

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

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

Members Present

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

Members Absent

John Foust
Catherine Hudgins
David LaRock
Matt Letourneau

Staff Present

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

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

Opening Remarks

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

Minutes of the September 5, 2019 NVTC Commission Meeting

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

Consent Agenda

Vice-Chair Cristol presented the Consent Agenda for approval:

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

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

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

Department of Rail and Public Transportation

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

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

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

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

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

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

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

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

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

Washington Metropolitan Area Transit Authority

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Senator Ebbin stepped out of the room.

Commuter Choice Program

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

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

Mr. Owen reported that since the program was launched, NVTC has awarded funding for 36 projects worth over \$40 million. Collectively, the I-66 Commuter Choice projects are moving an additional 8,300 people through the corridor each day. The projects also connect 20 activity

centers across Northern Virginia and have reduced close to one million annual hours of delay. The report provides an update on all the projects funded to date, including the four projects that have been completed.

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

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

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

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

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

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

1. Enhanced Bus Service from Dale City to Ballston
2. Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro
3. Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro

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

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

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

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

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

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

Mr. Owen stated that should the Commission approve the changes, staff hopes to retain the new process without further substantive changes for at least the next five years. Staff has also developed a plan to transition to a two-year call for projects cycle. Staff will conduct another

work session with applicants to go over how this would work moving forward. In response to a question from Vice-Chair Cristol, Mr. Fye stated that staff reviewed these proposed changes with jurisdictional staff and the Program Advisory Committee in July and August and obtained general agreement with them. The goal of the work session is to dive into the details of how the program will work (i.e., changes to the application, process changes with a two-year funding cycle, etc.).

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

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

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

Virginia Railway Express

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

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

Ms. Bulova stated that VRE's preliminary FY2021 operating budget totals \$93.0 million and includes no change to passenger fares and a proposed three percent increase in the total jurisdictional subsidy. The preliminary operating budget has a current net unfunded amount of

\$2.1 million. VRE's preliminary FY2021 capital budget includes commitments of \$69.2 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP).

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

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

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

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

NVTC Transit Resource Center

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

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

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

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

Executive Director Report

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

- October 8th at 5:30 P.M., the Conference of Minority Transportation Officials (COMTO DC Chapter) will be holding an event panel focused on how transportation in Northern Virginia is preparing for the arrival of Amazon HQ2. The event will feature DRPT Director Jennifer Mitchell, Arlington County Chair Christian Dorsey, and Arlington's Transportation Director Dennis Leach. This event will be held the Navy League Building's main floor conference facility.
- December 9th from 8:30-11:00 A.M., the Joint NVTC-PRTC Legislative Briefing will be held at the Embassy Suites, Springfield. Secretary Valentine, Paul Wiedefeld and Doug Allen have been invited to join NVTC and PRTC executive directors to preview the policy issues and concerns of transit in Northern Virginia.

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

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

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

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

Adjournment

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

Approved this 14th day of November 2019.

Matthew F. Letourneau
Chairman

Sharon Bulova
Secretary-Treasurer



RESOLUTION #2392

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

WHEREAS: The agreement between the Commonwealth and 95 Express Lanes LLC secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, to fund multimodal projects along the I-395/95 corridor;

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

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

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

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

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

Approved this 3rd day of October 2019.

Sharon Bulova
Secretary-Treasurer

Matthew F. Letourneau
Chairman

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

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



RESOLUTION #2393

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

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

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

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

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

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

WHEREAS: The VRE Operations Board recommends the following action.

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

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

Approved this 3rd day of October 2019.

Matthew F. Letourneau
Chairman

Sharon Bulova
Secretary-Treasurer



RESOLUTION #2394

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

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

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

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

WHEREAS: The VRE Operations Board recommends the following action.

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

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

Approved this 3rd day of October 2019.


Sharon Bulova
Secretary-Treasurer


Matthew F. Letourneau
Chairman