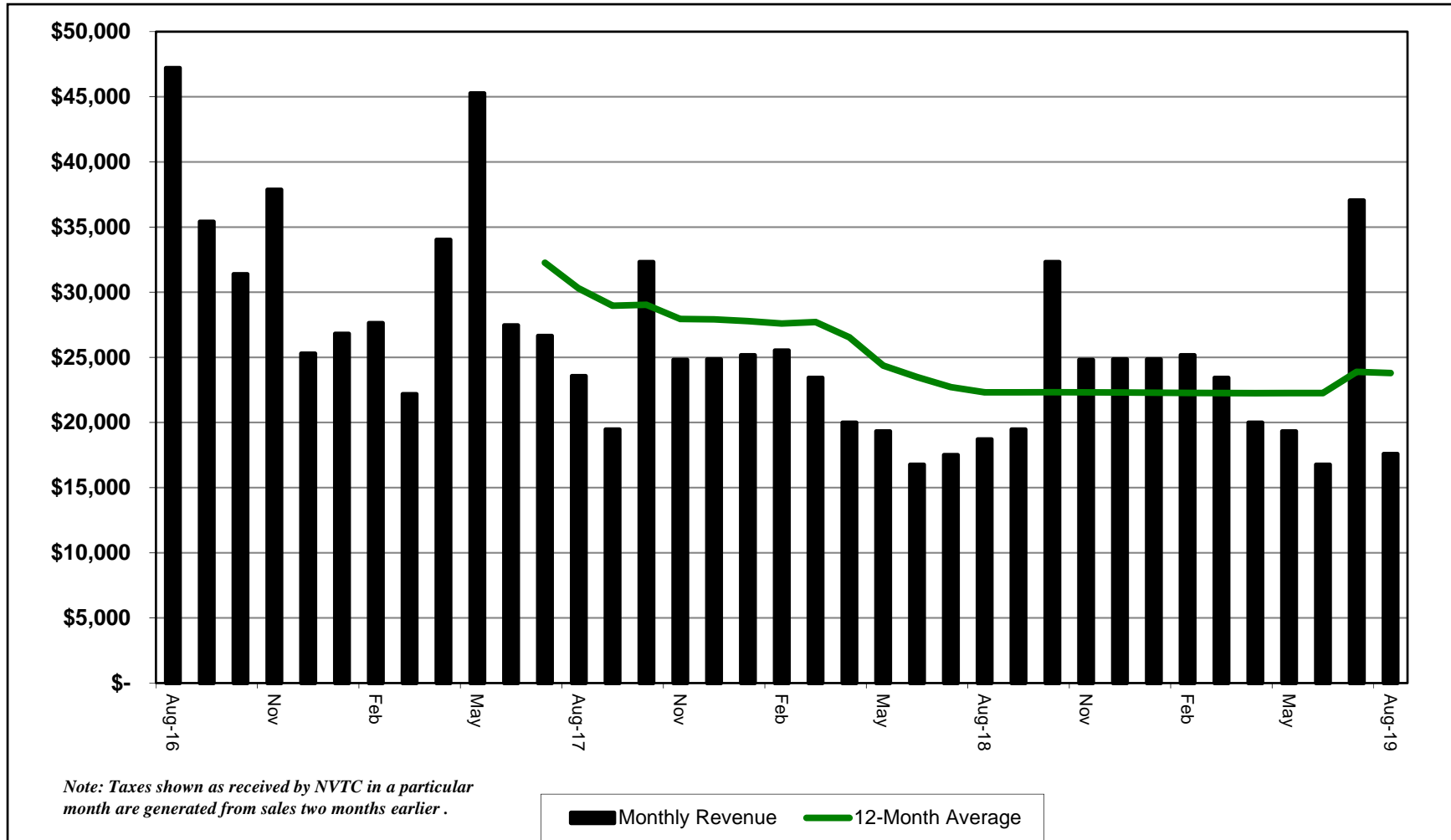
### FISCAL YEARS 2017-2020



# 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

