



MONTHLY COMMISSION MATERIALS

April 2020 – Staff Reports (Meeting Canceled)

OVERVIEW

On March 11, 2020 the World Health Organization declared COVID-19 a pandemic setting forth a series of actions at the federal, state, and local levels to combat and contain the spread of the virus during this public health emergency.

NVTC meeting requirements are governed by the Virginia Freedom of Information Act (FOIA) ([Virginia Code Chapter 37 of Title 2.2](#)). NVTC currently does not have the legal authority to hold a meeting without a physical quorum (11 members and four jurisdictions represented). NVTC's electronic participation is limited to General Assembly members during Session and committee meetings with a physical quorum present. **NVTC's Executive Committee determined that the April 2, 2020 Commission should be canceled** to comply with Governor Northam's ban on public gatherings of 10 or more people and to keep Commissioners, staff and the public safe.

This packet of information is provided to keep Commissioners, jurisdictional staff, and the public up to date on NVTC projects and activities. This will help NVTC continue to move ahead to maximize future Commission meeting agendas. Since March 11th NVTC jurisdictional transit agencies, including WMATA and VRE, have implemented substantial changes to transit operations, many of which are being updated daily. **The information provided in these materials reflect decisions as of the publication date and are subject to change.** NVTC will continue to keep Commissioners informed of future meeting decisions and updated information on NVTC activities.

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**NVTC COMMISSION MEETING
THURSDAY, APRIL 2, 2020**

– Meeting Has Been Canceled –

Although the April 2nd meeting has been canceled, NVTC staff would like to provide information to the Commission to keep communication active on ongoing projects. This will help NVTC continue to move ahead to maximize future Commission meeting agendas. The items below are what would have been included as part of the April Agenda.

1. Minutes of the March 5, 2020 NVTC Meeting *(action will be requested at the next meeting)*
2. Washington Metropolitan Area Transit Authority (WMATA)
 - A. WMATA COVID-19 Response
 - B. Report from the Chair of the NVTC WMATA Committee
 - C. Report from the Virginia WMATA Board Members
 - D. 2020 Metrorail Station Shutdown and Mitigation Strategy
(The planned presentation by the WMATA General Manager/CEO Paul Wiedefeld and the presentation by NVTC staff on the 2020 Metrorail Station Shutdown and Mitigation Strategy will be rescheduled for a future meeting)
3. Commuter Choice Program
4. Legislative Update
 - A. Virginia General Assembly 2020 Wrap Up
 - B. Federal Update
5. Virginia Railway Express (VRE)
 - A. VRE COVID-19 Response
 - B. VRE CEO Report
6. Department of Rail and Public Transportation (DRPT)
 - A. DRPT Report
 - B. I-66 Transit/TDM Study
(The planned presentation by DRPT on the I-66 Transit/TDM Study will be rescheduled for a future meeting)

7. Executive Director Report

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

MINUTES
NVTC COMMISSION MEETING – MARCH 5, 2020
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:02 P.M.

Members Present

Canek Aguirre
Walter Alcorn
Katie Cristol
John Foust
Libby Garvey
Jeff McKay
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Dalia Palchik
Paul Smedberg
David Snyder
Dan Storck (Alternate, Fairfax County)
James Walkinshaw

Members Absent

Elizabeth Bennett-Parker
Adam Ebbin (Senator Ebbin absent during General Assembly Session)
Matt Letourneau
Michael Turner

Staff Present

Kate Mattice, Executive Director
Matt Cheng
Andrew D’huyvetter
Matt Friedman
Allan Fye
Dinah Girma
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Tenley O’Hara
Ben Owen
Zach Smith
Brittany Sumpter
Jae Watkins
Steve MacIsaac
Rich Dalton (VRE)
Joe Swartz (VRE)

Opening Remarks

Chair Cristol welcomed everyone to the March 5th meeting. She reviewed the highlights and action items for the meeting.

Minutes of the January 16, 2020 NVTC Commission Meeting

Mr. McKay moved, with a second by Mr. Aguirre, to approve the minutes of the January 16, 2020 meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, McKay, Smedberg, and Walkinshaw. Mr. Foust and Mr. Snyder abstained.

Consent Agenda

Chair Cristol stated that the Commission is asked to approve the following Consent Agenda:

- A. Approve a Resolution of Commendation for David LaRock on His Departure from NVTC
- B. Approve a Resolution of Commendation for Christian Dorsey on His Departure from NVTC
- C. Approve Resolution #2405: Approve the FY2021 State Transit Assistance Applications to DRPT
- D. Approve Resolution #2406: Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- E. Authorize the Executive Director to Award the Contract for Creative Services

Mr. Aguirre moved, with a second by Mr. Alcorn, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, McKay, Smedberg, Snyder and Walkinshaw.

Chair Cristol noted that Mr. Dorsey and Delegate LaRock recently departed NVTC and, on behalf of the Commission, she wanted to recognize their service. She stated that Delegate LaRock completed his appointment to NVTC in January. He served on NVTC from 2015 through January of this year. Delegate LaRock was a passionate contributor to debate and discussion at the Commission on behalf of his constituents.

Chair Cristol then recognized Christian Dorsey's service on NVTC and the WMATA Board of Directors. Mr. Dorsey joined NVTC in 2016, quickly taking on leadership roles within the Commission, serving on both NVTC's Executive Committee and WMATA Committee. Most notably, when NVTC reimagined its approach to appointing directors to the WMATA Board in 2018 and appointed Mr. Dorsey as a principle WMATA director, he embraced this new role of "regional board member" setting a model for regional engagement and collaboration that will forever shape how NVTC engages on the WMATA Board. This regional approach was evident in many actions at the WMATA Board during his tenure. Mr. Dorsey assured multi-jurisdictional representation during WMATA's budget development process, collaborated with WMATA to

provide the jurisdictions with more detail on Capital Improvement Program spending, and guided conversations on Loudoun County's participation in WMATA's subsidy allocation formula.

Chair Cristol noted that the resolutions of commendation and awards will be sent to Mr. Dorsey and Delegate LaRock. She also stated that Arlington County will be appointing Arlington County Board Member Matt de Ferranti to NVTC hopefully later this month. She introduced Mr. Ferranti, who was sitting in the audience.

Ms. Palchik arrived at 7:09 P.M.

NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

Chair Cristol stated that following Mr. Dorsey's departure from the WMATA Board, NVTC needs to appoint a new Principal Director to the WMATA Board of Directors. The recommendation is to appoint Matt Letourneau to the principal director role and Canek Aguirre to an alternate director role. Resolution #2407 appoints and confirms the following appointments to the WMATA Board of Directors:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-03-2023

Alternates

Canek Aguirre
Term expires 01-05-2021

Walter Alcorn
Term expires 01-04-2024

Chair Cristol also noted that NVTC's By-Laws govern committee chairmanship and membership, which directs the chair of the NVTC WMATA Committee be selected from one of the two alternate directors appointed by the Commission to the WMATA Board. As Mr. Letourneau can no longer serve as chair of the NVTC WMATA Committee, it is recommended that Mr. Aguirre serve as the chair. Resolution #2407 also confirms this recommendation. The NVTC WMATA Committee membership will be as follows:

NVTC WMATA Committee

Chair, WMATA Alternate Member, Canek Aguirre
WMATA Principal Member, Matt Letourneau
WMATA Principal Member, Paul Smedberg
WMATA Alternate Member, Walter Alcorn
Commission Members:

(drawn from member jurisdictions in a representative manner)

City of Falls Church, David Snyder
City of Fairfax, David Meyer
Arlington County, vacant

Mr. McKay moved, with a second by Mr. Smedberg, to approve Resolution #2407 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, McKay, Palchik, Smedberg, Snyder and Walkinshaw.

Washington Metropolitan Area Transit Authority

Presentation by the Bus Transformation Team. Chair Cristol provided some background information for new Commissioners. She stated that WMATA embarked on a major effort about 18 months ago to reimagine bus transit in the Washington, DC region. While the project was led by a consulting team hired by WMATA, it did focus on improvements to the bus network as a whole – including local transit services. This effort has assembled a number of ideas that seek to improve the overall bus transit experience, many of the which amplify the great work that is already underway across the NVTC region. This includes the use of dedicated lanes for BRT; the use of innovative fare products, like student transit passes; and implementing transit signal prioritization to move buses faster through traffic. She stated that the Commission appreciates the Bus Transformation Project team coming to present the Strategy report and next steps to NVTC and the ability for NVTC and local jurisdictions to participate in the large stakeholder meetings during the development of the project. Chair Cristol observed that it will be critical to make sure that the project team – and WMATA – does not forget that many changes to the regional bus network – from fare structures to bus schedules – cannot be done in isolation and that coordination needs to happen with the local transit systems. She also noted that the NVTC WMATA Committee will present a proposed resolution endorsing the study’s vision, goals, and strategy as recommended by the committee following the presentation.

Chair Cristol introduced Dalia Leven, who serves on the consulting team, as well as Allison Davis from WMATA’s Planning Office, who is in the audience and available to answer questions. Ms. Leven reviewed her presentation, which was also provided to Commissioners as a handout at the meeting, including an overview of the Bus Transformation Study and its recommendations. She stated that they are seeking endorsements from the stakeholders, regional agencies, local jurisdictions, etc. so there is support to take action on these recommendations. She noted that NVTC and its member jurisdictions have a role in leading the implementation of bus priorities, including free transfers, low-income fare products, zero emission buses and improving bus stops and shelters. NVTC can also support the restructuring of the bus system, the development and application of bus service standards, and sharing of bus operational data, as well as support for the Bus Transformation strategies.

Ms. Garvey arrived at 7:35 P.M.

Chair Cristol suggested that not only can NVTC be an implementer, it can be a real leader in convening, which is one of its core competencies. She asked for further clarification on the definitions of regional and non-regional service. Ms. Leven stated that the current definitions were created in 1999 and cannot be applied definitively to the current bus structure. There are also differences in how WMATA charges the local jurisdictions for regional versus non-regional bus service. At the very least, there needs to be a conversation about the actual definitions and the application of those definitions, and whether it warrants redefining those terms.

Mr. Snyder moved, with a second by Ms. Garvey, to approve Resolution #2408 which would endorse the Bus Transformation Project Vision, Goals, and Strategy.

Chair Cristol asked Mr. Aguirre, as the new chair of the NVTC WMATA Committee, if he wanted to comment. Mr. Aguirre stated that the NVTC WMATA Committee is requesting Commission approval of Resolution #2408. In June and October 2019, the full Commission sent a letter to the Bus Transformation Project Team outlining areas of support and concern. In November, the Bus Transformation Project Team released its final recommended strategies and action plan for implementation, addressing some of NVTC's concerns. In January, the WMATA Board endorsed the Bus Transformation Project at a high level and provided WMATA staff with several short-term implementation priorities. Staff from NVTC and its jurisdictions were heavily involved in drafting the WMATA Board resolution, setting the stage for a future discussion about how NVTC can stay engaged with the goals of the BTP. Mr. Aguirre stated that he hopes to discuss this further at future WMATA Committee meetings.

Mr. Aguirre stated that over the winter, the BTP team approached NVTC to seek a resolution of support for the project. At the February 19th NVTC WMATA Committee meeting, staff presented a draft endorsement resolution. The committee provided feedback and the result is the current version of Resolution #2408, which endorses the Bus Transformation Project's vision, goals and strategies and includes NVTC's shared goals of improving bus service throughout the region, creating an excellent customer service experience to retain and increase ridership, and directs WMATA staff to better coordinate with jurisdictions and local operators on key decisions regarding buses.

Mr. Alcorn stated that he supports the resolution but expressed his opinion that some of the details of the study's recommendations are high level and need more work and it is still a work in progress. Ms. Leven stated that the full report, which is available online, includes more details but she agreed that there still is a lot more work to be done.

In response to a question from Ms. Palchik, Ms. Leven stated that Recommendation X regarding a task force has been controversial and the WMATA Board has not endorsed it. There needs to be more work done on this. Ms. Mattice explained that NVTC's concern about a task force has to do with who would be represented on the task force and that local transit providers were not included in the recommended membership. She stated that to be clear, NVTC is not against a task force. Mr. Smedberg stated that there were also rumors that the WMATA Board was against a task force, which is not true. Participation by the local providers seemed to be absent and the WMATA Board felt that there needs to be some representation by the local providers.

Mr. Foust asked about who would staff the task force. Chair Cristol stated that this is a great question, but she is not sure the consultant can answer that currently. Ms. Leven stated that WMATA has asked for a white paper outlining options of what a task force might look like. Mr. Alcorn stated that he is appreciating more and more the value of NVTC and its work, and he can see NVTC playing a big role in this. Mr. McKay asked about the timeline and what NVTC needs to do to make sure local transit providers are included. Ms. Leven stated that regional stakeholders need to come together on this. Mr. McKay suggested that the Commission should approve the resolution with the condition that local transit providers be represented on the task force and that NVTC has reiterated its position on this multiple times. Chair Cristol agreed and

stated that the last whereas clause references this. Mr. McKay stated that he does not think it is clear enough and the wording needs to be more emphatic. Mr. Smedberg stated that there is a sense of urgency and once the WMATA Board is finished with the budget, the focus will turn to this. There is a concern of not having too many people on the task force, but he agreed that there needs to be representation. Mr. McKay stated that he appreciates these comments but wants to make sure that NVTC's message is very clear.

Chair Cristol asked Mr. Snyder, the maker of the motion, to amend the motion to empower the executive director to add a whereas clause about the importance of local representation. Mr. Snyder agreed. Ms. Garvey, the seconder of the motion also agreed and suggested using the words "direct representation."

The Commission then voted on Resolution #2408, with the additional direction to the executive director to add wording on NVTC's position on direct representation of the local transit providers on the task force. The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, Foust, Garvey, McKay, Palchik, Smedberg, Snyder and Walkinshaw. (A copy of the resolution is attached.)

Report from the Chair of the NVTC WMATA Committee. Mr. Aguirre reported that the NVTC WMATA Committee held its first meeting of 2020 on February 19th. NVTC staff reviewed the role and scope of the committee for both returning members and the committee's newest member, Fairfax County Supervisor Walter Alcorn.

Mr. Aguirre stated that at the January Commission meeting, the Commission approved a letter of budget comments on WMATA's proposed FY2021 budget. The Commission also authorized the NVTC WMATA Committee to send a letter of additional comments, as several new fare proposals were advertised by the WMATA Board in January. At the February 19th committee meeting, there was discussion of WMATA's FY2021 budget and review of a draft letter prepared by staff. The committee reiterated and reinforced the comments that the Commission provided in its earlier letter and added the following new comments. In addition to NVTC's previously stated concerns about a large distance-based fare increase, the letter stated NVTC's opposition to a drastic increase in the rail peak base fare (\$2.25 to \$2.50) and urged WMATA to consider fare increases tied to the Consumer Price Index. The letter also stated opposition to the Dulles surcharge since any station surcharge is not equitable and to the weekend flat fare proposals because they lose revenue. The letter also included NVTC's support of the proposed one and three-day short-trip rail passes as ways to provide incentives for weekend rail travel.

Report from Virginia WMATA Board Members. Mr. Smedberg updated the Commission on WMATA Board actions and activities. He stated that the WMATA Executive Committee accepted a report from the Office of Inspector General (OIG) summarizing their activities from July 1 – December 31, 2019. The OIG also issued six reports finding \$6.4 million in funds that are now put to better use and an additional \$5.5 million in savings.

Mr. Smedberg also reported that the WMATA Board approved a Debt Management Policy. He thanked Mr. D'huyvetter from NVTC and Mr. Roseboom from DRPT for coordinating the jurisdictional comments for a unified message from Northern Virginia.

Mr. Smedberg also reported that the WMATA Board approved a joint development agreement for the Jackson Graham Building (WMATA's headquarters). The Board approved a 99-year ground lease of the current headquarters with annual rent payments. Closing is expected by January 2023. WMATA will consolidate office space in three locations: New Carrollton, Alexandria, and the District near L'Enfant Plaza.

Mr. Smedberg also noted that the WMATA Board approved a parking fee waiver at Vienna and Dunn Loring Metrorail stations during the Summer 2020 Metro Shutdown. These parking facilities have about 7,000 parking spaces. There will be no operating subsidy impact to jurisdictions as the capital funding will be used to mitigate the revenue loss.

Mr. Smedberg reported that the WMATA Board recognized past WMATA Board member Cathy Hudgins at a recent meeting. She was first appointed to the WMATA Board in January 2004 as an alternate and then a Principle Director and was one of WMATA's longest-serving Board members until her retirement last year. Finally, the WMATA Board appointed Walter Alcorn as the Alternate Director for NVTC. Mr. Aguirre will be sworn-in in the near future.

Mr. Smedberg noted that WMATA recently extended the public comment period for the FY2021 budget to March 9th at 9:00 A.M. WMATA staff will review the public comment before the WMATA Board makes any decisions on the budget.

Mr. Smedberg stated that since Mr. Letourneau was not able to attend tonight's meeting, he provided a written report for Commissioners to read. Mr. Smedberg also reported that the OIG just released late today the interim report on the Silver Line Phase 2.

Chair Cristol stated that of interest to Arlington County is the East Falls Church bike storage issue and preserving some of the bus routes that have been proposed for elimination. Mr. Smedberg gave some more information on the bike rack issue and expects there to be resolution soon.

Mr. Foust noted that the NVTC WMATA Committee letter to WMATA was printed on NVTC letterhead. He asked if the committee had the authority to send the letter. Chair Cristol stated that the Commission at its January meeting authorized the committee to send the letter on behalf of the Commission. Without that expressed delegation, the committee would not have put it on NVTC letterhead. Mr. Foust asked about ratification by the Commission. Mr. MacIsaac responded that the Commission could certainly ratify it but the delegation of authority to send the letter was sufficient, especially in light of the explicit direction of the content.

Ms. Garvey asked if WMATA has any information on the bike storage issue so she can direct her constituents to the correct information. Mr. Smedberg stated that he is not aware of any online information but noted that the work just needs to be completed. Ms. Garvey expressed her opinion that WMATA needs to provide some sort of explanation. Mr. Alcorn stated that there have been a number of procurement reforms at WMATA over the past few years. Mr. Smedberg stated that the new team in place leading this effort is making significant progress.

Ms. Garvey stated that some of the bus routes WMATA is proposing to eliminate are bus routes that are popular and performing well. Mr. Smedberg provided more details about the budget process. Mr. Walkinshaw stated that he assumes WMATA has a way to rank the routes,

but that process has not been made public. That information would be helpful for citizens to see how certain routes compare to other routes. Mr. Alcorn observed that bus is subsidized more than rail. Mr. McKay noted that farebox recovery isn't always accurate because of the number of students and others riding free or with reduced fares on the buses.

Mr. Meyer arrived and joined the discussion.

Following Commission discussion, Chair Cristol stated that it would be helpful to get clarification on WMATA's policy of how it considers jurisdictional subsidies in terms of student fares and farebox recovery and the efficacy of the routes. Mr. McKay stated that he hopes that WMATA factors the unique circumstances and complexities of each route. Mr. Alcorn stated that there should be complete Metrobus ridership counts going forward.

Mr. Snyder stated that Falls Church will be impacted by three things: 1) the summer shutdown, 2) the March 15th parking closures at East Falls Church and West Falls Church stations with very little notice and the impact on nearby neighborhoods as well as accessibility issues, and 3) the bike rack issue at East Falls Church Station. He has repeatedly asked for the cost benefit analysis that was done to show that the most cost beneficial way to do the work proposed for the Orange Line was in fact to totally shut down major stations. These issues are interlocking and make the use of Metro service punitive to his constituents. Another issue that is important to the city, is holding to the 3% subsidy cap. Falls Church is sticking to the 3% cap and he hopes WMATA will do so as well. He needs to know to what extent Northern Virginia is represented in any WMATA vote on the 3% cap and if budget items affecting Northern Virginia going thru the 3% cap will come back to NVTC for discussion before WMATA Board action is taken. Finally, he asked about where the public can go to find out about how the transit systems are responding to the COVID-19 virus. In response to track safety issues, Mr. Smedberg stated WMATA is addressing these issues. WMATA staff has been keeping NVTC staff updated on progress being made.

Chair Cristol noted that some of Mr. Snyder's questions may be able to be deferred until the April meeting when WMATA General Manager/CEO Paul Wiedefeld will attend and answer Commissioners' questions. Answers to the more urgent questions about the parking lot closures and COVID-19 can be sought by staff. Mr. Snyder stated that he does not want to wait until April for answers. Chair Cristol directed staff to follow-up with WMATA staff on these questions. Mr. Smedberg noted that WMATA is participating on a task force responding to COVID-19 and gave a brief report on WMATA's actions and preparations.

Mr. Foust noted that regarding the March 15th parking lot closures, the parking garage at West Falls Church will remain open, but all the ground parking will be closed. He stated that it is his understanding that it is for contractor staging and his opinion is that they don't need that much space. WMATA needs to be more sensitive to the issues the local jurisdictions are facing with these closures. Parking in surrounding neighborhoods will be a real issue. Mr. Smedberg stated that the WMATA Board toured the stations and it will take quite a bit of staging for the magnitude of work being done at each station. Mr. McKay stated that he hopes WMATA has looked at overflow parking and shuttle service for these stations. Mr. Potts stated that WMATA has been working with the local jurisdictions to look at all these options. There is a call scheduled for tomorrow on how to communicate with the public. Mr. Smedberg also noted that NVTC is leading a Summer Shutdown coordination team with the local jurisdictions and transit providers. Chair

Cristol suggested Falls Church and Fairfax County Commissioners reach out to their jurisdictional staff regarding these issues and NVTC staff can stand ready to help with any additional questions.

Transit Technology Program

Ms. Mattice stated that for more than 20 years, NVTC has worked with its local providers to respond to and align with WMATA to ensure the success of its shared fare payment platform – the SmarTrip card. While the concept of a single plastic card to tap in/out of the Metrorail and bus systems seems fairly straightforward, it actually represents a huge back-end network of fare integration, revenue sharing, and – of course – both hardware and software to ensure the technology works on the rail and bus systems. With the legacy of SmarTrip at 20+ years old, the region recognizes that it's time to look for the next phase of fare technologies. Hardware and software on buses is becoming obsolete and Metrorail faregates and vending machines are operating on 20+ year old technology and mechanics.

Ms. Mattice explained that in the meantime, the invention of new digital technologies: phone and watch “apps” and chipped credit cards, along with customer expectations for integrated fare payment with trip planning and other travel modes, are putting transit agencies on the cutting edge of a new and dynamic industry. As such, NVTC has reorganized the Regional Fare Collection program to become a part of a newly named NVTC Transit Technology program. NVTC's Patricia Happ has been monitoring all of these developments and how the region can respond. She is NVTC's Technology Program Manager, who for the past several years has been leading the regional fare payment working group for NVTC's jurisdictions and serves as a key participant in the Washington DC regions fare payment efforts. She, with the support of Kimley-Horn and IBI Group, is working diligently to make sure our transit provider can align and respond to this changing environment.

Ms. Mattice asked Ms. Happ to present an overview of NVTC's Regional Fare Collection program; the status of what is happening in Northern Virginia; how transit operators are addressing immediate needs; and how they are working together to move the region forward on the next generation of fare technologies.

Ms. Happ gave her presentation to the Commission, which was also provided as a handout. She stated that NVTC is working closely with WMATA on upgrading the fareboxes and the plan is to order up to 500 upgrade kits in the next six months for the local transit systems. For the next generation fare payment, NVTC is working with WMATA and the local transit operators to find solutions. The SmarTrip system, run by WMATA, ties all the systems together so there needs to be close coordination.

Ms. Palchik asked for more information on the timeline for fare collection items. Mr. Walkinshaw asked if the region is in agreement of having one system or is there a collaborative and strategic challenge in agreeing to that goal and what it would look like for the riders and customers perspective. Ms. Mattice stated that six or seven years ago there was a collaborative goal in moving forward towards the next generation of SmarTrip. Then the technology solution imploded. Some of the transit agencies, including VRE, found that they wanted to move forward with a mobile app as WMATA continued to look for a solution for the next generation of SmarTrip.

She stated that it is fair to say that there is a desire to work towards a regional solution, but local systems are also looking at their own solutions.

Commuter Choice Program

I-66 and I-395/95 Transit Corridor Performance Report. Ms. Mattice reported that as the Commuter Choice program kicked off in December 2017, there was a recognition that there was a need to continually assess how transit is performing in the corridor. At that time, NVTC established a partnership with the Metropolitan Washington Council of Governments to collect data on the volume of traffic – single occupancy cars, carpools and vanpools, and transit – traveling along the I-66 corridor (including parallel routes). The goal of this effort was to understand if and how the introduction of tolling and the support of transit was affecting how many people and vehicles move through the corridor. As NVTC looked to start the I-395/95 Commuter Choice program, similar data counts for that corridor were collected to use as a benchmark for future analysis. Ms. Mattice stated that she was happy to announce that NVTC has published its first Commuter Choice Transit Corridor Performance Report. An Executive Summary was provided for Commissioners at their seats and the full report was included in their meeting materials.

Ms. Mattice asked Ben Owen, the Commuter Choice program manager, to talk through the major findings of the study. She also acknowledged Dinah Girma and Jae Watkins for their assistance with the report. Mr. Owen gave his presentation on the report, which reflects that more people are moving through the I-66 corridor each morning, which is consistent with the goals of the Commuter Choice program. He stated that this report will be updated on a bi-annual basis.

Mr. Alcorn asked if there is a way to determine the percentage of carpooling that comes from slugging and casual carpooling. Mr. Owen stated that they don't have that specific data but noted that each corridor (I-66 and I-395/95) has different HOV requirements. Ms. Mattice stated that there is a long history of slugging on I-395/95, but it will be interesting to see how to foster that as well along the I-66 corridor once the Outside the Beltway toll lanes open. Mr. McKay noted that the two corridors are also different on the rail configuration. He wants to make sure the baseline numbers for I-395 are correct, as I-395 users don't have a linear rail option. Ms. Mattice stated that for the report the definition of the I-66 corridor is not just the actual corridor, but people moving through the entire corridor on parallel routes (i.e. Route 29, Route 50, etc.).

I-66 Commuter Choice Round Four Program Eligibility Results. Mr. Owen reported that the I-66 Commuter Choice Round Four Call for Projects closed on January 31st resulting in 16 proposed projects to expand transportation capacity in the I-66 Inside the Beltway corridor. There is no action being requested tonight, but at the April meeting staff will present project scores to the Commission and request that the Commission authorize a public comment period via an online survey, interactive virtual town hall meetings, and a public hearing at the May meeting.

Mr. Owen reported that a total of eight jurisdictions and transit agencies submitted applications with a total I-66 Commuter Choice funding request of \$38.3 million. Staff conservatively anticipates a total of about \$25 million to be available to fund the two-year program. According

to the terms of the I-66 Memorandum of Agreement (MOA), staff reviewed the applications for eligibility in collaboration with DRPT. To be eligible, a proposed project must benefit the corridor's toll payers by moving more people and expanding transportation options, among other requirements. Fifteen projects were determined to be eligible, while one was found to be ineligible. The ineligible project did not meet the strict criteria put forth in the MOA and did not demonstrate a benefit to toll payers using I-66 Inside the Beltway. Staff from DRPT, NVTC's primary Commonwealth partner in the I-66 Commuter Choice program, verified the eligibility determinations. A further application was withdrawn following discussion between NVTC and the applicant given a very small (\$12,000) I-66 Commuter Choice funding request.

Mr. Owen referred Commissioners to a handout listing the applications. Funding requests may change as NVTC staff confirm details of the proposed projects with applicants. The 14 projects under consideration in the I-66 Commuter Choice Round Four program include:

- five enhanced bus services, including renewals of service improvements funded in prior rounds;
- two rail capital improvements;
- two transportation demand management (TDM) strategies;
- one multimodal improvement project;
- one park and ride project;
- one new bus service;
- one roadway operations project; and
- one access to transit project.

Mr. Owen stated that staff intends to advance a program of projects for approval by the Commission and the Commonwealth Transportation Board (CTB) in June. Staff plans to present the draft project scores to the Program Advisory Committee (PAC) at its March 18th meeting, followed by a presentation to the Commission at the April meeting. At that meeting the Commission will be asked to authorize a public comment period. The Commission and then CTB would be asked to approve the two-year program of projects in June.

Report from the Chair of the Legislative and Policy Committee

Mr. Meyer, chair of the Legislative and Policy Committee, stated that the committee met prior to this meeting and received a legislative update from staff. He asked Mr. Smith to give an overview of the General Assembly Session.

Mr. Smith reported that the transportation omnibus bills HB1414 and SB890 are currently in conference committee to resolve the differences between them before the Session ends. According to NVTC's legislative liaison, Aimee Perron Seibert, a compromise has been reached. When the bills went to conference, the Senate and House differed on by how much to raise the state gas tax (House = 12 cents over 3 years and Senate = 12 cents over 2 years) and then tie the gas tax to inflation. The compromise is to raise the gas tax to 10 cents over two years and it would be tied to the Consumer Price Index. The Senate proposed a new regional gas tax in localities that don't currently have it (Northern Virginia, I-81, Hampton Roads) and both sides have agreed to

that. There was a lot of pushback against removing the motor vehicle safety inspections in HB1414. The compromise would maintain the annual safety inspections but reduce the cost of the vehicle registration fees. The final bill would not include the traffic safety measures proposed (seat belts, not using a cell phone while driving). HB1439 is in conference committee that would deal with those issues. The compromise also would restore \$50 million to NVTa through increases in the grantor's tax (10 cents to WMATA and 10 cents for the Congestion Relief Fund aka NVTa) and a 1% increase transient occupancy tax (hotel tax) in Northern Virginia raising about \$30 million for NVTa. The compromise also included \$20 million for NVTa from the Transportation Fund. This provision was also included in SB890.

Mr. Smith stated that when they went to the conference committee, both bills included the state match for dedicated federal funding for WMATA. Both bills would also establish a Virginia Passenger Rail Authority to own and manage rail assets. As the bills went to conference, NVTC and PRTC proposed a technical amendment for the two Commissions to be consulted when members are appointed to the Passenger Rail Authority. Both bills included a new Transit Ridership Incentive Program. Mr. Smith stated that the conferees are expected to reach a consensus soon before the Session ends.

Ms. Mitchell gave some more details about overall statewide transit funding, WMATA funding, and the transit incentive program. She stated that the good news is that there is new significant funding for transit.

Mr. Snyder thanked Governor Northam, DRPT Director Mitchell and the entire statewide team, for this legislation.

DRPT Report

DRPT Director Mitchell stated that because of all the changes that will result from the omnibus transportation bill, DRPT will be releasing its Six-Year Improvement Program (SYIP) in May instead of April. The public hearings will be compressed into a two-week period in early May. She reported that for Smart Scale applications, the portal opened today for pre-applications. DRPT is also reviewing all of its capital grants. At the next Commonwealth Transportation Board meeting, DRPT will be presenting on the funds already set aside to provide assistance for the upcoming Summer 2020 Metro Shutdown. The CTB approved \$3.6 million in funding last year. Those funds should be available by mid-April. She also reported that Governor Northam is closely tracking the COVID-19 virus and will be ready to adapt and support local transit systems.

Mr. Smedberg and Ms. Mitchell left the meeting at 9:02 P.M. and did not return.

Virginia Railway Express (VRE)

Chair Cristol noted that there were no VRE action items this month. Acting VRE CEO Rich Dalton gave his report. He reported that systemwide VRE on-time performance for the month of February was 90%. He reviewed some of the reasons for delays, including train congestion and maintenance orders. Ridership for the month of February was 18,200 daily trips. VRE is

coordinating on the regional and national level to address COVID-19. VRE has already been following its protocol in response to the current flu season.

Mr. Walkinshaw encouraged VRE, as it promotes service to provide alternatives to address the Summer 2020 Metro Shutdown, to convey to the public where there is available parking at VRE stations, since some station parking is at or over capacity (i.e. Rolling Road and Backlick Road stations). Mr. Dalton stated that there are plenty of parking spaces at the Burke Centre Station. There are also certain trains that are less full, so new riders need to be directed to the right stations and train times. VRE has been working with NVTC and the other regional partners on the response to the shutdown. Mr. McKay stated that he assumes the reduced parking fee for VRE passengers at the Franconia-Springfield Station could apply to other stations affected by the shutdown. Mr. Dalton stated that would be a question for WMATA. WMATA staff stated that parking fees would be waived at stations impacted by the 2020 shutdown, the same as during the 2019 shutdown.

Chair Cristol gave a brief update on the VRE CEO search, which is now underway. The hope is to bring a candidate for approval to the Commissions at their July meetings.

NVTC Transit Resource Center

Ms. Mattice explained that NVTC's Transit Resource Center is the umbrella effort that provides technical assistance to member jurisdictions; collects, analyzes, and reports data from all NVTC's programs; manages the Envision Route 7 Bus Rapid Transit (BRT) project; and supports coordination with other regional transportation organizations.

Ms. Mattice acknowledged the hard work of Dan Goldfarb and Dinah Girma on the FY2020 2nd Quarter Transit Ridership Report and the FY2020 2nd Quarter Parking Utilization Report. The Transit Ridership Report reflects the good news that overall local bus and commuter rail ridership in Virginia is trending upwards. Metrorail ridership in Virginia is rebounding and trending up following the 2019 Platform Improvement Project. She explained that staff is experimenting with presenting the ridership and parking data in graphic form and appreciates Commissioner feedback. Several Commissioners gave positive feedback. Chair Cristol stated that she is happy to see bus ridership on the uptick.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which captures the highlights from the month of both NVTC activities as well as of other regional partners. She stated that staff is excited to debut the NVTC Annual Report - *"Advancing Transit" NVTC in 2019*. The Annual Report takes a look back at the incredible growth at NVTC from NVTC's new office and new staff and, perhaps most importantly, new projects. The year 2019 saw the expansion of Commuter Choice to the I-395/95 corridor and NVTC's significant role in coordinating the regional response to the summer shutdown of six Metrorail stations. The report also provides an update on NVTC's financial position and reviews all major programs. She acknowledged Matt Friedman for all his hard work putting this report together.

Ms. Mattice also reviewed some recent NVTC efforts, including the Virginia Transit Association's Legislative Day on January 27th and the Virginia Association of Counties/Virginia Municipal League (VACo/VML) Legislative Day on February 6th. She joined other panelist on February 13th to give a presentation on Bus Rapid Transit to the WMATA Safety and Security Committee. Ms. Mattice also reported that she testified on February 19th to the Commonwealth Transportation Board where they approved the amendments to the I-66 MOA. She also participated in a transportation forum last week for the OmniRide Mentorship Program, while Director of Programs and Policy Allan Fye spoke at a VDOT Town Funding Workshop.

Ms. Mattice concluded her report by reviewing several upcoming meetings. She noted that the financial reports were provided to Commissioners and they had no questions.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:15 P.M.

Approved this 7th day of May 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer



RESOLUTION #2405

SUBJECT: Approve the FY2021 State Transit Assistance Applications to DRPT

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, Washington Metropolitan Area Transit Authority (WMATA), local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2021 commencing July 1, 2020 in the amount of \$127.3 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY2021 for capital expenses totaling \$37.2 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY2021 VRE applications to DRPT in the amount of \$57.8 million in eligible operating costs and \$29.9 million in non-federal costs for capital (\$80.8 million total costs).;
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Intern Program for FY2021 in the amount of \$20,000, with state funds anticipated at 80%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Technical Assistance Program for FY2021 in the amount of \$150,000, with state funds anticipated at 50%;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC:

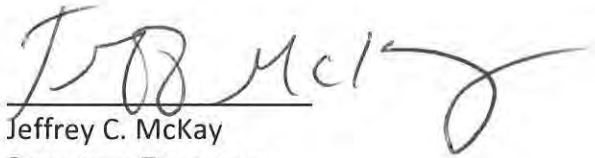
- 1) To accept from DRPT and execute the grant for WMATA capital and operating purposes per Section 33.2-1526.1 of the Code of Virginia in such amount as may be awarded; and
- 2) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's executive director, or her designee, is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 5th day of March 2020.


Jeffrey C. McKay
Secretary-Treasurer

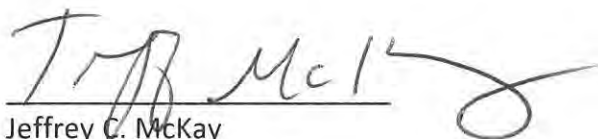

Katie Cristol
Chair



RESOLUTION #2406

- SUBJECT:** Authorize the Executive Director to Apply to DRPT for Summer 2020 Shutdown Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match
- WHEREAS:** The Department of Rail and Public Transportation (DRPT) identified a need to support mitigation efforts during the planned shutdown of Orange Line Metrorail stations in the May and September 2020;
- WHEREAS:** DRPT is expected to request proposals for mitigation plans from local jurisdictions, transit providers, and NVTC in March 2020;
- WHEREAS:** The Commonwealth Transportation Board (CTB) has allocated shutdown mitigation funding in the current FY2020 Six-Year Improvement Program (SYIP) and DRPT has requested additional shutdown mitigation funding in the proposed FY2021-2026 SYIP;
- WHEREAS:** The CTB's funding approval included NVTC's request for \$400,000 to develop and implement a marketing effort to encourage riders to return to Metrorail and public transit following the summer 2020 shutdown;
- WHEREAS:** The funding requires a local match of 20% (\$80,000); and
- WHEREAS:** The Commission has consistently supported efforts to improve Metrorail and transit ridership.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director, or her designee, to apply to the Department of Rail and Public Transportation, to execute the associated funding agreement from DRPT, and to execute a Memorandum of Agreement with local jurisdictions and transit agencies to provide the 20% local match required for the grant.

Approved this 5th day of March 2020.


Jeffrey C. McKay
Secretary-Treasurer


Katie Cristol
Chair



RESOLUTION #2407

SUBJECT: NVTC Appointments to the WMATA Board of Directors and Chair of the NVTC WMATA Committee

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA);

WHEREAS: At its January 16, 2020 Commission meeting, NVTC confirmed Christian Dorsey's appointment to the WMATA Board with his term expiring on January 5, 2021;

WHEREAS: Christian Dorsey resigned from the WMATA Board of Directors on February 6, 2020;

WHEREAS: Following the June 2018 NVTC Strategic Retreat, the Commission adopted its NVTC Policy for Appointing NVTC Members to the WMATA Board of Directors at its October 4, 2018 meeting, which includes:

1. NVTC shall appoint its members to the WMATA Board in a manner that provides for the strongest Northern Virginia Transportation Commission District representation on the WMATA Board.
2. NVTC shall strive to appoint its representative principal and alternate directors based on a rotation schedule that will allow a member from the four largest NVTC jurisdictions to serve as a principal director for at least one term within a 12-year period of time with consideration given for the scale of jurisdictional financial subsidy to WMATA.
3. NVTC's approach and timing in its WMATA Board member appointments shall take into consideration opportunities for NVTC's appointee to serve in leadership roles on the WMATA Board. Therefore, NVTC shall appoint members to a term of at least two years with the ability to be extended by the Commission.
4. NVTC recognizes the need to be flexible in the selection of its WMATA Board appointees to ensure that those NVTC members deemed the most effective representative of all NVTC jurisdictions serve in that capacity.
5. The NVTC WMATA Committee, as established in NVTC's By-Laws, will serve as the primary venue for NVTC jurisdictions to discuss issues with the appointed NVTC WMATA Board members.
6. The Virginia Secretary of Transportation or his/her designee is required by statute to be one of NVTC's principal appointees to the WMATA Board. As such, NVTC requests that the Secretary consult with NVTC in naming a designee.

WHEREAS: Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022;

WHEREAS: NVTC WMATA Committee membership is governed by NVTC's By-Laws, which directs the chair be one of the two alternate members appointed by the Commission to the WMATA Board of Directors;

WHEREAS: NVTC By-Laws require the WMATA Committee chair be one of the two NVTC alternate members appointed by NVTC to the WMATA Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as Principal Directors and Alternates to the WMATA Board of Directors:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-04-2022

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-03-2023

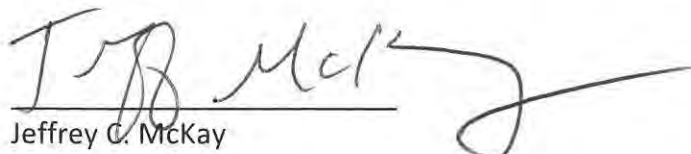
Alternates

Canek Aguirre
Term expires 01-05-2021

Walter Alcorn
Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints alternate WMATA Board member Canek Aguirre to serve as the chair of the NVTC WMATA Committee.

Approved this 5th day of March 2020.


Jeffrey C. McKay
Secretary-Treasurer


Katie Cristol
Chair



RESOLUTION #2408

SUBJECT: Endorsement of the Bus Transformation Project Vision, Goals, and Strategy

WHEREAS: Buses are an integral part of the National Capital Region's transportation network, connecting more than 524,000 homes and two million jobs within a quarter mile of bus stops within Northern Virginia;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) recognizes that bus service provides an affordable mobility option and plays a key role in reducing roadway congestion, increasing connections between residents, jobs, education, healthcare, and other opportunities, and supporting regional prosperity;

WHEREAS: NVTC and its jurisdictions have a financial responsibility for the operations of the Washington Metropolitan Area Transit Authority (WMATA) as well as local transit services;

WHEREAS: Under the leadership of NVTC, Northern Virginia's transit providers and WMATA actively coordinate advancements in bus transit service through operational analysis and planning, mitigation response, marketing and outreach, technology investments, and project implementation;

WHEREAS: NVTC believes strongly that investments in the region's bus network be done in a financially responsible way that can best balance the needs of the public with available resources;

WHEREAS: NVTC's jurisdictions actively leverage federal, state, regional, and local funding to support major bus transit capital improvements such as bus rapid transit (BRT) implementation, major farebox and fare technology upgrades, transit signal prioritization, and bus maintenance facility construction;

WHEREAS: In September 2018 WMATA launched the Bus Transformation Project with a vision that "buses will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system that will support a growing and sustainable economy."

WHEREAS: The Bus Transformation Project set out the five following goals to guide the transformation of bus across the District of Columbia, State of Maryland and Commonwealth of Virginia:

- 1) Regional Connectivity: Provide reliable on-street transit options that efficiently connect people to places and improve mobility.
- 2) Rider Experience: Ensure a convenient, easy-to-use, user-centered travel choice.
- 3) Financial Stewardship: Maintain a transit mode that is financially sustainable in the long term.
- 4) Sustainability: Encourage vibrant, economically thriving and sustainable communities.
- 5) Equity: Create a bus system that is affordable and equitable.

WHEREAS: Staff representatives from NVTC and its jurisdictions engaged with the Bus Transformation Project effort through a Technical Team and Strategy Advisory Group;

WHEREAS: In September 2019 the Bus Transformation Project released the Bus Transformation Strategy with the following recommendations:

- 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 more people quickly and reliably;

- 3) Create an excellent customer experience to retain and increase ridership; and
- 4) Empower a publicly appointed Task Force to transform bus and lead the implementation of a truly integrated regional system.

WHEREAS: In October 2019 NVTC submitted comments to the Bus Transformation Project team indicating strong support for Bus Transformation Strategy recommendations 1) through 3);

WHEREAS: In its October 2019 comments, NVTC voiced opposition to the composition of the task force noted in recommendation 4) as it did not include local transit providers nor the local jurisdictions who fund the bus systems (including Metrobus); and

WHEREAS: On January 16, 2020 the WMATA Board endorsed (Resolution #2020-01) the Bus Transformation Strategy recommendations 1) through 3), noting that in lieu of support for recommendation 4), the WMATA Board directs WMATA staff to engage with jurisdictions and local bus service providers to develop an action plan that considers the Bus Transformation Strategy with the goal of implementing said recommendations to the extent feasible and financially prudent.

NOW, THEREFORE, BE IT RESOLVED that, with the proposed actions by WMATA to include jurisdictions and local transit providers in the implementation of the Bus Transformation Study action plan, the Northern Virginia Transportation Commission endorses the vision, goals, and strategies of the Bus Transformation Project.

BE IT FURTHER RESOLVED that NVTC's endorsement of the Bus Transformation Project is conditioned on the direct representation by NVTC jurisdictional and local transit providers on any implementation task force.

BE IT FURTHER RESOLVED that NVTC supports leveraging the expertise of its staff to facilitate and support efforts to implement the Bus Transformation Project Strategy recommendations in Northern Virginia and for WMATA and the project team to periodically provide updates to the Commission on the status of the Action Plan.

BE IT FURTHER RESOLVED that NVTC encourages WMATA to incorporate the Bus Transformation Project's Strategy recommendations, where consistent with WMATA Board endorsement, into policy and in regional coordination activities.

BE IT FURTHER RESOLVED that the adoption of this resolution does not constitute a commitment by NVTC or its jurisdictions to fund or implement specific actions in the Bus Transformation Project, as implementation is subject to jurisdictional budgetary constraints, WMATA's annual budgets, and local and regional board actions.

Approved this 5th day of March 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair

PRESENTED AND ADOPTED: January 16, 2020

SUBJECT: ENDORSEMENT OF BUS TRANSFORMATION STRATEGY

2020-01

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Pursuant to Compact Section 9(b) and Board Bylaws Article II.1, the Board is primarily responsible for policy, financial direction, oversight, and WMATA's relationships with its customers, jurisdictional partners, and signatories; and

WHEREAS, The Washington, D.C. area relies on an integrated transportation network, in which buses play an essential role as the most efficient mode of surface transportation, reducing roadway congestion, providing the most affordable mobility option, extending the reach of transit into communities across the region, and connecting residents with jobs, education, healthcare, and is fundamental to the region's prosperity; and

WHEREAS, Over 620,000 trips on local buses are taken every weekday, and 81 percent of residents live within a quarter-mile of a bus stop; and

WHEREAS, Bus providers are contending with significant challenges as bus speeds are declining, ridership has fallen, and, the world of transportation is innovating rapidly, and our region's bus system has not kept pace; and

WHEREAS, Metrobus is one major component of the Washington area regional bus network, which consists of local bus services operated independently by Municipalities, Counties, States, other Regional Agencies and private providers, and

WHEREAS, Metrobus ridership has declined by 13 percent during the period 2012 through 2017, and

WHEREAS, The quality of bus service is a shared responsibility of bus service providers, departments of transportation who own and operate streets and curbs and enforce use regulations for these amenities, and funding partners ("Responsible Parties") and these Responsible Parties must work together to create a regional system that meets customer needs; and

WHEREAS, A steering committee of regional civic and business leaders led a project on behalf of the region, with the ambitious vision that buses will be the transportation mode

Motioned by Mr. Goldman, seconded by Ms. Gidigbi

Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Rouse, Mr. Letourneau, Mr. Bulger, Mr. Slater and Mr. McMillin

of choice on the region's roads in the future, serving as the backbone of a strong and inclusive regional mobility system (the "Bus Transformation Project"); and

WHEREAS, Civic and business leaders from across the region exchanged views on the vision and strategy to transform bus in the region and sought involvement of regional political leaders to act now; and

WHEREAS, The Bus Transformation Project benefits from more than a year of outreach to nearly 9,000 citizens and 140 leaders from jurisdictions, bus providers, businesses, community organizations, disability advocates, labor and other stakeholders, provides a Strategy that outlines recommendations and the direction to transform the region's bus system, and develops a ten-year Action Plan with implementation steps to gain momentum over time; and

WHEREAS, The region's residents and civic and advocacy groups clearly indicated their desire for a fast, frequent, reliable, and affordable bus system that feels unified across the region; and

WHEREAS, The Bus Transformation Strategy includes key recommendations to: provide frequent and convenient bus service, give buses priority on roadways, create an excellent customer experience, and establish ongoing stewardship to transform bus regionally, while enabling local action;

NOW, THEREFORE, be it

RESOLVED, That the Board believes strongly in investing in the region's bus network in a financially responsible way to improve mobility, reduce congestion, promote regional competitiveness, promote a more livable region, and fight climate change; and be it

RESOLVED, That the Board in broad terms endorses the vision, goals, and the high level strategy recommendations of the Bus Transformation Project to (1) Provide frequent and convenient bus service that connects communities, (2) give buses priority on roadways to move people quickly and reliably, and (3) create an excellent customer experience to retain and increase ridership, putting aside for the time being the recommendation of a Task Force to lead the implementation phase, as the direction required to transform bus in the region, recognizing that capital and operating impacts on local providers will have to be determined, evaluated and agreed upon before specific funding commitments, projects, and agreements are secured from the Responsible Parties and through the WMATA's annual budget process; and be it

RESOLVED, That the Board directs WMATA staff to engage with Jurisdictions and local bus service providers to develop an action plan that considers the recommendations of the BTP report with the goal of implementing said recommendations to the extent feasible and financially prudent; and be it

RESOLVED, That in this regard the Board urges that favorable consideration for early implementation be given to the following recommendations of the BTP if financially feasible:

(1) Update WMATA's Metrobus service guidelines; (2) Study the restructuring of the Metrobus network to create an efficient and customer-focused network; (3) Support implementation of bus priority projects such as bus-only lanes and bus rapid transit (BRT) within WMATA's role as a service provider and facilitate the study of bus priority projects by lending expertise to Jurisdictions and Responsible Parties actively implementing and funding such projects; (4) Provide free transfers between Metrobus and Metrorail and local bus service providers where supported by jurisdictions and within funding constraints; (5) Create and implement a mobile app solution for Metrorail, Metrobus and local bus service provider customers to plan and pay for trips in one place; (6) Develop regional passes that work across all providers (7) Test and evaluate zero emission, including electric buses to add to the bus fleet; (8) Provide jurisdictionally funded fare buy down options for low-income riders; and (9) Incorporate major Metrobus and regional provider bus routes in the Metrorail System Map wherever displayed; and be it

RESOLVED, That the Board directs WMATA staff to continue to coordinate service with locally provided bus service and Responsible Parties to respond to customer demand and create a bus network that works within the realities of the complex funding and governance structure in the Metropolitan Washington region, while advancing a system that is customer-focused and feels unified to the public; and be it

RESOLVED, That the Board directs WMATA staff to work with other Responsible Parties and regional bus service providers to improve fare system integration and to offer more convenient and flexible seamless trip planning and payment options in the context of the complex financial arrangements for bus service in the Metropolitan Washington region; and such work should address the fiscal impacts to other providers associated with these programs; and be it

RESOLVED, That the Board recognizes that giving buses priority on roadways is essential to providing fast and reliable bus service and encourages Responsible Parties to find opportunities to move quickly from planning to implementation of bus priority measures, including bus rapid transit (BRT) where practical; and be it

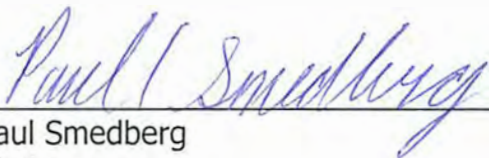
RESOLVED, That the Board adopts those recommendations as specified in the prior Resolved Paragraphs as guidance to staff in drafting relevant policies such as Metrobus service standards and future potential recommended changes to Metrobus service definitions, as a means to create an excellent customer experience and encourages collaboration among all Responsible Parties on these expeditiously; and be it

RESOLVED, That the Board encourages Responsible Parties to incorporate the Bus Transformation Strategy's recommendations, where feasible, into their local planning and funding activities to ensure progress on transforming the region's bus network;

RESOLVED, That the Board directs staff consistent with the prior Resolved Paragraphs to update applicable budgeting and planning documents to incorporate the Bus Transformation Strategy and recommendations to be given favorable consideration for early implementation; and be it further,

RESOLVED, That the Board will seek specific ways to support implementation of the strategy at WMATA including through the annual budget process, the capital improvement program and the adoption of relevant policies; and be it finally,

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Compact Section 8(b).



Paul Smedberg
Chair

WMATA File Structure Nos.:
6.6.4 Bus Route and Service Planning



RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Christian Dorsey on the Occasion of His Departure from the Northern Virginia Transportation Commission

WHEREAS: The Honorable Christian Dorsey was elected to the Arlington County Board in 2015 and served as its chair in 2019;

WHEREAS: Mr. Dorsey was appointed to serve on the Northern Virginia Transportation Commission in 2016;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;

WHEREAS: As a member of NVTC, Mr. Dorsey served on the NVTC Executive Committee and the NVTC WMATA Committee;

WHEREAS: In anticipation of a new Virginia law that took effect July 1, 2018, providing dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA) and government reforms, NVTC acted at its June 2018 Strategic Retreat to appoint Christian Dorsey as a principal member to the WMATA Board of Directors to represent NVTC jurisdictions;

WHEREAS: During his tenure as a principle director on the WMATA Board of Directors, Mr. Dorsey served as chair of the Finance and Capital Committee and a member of the Safety and Operations Committee;

WHEREAS: As chair of the Finance and Capital Committee, Mr. Dorsey assured multi-jurisdictional representation during WMATA's budget development process, collaborated with WMATA to provide the jurisdictions with more detail on Capital Improvement Program spending, and guided conversations on Loudoun County's participation in WMATA's subsidy allocation formula;

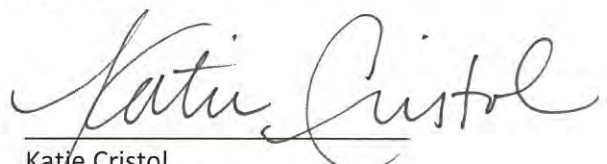
WHEREAS: In his role on the Safety and Operations Committee, Mr. Dorsey achieved regional support for WMATA's preventative maintenance program resulting in a rebound of Metrorail customer satisfaction and improved safety and reliability; and

WHEREAS: Mr. Dorsey worked diligently to strengthen communication between the Virginia WMATA Board members and NVTC jurisdictions to build consensus on issues related to WMATA.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable Christian Dorsey for his service to NVTC, WMATA, the citizens of Northern Virginia, and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Dorsey as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of March 2020.


Katie Cristol
Chair



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable David LaRock on the Occasion of His Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Honorable David LaRock was elected in 2014 to the House of Delegates to represent the counties of Loudoun, Frederick and Clarke;
- WHEREAS:** Delegate LaRock was appointed by the Speaker of the House of Delegates in 2015 to serve on the Northern Virginia Transportation Commission, with his term expiring on January 7, 2020;
- WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** As a member of the General Assembly, Delegate LaRock serves on the Transportation Committee; Counties, Cities and Towns Committee; and Communications, Technology and Innovation Communication Committee;
- WHEREAS:** During the 2018 General Assembly Session, Delegate LaRock patroned HB1285 which directs the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, the Virginia Railway Express, and the Commonwealth Transportation Board to conduct an annual joint public meeting for the purposes of presenting to the public, and receiving public comments on the transportation projects proposed and conducted by each entity in Planning District 8;
- WHEREAS:** Delegate LaRock is a dedicated public servant and long-serving legislator in the Virginia General Assembly because of his common-sense approach to solve problems and achieve results; and
- WHEREAS:** Delegate LaRock brought that same tireless dedication to every meeting of NVTC to diligently carry out his duties on behalf of his constituents.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable David LaRock for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Delegate LaRock as an expression of its gratitude and in appreciation of his work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of March 2020.


Katie Cristol
Chair

Item #2: Washington Metropolitan Area Transit Authority (WMATA)



TO: Chair Cristol and NVTC Commissioners

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

DATE: March 26, 2020

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

On March 11, 2020 the World Health Organization declared COVID-19 a pandemic setting forth a series of actions at the federal, state, and local levels to combat and contain the spread of the virus during this public health emergency. Since that time, NVTC jurisdictional transit agencies, including WMATA and VRE, have implemented substantial changes to transit operations, many of which are being updated daily. The information provided in these staff reports reflect decisions as of the publication date and are subject to change.

WMATA General Manager/CEO Paul Wiedefeld was planning to join the Commission at its April meeting to discuss the Proposed [WMATA FY2021 Capital and Operating Budget](#), regional transportation trends and transit initiatives as well as upcoming major capital work. NVTC staff is working to reschedule his presentation to the June 4th Commission meeting. Information on the WMATA FY2021 Capital and Operating Budget will be provided to the Commission upon its approval, expected on April 2nd.

The NVTC staff presentation on the regional coordination effort WMATA and NVTC are leading to prepare for the 2020 Orange Line Summer Platform Improvement Project will also be provided to the Commission separately. Background information on the 2020 Orange Line Summer Platform Improvement Project is included below.

A. WMATA COVID-19 Response

On Friday, March 13th WMATA implemented Phase 3 of its Pandemic Flu Plan. Phase 3 is the highest level of response and will include all subsequent mitigation steps required during a public health emergency. WMATA expects to be at Phase 3 until further notice and has [developed a website for customers to stay up-to-date with the latest information](#).

WMATA reduced Metrorail and Metrobus service to adjust for decreased ridership and to allow for additional disinfecting of railcars and buses. Consistent with action taken by regional jurisdictions, WMATA also implemented telework for administrative employees, combined with remote work assignments for selected employees whose job functions are not essential to operate trains and buses.

WMATA's Pandemic Task Force is taking unprecedented steps to protect the health of essential employees who work in the Rail Operations Control Center (ROCC), including a ban on visitors and non-essential personnel and creating physical separation between ROCC employee teams who will now run the rail system from two different locations to mitigate risk. Operation of the rail system will alternate between two control centers, allowing downtime for disinfecting keyboards, headsets, microphones, screens and other critical equipment in the control center.

Visitors are not permitted at WMATA Headquarters (Jackson Graham Building) or any other administrative site, and public meetings at Metro HQ have been suspended, including the Riders' Advisory Council and the Accessibility Advisory Committee. WMATA's Board of Directors is anticipated to announce plans for upcoming meetings soon.

Phase 4 is the "recovery phase" of the plan that involves WMATA's return to normal operations.

B. Report from the Chair of the NVTC WMATA Committee

The next meeting of the NVTC WMATA Committee is scheduled for April 30th. At that meeting staff will provide the Committee with a proposed approach to the 2020 update of the [NVTC Annual Report on the Performance and Condition of WMATA](#) and seek feedback from the committee. The NVTC WMATA Committee chairman will brief the Commission on these proposed strategies at the May and July Commission meetings. Currently awaiting signature by the Governor, [SB848, introduced by Senator Ebbin](#) and passed by the House and Senate, moves the due date of the NVTC Annual Report on the Performance and Condition of WMATA to December 15th.

C. Report from the Virginia WMATA Board Members

1. WMATA Board Actions

- Swearing-In of Matt Letourneau as a Principal Director of the WMATA Board

NVTC Commissioner and Loudoun County Supervisor Matt Letourneau [was sworn-in by the WMATA Board on March 12, 2020](#) as a Principal Director for NVTC. Mr. Letourneau joined the WMATA Board in January of 2019 as an Alternate Director. He was elected to represent the Dulles District on the Loudoun County Board of Supervisors in 2011 and re-elected in 2019. Mr. Letourneau served as NVTC chairman in 2019.

2. WMATA Committees

- Dedicated Revenue Financing Program Update

The WMATA Finance and Capital Committee received an update on the proposed terms and recommended sales strategy for an inaugural \$545 million bond issuance tentatively scheduled for early May 2020 pricing. Receipt of dedicated funding requires a new financing credit. The 2020 Dedicated Capital Funding credit is being crafted to pledge only the collateral of the new dedicated funding revenue for the debt issuance. All of the dedicated capital funding provided by the District of Columbia, Maryland, and Virginia, with the exception of \$30 million from the Virginia dedicated funding package due to the source of the funds, can be used to support debt.

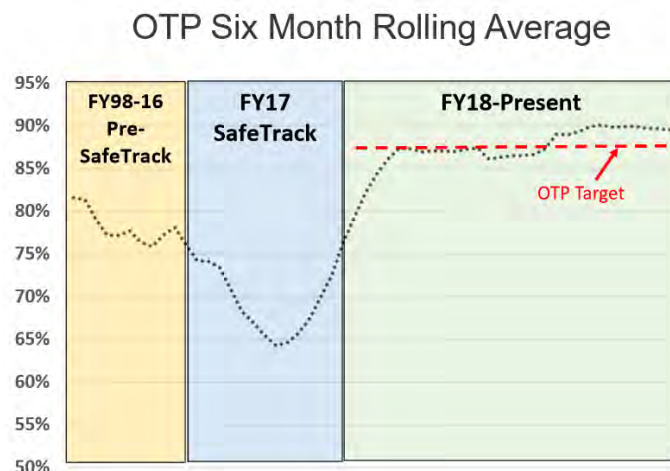
WMATA seeks to maximize capital funds financing and to minimize borrowing cost in accordance with the WMATA Board approved debt management policy.

- Overnight Rail Maintenance and Construction and Hours of Service

The WMATA Safety and Operations Committee received a presentation from WMATA staff on [the impact of the proposed FY2021 Metrorail Service Hours](#) on ridership, net jurisdictional costs and ability to complete capital projects and maintenance work. If approved by the WMATA Board for FY2021, Metrorail service hours will be increased by four hours a week, partially restoring hours cut in 2016. Service would be extended to midnight Monday through Thursday and to 2:00 A.M. on Friday and Saturday nights. Sunday service hours will not change, but rail service will be increased to match Saturday service with 12-minute headways.

Maintenance work conducted when the Metrorail system is closed is used for inspection, preventative maintenance and capital projects to replace aging assets. A portion of the overnight maintenance window cannot be used for work because trains must first be cleared from the system and work areas must be safely set up.

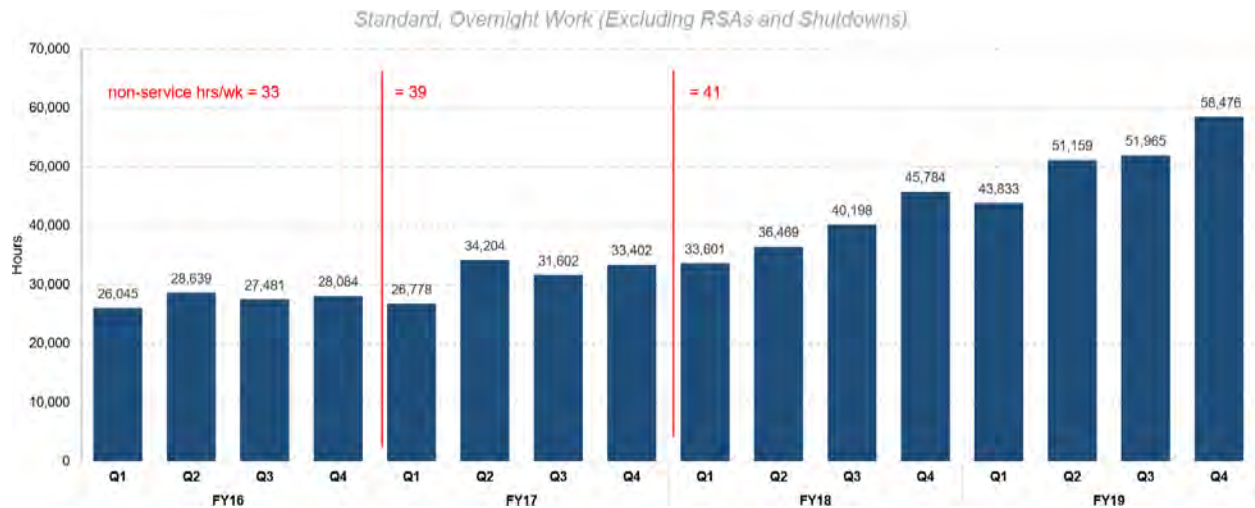
Figure 1: Metrorail On-time Performance (FY1998 to Present)



Source: [WMATA's Presentation on Preventative Maintenance and Metrorail Span of Service](#)

WMATA has made significant progress on improving the utilization of maintenance hours. Investments in technology and better planning and coordination has resulted in a 75% increase in productive maintenance hours since the service hours change in FY2018. Under the current Metrorail service hours adopted in FY2018, capital renewal and preventative maintenance work has contributed to a seven-year high for customer on-time performance. In Q2 FY2020, 90% of Metrorail customers were on-time.

Figure 2: Total Work-Wrench Hours during Overnight Hours



Source: [WMATA's Presentation on Preventative Maintenance and Metrorail Span of Service](#)

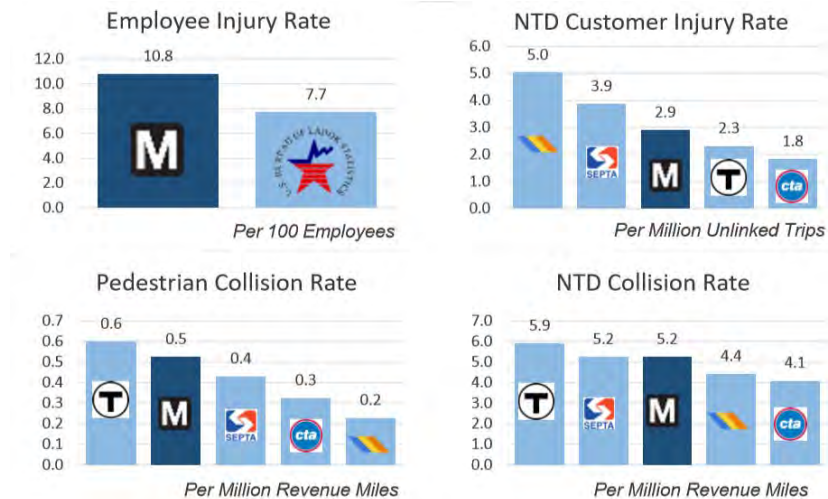
Increasing service hours without compromising safety will require increasing the productivity of crews, the efficiency of accessing the work zones after the trains have cleared, and the effectiveness of work by achieving state of good repair and right-sizing maintenance plans.

- Bus and MetroAccess Safety Initiatives

The WMATA Safety and Operations Committee received a [presentation on the status of efforts to reduce customer and employee injuries on Metrobus and MetroAccess](#). The four main metrics used to measure bus safety performance are pedestrian strikes, collision rate, employee injury rate and the customer injury rate as reported from the National Transit Database (NTD).

The NTD pedestrian strike metric measures pedestrians that were transported to medical care after being struck by a bus. WMATA's pedestrian strike metric has increased from 21 strikes in CY2018 to 23 strikes in CY2019. The NTD bus collision rate had a 5% decrease from CY2018 to CY2019, with 16 fewer collisions. The employee injury rate also decreased 10% from CY2018 to CY2019, resulting in 46 fewer injuries. Finally, the NTD customer injury rate decreased 7% from CY2018 to CY2019, with 26 fewer injuries.

Figure 3: Metrobus Safety Performance Compared to Peer Agencies



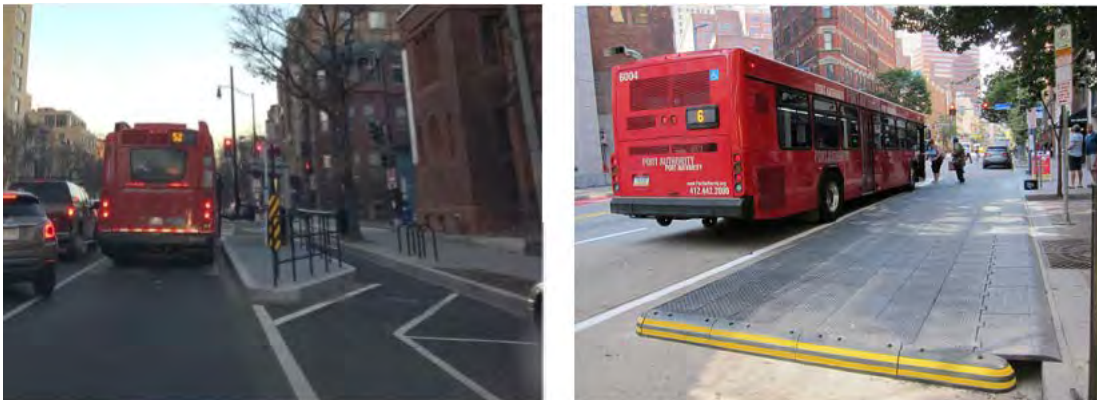
Source: [WMATA Presentation on Bus and MetroAccess Safety Initiatives](#)

The two metrics used to gauge MetroAccess safety performance are the collision rate and the NTD customer injury rate. The MetroAccess collision rate had a 12% year over year decrease, resulting in 98 fewer collisions. The NTD customer injury rate increased 11% year over year, resulting in five additional injuries.

WMATA is deploying several initiatives to reduce injuries on Metrobus. To reduce Metrobus operator assaults, WMATA has implemented bus operator de-escalation and conflict resolution training and a “Respect your Ride” youth campaign.

In collaboration with the District Department of Transportation (DDOT), WMATA is exploring floating bus stops, which create dedicated boarding areas between the curb and bus travel lanes to reduce traffic incidents. WMATA and DDOT have installed a permanent pilot on 14 Street NW in the District and are developing temporary installations as well. VDOT also provided partial funding for a grant to install mobile eye shield and a collision avoidance system on Metrobuses.

Figure 4: Floating Bus Stops



(Left) WMATA and DDOT Floating Bus Stop Pilot on 14th Street in D.C. (Right) Temporary Floating Bus Stop in Pittsburgh. Source: [WMATA Presentation on Bus and MetroAccess Safety Initiatives](#)

D. 2020 Metrorail Station Shutdown and Mitigation Strategy

WMATA and NVTC are leading the regional coordination effort to prepare for the 2020 Orange Line Summer Platform Improvement Project. NVTC's continuing role in the Platform Improvement Project preparation is to facilitate regional coordination calls and meetings as well as serve as a central resource for information sharing and planning materials. NVTC staff will be providing more information on the regional supplemental service options, some of the communications and outreach strategies enacted by Northern Virginia jurisdictions, and the planning timeline and lessons learned applied from last year's Blue and Yellow Line Platform Improvement Project to Commissioners at a future date.

As part of the second phase of its multi-year Platform Improvement Project, WMATA will be closing Orange Line Metrorail stations Vienna, Dunn Loring and East Falls Church for platform rehabilitation and customer amenity updates. The stations will be closed starting May 23rd and be closed until after Labor Day, September 7th. West Falls Church will remain open for rail service, and WMATA will provide shuttle buses on both the Orange and Silver Line to help mitigate customer impacted by station closures and reduced rail service. Additional service information can be found at www.wmata.com/platforms.

OR Free Shuttle Service

ALL TIMES

Shuttle 1

Between **Vienna** & **West Falls Church** only

Shuttle 2

Between **Dunn Loring** & **West Falls Church**

Shuttle 3

Between **East Falls Church** & **Ballston-MU**

ON REQUEST

Shuttle 4

Provided on request between **Vienna** & **Dunn Loring**

Shuttle 5

Provided on request between
West Falls Church & **East Falls Church**

RUSH HOUR ONLY

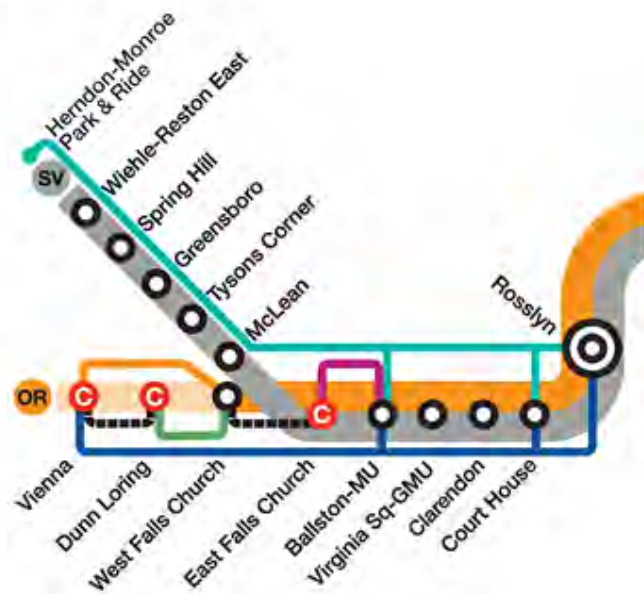
*Monday – Friday (both directions only)
Inbound from 5 to 9 a.m. | Outbound from 4 to 7 p.m.
No service at other times*

Shuttle 6

Limited stops at **Vienna**, **Ballston-MU**,
Court House & **Rosslyn**

Shuttle 7

Limited stops at **Herndon-Monroe Park & Ride**,
Ballston-MU, **Court House** & **Rosslyn**



 No service west of West Falls Church  Station closed  Station open
ADA shuttles provided upon request between impacted stations

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice, Ben Owen and Jae Watkins

DATE: March 26, 2020

SUBJECT: Commuter Choice Program

Staff completed the initial scoring assessment of the 14 eligible projects under consideration for Round Four (FY2021-FY2022) of the I-66 Commuter Choice program. These project applications request approximately \$32.9 million in I-66 Commuter Choice funding. NVTC staff will release the project information for public comment from April 6 through May 21, 2020 to allow adequate time for public comment in advance of Commission action at its June 2020 meeting.

During May, staff plan to brief the Commonwealth Transportation Board (CTB) on the proposed projects and to reconvene NVTC's Program Advisory Committee to propose an I-66 Commuter Choice Round Four Program of Projects for the Commission's approval in June. Upon approval by NVTC, the Program will be submitted by NVTC to the CTB for adoption into the Commonwealth's FY2021-2026 Six-Year Improvement Program later in June.

I-66 Commuter Choice Round Four Funding Availability

The [Second Amended and Restated Transform I-66 Inside the Beltway Memorandum of Agreement](#) with the Commonwealth approved earlier this year provides for a total of approximately \$25 million over Fiscal Years 2021 and 2022, excluding prior year carryover funding. NVTC staff are reviewing the availability of carryover, unallocated balances and interest payments to supplement the two-year program. Please note that at the time of this publication, it is unknown whether the COVID-19 public health emergency will have an impact on the availability of toll revenue funding available to this program.

I-66 Commuter Choice Round Four Scoring

Table 1 summarizes the initial scores for the 14 projects under consideration for funding under the I-66 Commuter Choice Round Four program, which range from 44 to 97 on a scale from 0 to 100. These scores were developed by NVTC's technical staff and provided to applicants for review. In addition to refinements in project funding requests, the scores are subject to change prior to consideration by the Commission for approval. NVTC staff will provide the Commission with final scores and funding requests prior to consideration of the Round Four program expected at its June 2020 meeting.

**Table 1: Round Four (FY2021-2022) Application Scores for I-66 Commuter Choice
(As of March 24, 2020, sorted by Total Score)**

Applicant	Application Title	Total Score (100 Points)	Funding Request
Arlington County	Ballston-MU Metrorail Station West Entrance	97	\$10,000,000
Fairfax County	McLean Metro Station North Entrance	85	\$1,000,000
PRTC	Renewal of Bus Service from Gainesville to Pentagon/Navy Yard	80	\$461,100
City of Falls Church	Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center	73	\$3,305,967
Loudoun County	Renewal of Metro Connection Route 88X Dulles South Extension	71	\$649,819
PRTC	Renewal of Bus Service from Haymarket to Rosslyn	71	\$137,100
PRTC	New Bus Service from Gainesville to NoMa	63	\$3,886,200
Loudoun County	Renewal of Purcellville Metro Connection Bus Service	62	\$1,418,060
PRTC	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	62	\$85,000
Fairfax County	New Bus Service from Reston South to Crystal City	59	\$5,110,800
City of Fairfax	City of Fairfax Bike Share Implementation	59	\$460,000
Arlington County	Lee Highway HOV and Bus-Only Lane in Rosslyn	57	\$710,000
Town of Vienna	New Park and Ride at Patrick Henry Library	56	\$5,500,000
Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	44	\$154,500
Total Funding Request (as of March 24, 2020)			\$32,878,546

Source: NVTC

Details on each project's technical score are provided in the attached Table 2. All I-66 Commuter Choice Round Four projects were scored using the [technical evaluation criteria approved by the Commission in November 2019](#). Under this approved approach, the project score is scored based upon four separate elements:

- 1) Technical Merit (70 points), which includes person throughput, travel time savings, connections between transportation modes and activity centers, and diversion mitigation;
- 2) Annualized Cost Effectiveness (15 points), which normalizes the technical merit score to the funding request, annualized to account for the useful life of the project;
- 3) Applicant Preference (10 points), which demonstrates the priority of the project to the applicant; and
- 4) Interagency Collaboration (5 points), which demonstrates coordination with other jurisdictions or agencies in the region.

The composition of Round Four applications reflects a shift toward capital projects as compared to prior funding rounds. Two proposed second entrances to Metrorail stations, at Ballston and McLean, scored the highest in the process given their ability to move more I-66 Inside the Beltway commuters more efficiently and their consistency with other Commuter Choice program goals. These projects also benefitted from a recent change to the evaluation process to account for the useful life of capital assets in the Cost Effectiveness criterion. Commuter and express bus service proposals also tended to score well, as they have in prior funding rounds.

I-66 Commuter Choice Round Four Public Comment

A public comment period to solicit feedback on the Round Four (FY2021-2022) [list of eligible scored projects](#) will run from April 6, 2020 to May 21, 2020 at 5:00 P.M. Staff plan to offer a variety of ways for members of the public to submit comments:

1. Via a web form at www.novatransit.org;
2. At virtual town hall meetings in April that will provide opportunities to learn more about proposed projects, ask questions of applicants, and provide comments; and
3. At public meetings in early to mid-May, if in-person public meetings have resumed by this time. Staff plans to hold an open house and public hearing at the May 7th NVTC Commission meeting, with the open house beginning at 6:00 P.M. and the public hearing at 7:00 P.M. Staff also plan to solicit public comment at the Northern Virginia Spring Transportation Meeting planned for mid-May at the VDOT District Office, 4975 Alliance Drive, Fairfax, Virginia.

As with other recent Commuter Choice funding rounds, NVTC plans to enhance traditional outreach efforts by launching a social media campaign that is geo-targeted to each project (i.e. specific communities and neighborhoods of potential transit riders and potential sluggers, etc.).

Background

NVTC's [I-66 Commuter Choice program](#) funds projects to improve the reliability and efficiency of travel along I-66 Inside the Beltway. The program is designed to move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Funding is available to jurisdictions and public

transit agencies in Planning District 8, and funded projects must benefit toll payers of I-66 Inside the Beltway.

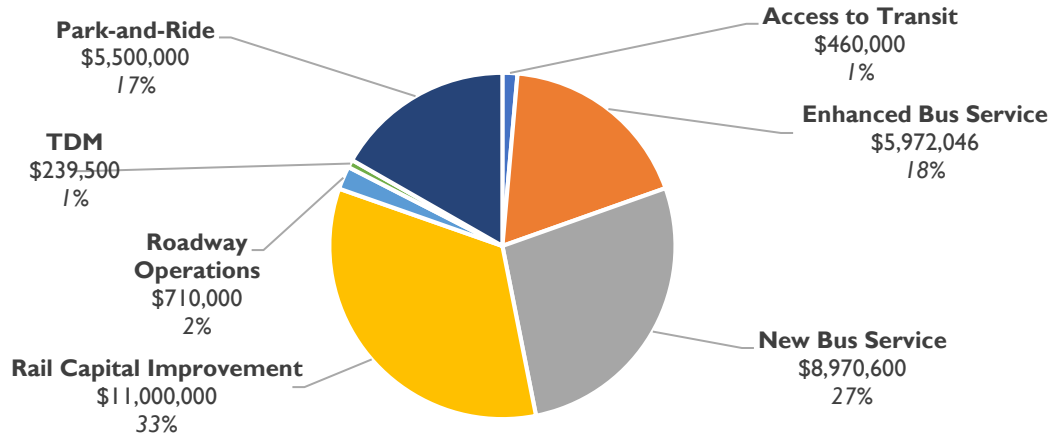
The [I-66 Commuter Choice Round Four \(FY2021-2022\) Call for Projects](#) closed on January 31, 2020 resulting in 16 proposed projects to expand transportation capacity in the I-66 Inside the Beltway corridor. A total of eight jurisdictions and transit agencies submitted applications with a total I-66 Commuter Choice funding request of \$38.3 million. One application was deemed ineligible due to a lack of toll payer benefits as required by the MOA and another application was withdrawn by its applicant. Fourteen applications remain under consideration for funding, some with different funding requests than originally proposed in response to eligibility and other technical questions raised by NVTC staff.

Table 2:
Detailed Round Four (FY 2021-2022)
Application Evaluations

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Applicant	Application Title	Application Type	Technical Merit (70 Points)	Annualized Cost Effectiveness (15 Points)	Applicant Preference (10 Points)	Interagency Collaboration (5 Points)	Application Score (100 Points)	Funding Request	Cumulative Funding Request
Arlington County	Ballston-MU Metrorail Station West Entrance	Rail Capital Improvement	67	15	10	5	97	\$10,000,000	\$10,000,000
Fairfax County	McLean Metro Station North Entrance	Rail Capital Improvement	60	10	10	5	85	\$1,000,000	\$11,000,000
PRTC	Renewal of Bus Service from Gainesville to Pentagon/Navy Yard	Enhanced Bus Service	60	10	10	0	80	\$461,100	\$11,461,100
City of Falls Church	Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center	Enhanced Bus Service	53	5	10	5	73	\$3,305,967	\$14,767,067
Loudoun County	Renewal of Metro Connection Route 88X Dulles South Extension	Enhanced Bus Service	56	10	0	5	71	\$649,819	\$15,416,886
PRTC	Renewal of Bus Service from Haymarket to Rosslyn	Enhanced Bus Service	56	15	0	0	71	\$137,100	\$15,553,986
PRTC	New Bus Service from Gainesville to NoMa	New Bus Service	53	5	0	5	63	\$3,886,200	\$19,440,186
Loudoun County	Renewal of Purcellville Metro Connection Bus Service	Enhanced Bus Service	42	5	10	5	62	\$1,418,060	\$20,858,246
PRTC	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	TDM	47	15	0	0	62	\$85,000	\$20,943,246
Fairfax County	New Bus Service from Reston South to Crystal City	New Bus Service	49	5	0	5	59	\$5,110,800	\$26,054,046
City of Fairfax	City of Fairfax Bike Share Implementation	Access to Transit	34	10	10	5	59	\$460,000	\$26,514,046
Arlington County	Lee Highway HOV and Bus-Only Lane in Rosslyn	Roadway Operations	42	10	0	5	57	\$710,000	\$27,224,046
Town of Vienna	New Park and Ride at Patrick Henry Library	Park-and-Ride	36	5	10	5	56	\$5,500,000	\$32,724,046
Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	TDM	29	15	0	0	44	\$154,500	\$32,878,546

TOTAL FUNDING REQUEST BY PROJECT TYPE



Applications have been evaluated based on the information documented in the submitted applications or in subsequent technical clarifications. The evaluation is consistent with the methodology established in the project selection process adopted by the Commission in November 2019.

Transit operating funding requests total \$7,512,979 (23 percent of all requested funds) and are defined based on FTA Circulars 9030 and 9040 (urbanized and rural area formula grant programs) and includes fuel, oil, driver salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.

The table above does not include NVTC's set-aside for program administration activities. Staff are working to identify the needed amount of funding for these activities over the two fiscal years.

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Item #4: Legislative Update

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice and Zachary Smith

DATE: March 26, 2020

SUBJECT: Legislative Update

A. Virginia General Assembly Update

After many long days and nights on the House and Senate floor, the General Assembly adjourned sine die. During the 60-day Session, which lasted one day longer than scheduled, the General Assembly considered 3,001 bills. At the close of the Session, 1,351 bills were approved and sent to the Governor for his review and action.

This was one of the most transformative General Assembly Sessions for transportation in a generation. Members passed a transportation omnibus bill that will streamline Virginia's transportation funding allocation model and secure sustainable revenues for local transit operators, WMATA and VRE. NVTC outlined specific priorities before the legislative session began in the 2020 Legislative and Policy Agenda, including long-term, sustainable transit funding. Prior to the passage of these bills, the Commonwealth faced a \$208 million shortfall in transit funding over the next five years.

An [overview of the transportation omnibus bill](#) and a [summary of the legislation](#) relevant to NVTC that passed the General Assembly is attached.

B. Federal Update

On March 25, 2020 the U.S. Senate unanimously passed a [\\$2.2 trillion emergency relief bill](#) that includes \$25 billion in funds for transit operators who receive funding under the Federal Transit Administration urban and rural formula programs. In Northern Virginia, these include WMATA, VRE and PRTC/OmniRide. In addition, the package includes \$150 billion for fiscal relief to states and municipalities that can be used to address the fiscal impacts of the COVID-19 public health emergency, in general. [Senate Appropriations Vice Chairman Patrick Leahy prepared a summary highlighting the provisions in the bill.](#)

Under the emergency relief bill, transit operators can seek reimbursement from FTA to cover lost revenue, costs to maintain service, costs for increased cleaning of vehicles and facilities and paying administrative leave of operations personnel in response to the coronavirus pandemic.

The funding allocation is generally based upon the formulas established in statute for FTA's capital programs, based upon the FY2020 apportionments, as follows:

- Section 5307 Urbanized Area Formula (\$13.9 billion)
- Section 5311 Rural Area Formula (\$1.8 billion)
- Section 5337 State of Good Repair Formula (\$7.6 billion)
- Section 5340 Growing and High-Density State Formula (\$1.7 billion)

Other provisions of the bill include:

- FTA must apportion (make available) funds within seven days of the bill's enactment. Note – these are grants to reimburse transit agency expenses.
- Operating expenses are not required to be included in a transportation improvement program (TIP), long-range transportation and statewide transportation plans, or a statewide transportation improvement program (STIP).
- Funding recipients "should make every effort to appropriately adjust operations in response to reduced demand as a result of coronavirus."

NVTC sent a [letter to the members of the Northern Virginia Congressional Delegation](#) to request their support in providing emergency aid to transit operators and co-signed a letter from Transportation for America urging Congress to include transit in any relief package. During the development of the legislation, staff participated in conference calls and briefings facilitated by the American Public Transportation Association, the Eno Foundation, Transportation for America and the Federal Transit Administration.

NVTC staff will continue to monitor the developments of this legislation as well any implementation guidance provided by the Federal Transit Administration.

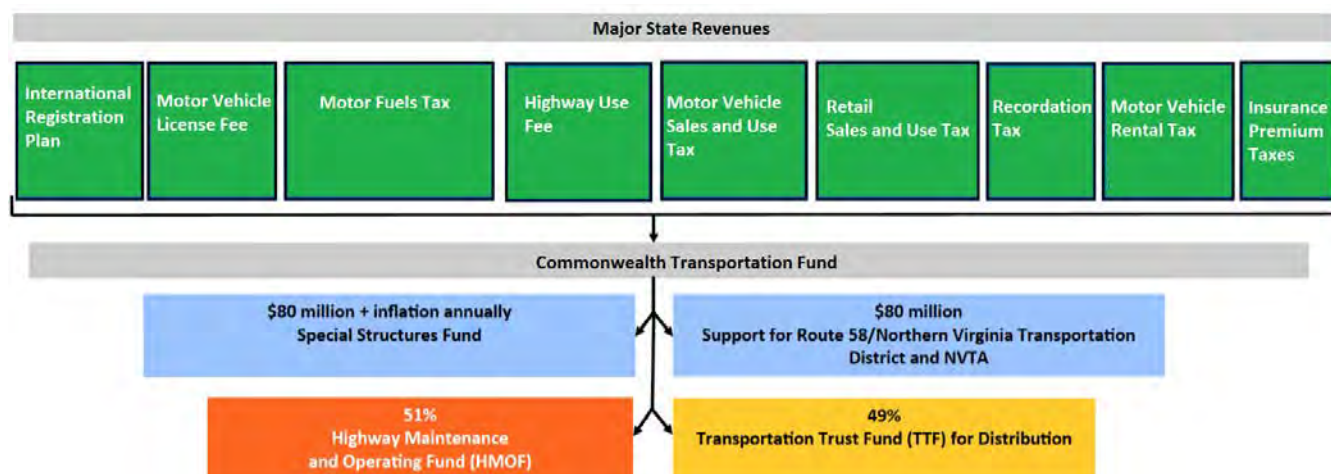
2020 Virginia General Assembly Session

Overview of the Transportation Omnibus Bill



Commonwealth Transportation Fund

Figure 1: New Transportation Funding Allocation Model



- **New Streamlined Transportation Allocation Model:** Transportation revenues are directed to a new Commonwealth Transportation Fund and the existing Highway Maintenance and Operating Fund. Funds from the Commonwealth Transportation Fund are distributed, based on legislative formulas, to various subaccounts by transportation mode.
- **Creates a New Highway Use Fee:** The omnibus bill establishes highway use fee on fuel-efficient, alternative fuel and electric vehicles. The fee is based on 85% of the difference between fuel tax paid by the average vehicle (23.7 miles per gallon) and the fuel tax paid by the fuel-efficient vehicle. Drivers of fuel-efficient vehicles have the option to participate in a mileage-based user fee program to pay a per-mile fee.
- **Changes to the Statewide Gas Tax:** The statewide gas tax increases by five cents annually over the next two years. Starting in the third year, the gas tax will be indexed to inflation.
- **Increases Regional Funding Sources:** The omnibus bill imposes a regional fuels tax in all areas of the Commonwealth where it is not currently imposed and then indexes the tax to inflation.

Commonwealth Mass Transit Fund

- **Establishes a New Transit Ridership Incentive Program (TRIP):** This program will provide funding for transit routes of regional significance, bus-only lanes on regionally significant routes, and integrated fare collection in areas with populations over 100,000. In addition, up to 25% of the program funding is directed to establishing low-income fare reduction programs and fare free services.
- **Preserves the Dedicated Funding Match:** The omnibus bill guarantees \$50 million in Virginia's match to federal dedicated funding (PRIIA) for WMATA in FY2022.

Table 1: Revenue Distribution for Commonwealth Mass Transit Fund

Mass Transit Fund (\$ in millions)	FY21	FY22	FY23	FY24	FY25	FY26
PRIIA Match		50.0	50.0	50.0	50.0	50.0
Operating	5.0	13.0	13.0	15.8	16.2	17.1
Capital	10.0	20.0	20.0	25.9	26.6	27.7
WMATA Capital Fund	7.5	17.0	17.0	26.8	27.6	29.1
Special Programs	-	-	-	1.1	1.1	1.2
TRIP Program	7.5	20.0	20.0	25.1	25.4	25.8
Total	30.0	120.0	120.0	144.7	146.9	150.9

Commonwealth Rail Fund

- **Establishes a New Virginia Passenger Rail Authority:** The authority can own track and right of way, sell or lease rail facilities, borrow money and issue debt, and has more flexibility to negotiate and enter long-term contracts with operators and service providers than DRPT.
 - The authority is governed by a 15-member Board of Directors:
 - The Governor will appoint 12 non-elected voting members to the Board. The CEO of VRE and an Amtrak representative will join the Board as non-voting members. The Director of DRPT chairs the Board and can only vote to break a tie.
 - NVTC and PRTC will each have three directors. Two directors will represent each of the following districts: RMTA, HRTAC and Planning Districts 5, 9, 10 or 11.
 - NVTC and PRTC may also submit a list of recommended directors to the Governor for consideration.
- **Enacts the Passenger Rail Facilities Bond Act:** The omnibus bill authorizes the CTB to sell up to \$1 billion bonds using I-66 Inside the Beltway toll revenues for an expanded Long Bridge and improvements and upgrades to the Rosslyn Metrorail Station.
- **Establishes Special Structures Fund and Program:** CTB will establish a program to maintain, rehabilitate and replace special structures in the Commonwealth. The omnibus bill provides \$80 million annually to implement the plan.

Impact on Northern Virginia

- **Alters the NoVa Regional Gas Tax:** The NoVa regional gas tax changes from a percentage to a fixed rate of 7.6 cents per gallon in FY2020, which is the current rate due to the price floor in effect. The regional gas tax will be indexed to inflation in FY2021.
- **Partially Restores NVRTA Funding:** NVRTA will receive \$50 million in annual transportation funding partially restoring revenues diverted to the WMATA Capital Fund in 2018. The increased funding to NVRTA would come from a grantor's tax in Northern Virginia which would generate \$30 million and a \$20 million transfer of statewide transportation funds.
- **Re-allocates Revenues in the WMATA Capital Fund:** The omnibus bill lowers the grantor's tax from \$0.15 cents to \$0.10 per \$100 and raises the transient occupancy (hotel) tax from \$2 to \$3.

2020 General Assembly Wrap Up

Transportation Omnibus Bill	
HB1414/SB890 (Filler-Corn/Saslaw)	<p>The General Assembly passed a transportation omnibus bill that will streamline Virginia's transportation funding allocation model and secure sustainable revenues for local transit operators, WMATA and VRE.</p> <p>NVTC outlined specific priorities before the legislative session began in the 2020 Legislative and Policy Agenda, including long-term, sustainable transit funding. Prior to the passage of this bill, the Commonwealth faced a \$208 million shortfall in transit funding over the next five years.</p>
Additional Bills	
HB1586 (Watts)	The bill adds an additional exception to WMATA's 3% operating cap to would allow service increases approved by the WMATA Board.
SB735 (Newman)	The compromise peer-to-peer vehicle rental tax bill provides a lower tax rate (6.5% in FY2021 and 7% in FY2022 and beyond) for a shared vehicle owner who registers no more than 10 peer-to-peer vehicles on a platform.
SB848 (Ebbin)	The bill changes the due date of NVTC's Annual Report on the Performance and Condition of WMATA from November 1 to December 15 to allow key ridership and financial data from the National Transit Database to be included.
Budget Amendments	
Item 264 #2c	Directs the Secretary of Finance to convene a workgroup on state tax-supported debt. The scope of this effort could include debt from VRE (C-ROC), NVTA, and NVTC (if we issue bonds from Commuter Choice funds).
Item 430 #2c	Directs the Secretary of Transportation to ensure at least \$5 million is allocated to the Transit Ridership Incentive Fund.
Item 430 #4c	Requires the Secretary of Transportation to present any draft MOU, contract or proposed bond issuance regarding Long Bridge to the Major Employment and Investment Commission.
Item 442 #2c	Requires DRPT to evaluate extending the Blue Line or other public transportation services from Franconia-Springfield Metro Station to Prince William and Stafford Counties.
Item 442 #5c	Directs the Chairman of NVTC to convene a workgroup to review the impact and effectiveness of the 3% cap on WMATA.
Item 443 #4c	Requires DRPT to evaluate the cost of extending VRE to Gainesville.



March 19, 2020

Chair
Hon. Katie Cristol

The Honorable Mark R. Warner
703 Hart Senate Office Building
Washington, DC 20510

The Honorable Gerald Connolly
2238 Rayburn House Office Building
Washington, DC 20515

Vice Chair
Hon. Canek Aguirre

The Honorable Tim Kaine
231 Russell Senate Office Building
Washington, DC 20510

The Honorable Don Beyer
1119 Longworth House Office Building
Washington, DC 20515

Secretary-Treasurer
Hon. Jeffrey C. McKay

The Honorable Jennifer Wexton
1217 Longworth House Office Building
Washington, DC 20515

City of Alexandria
Hon. Canek Aguirre
Hon. Elizabeth B. Bennett-Parker

Arlington County
Hon. Katie Cristol
Hon. Libby Garvey
vacant

Re: Request for COVID-19 Disaster Relief for Public Transit Agencies

Dear Members of the Northern Virginia Congressional Delegation:

Fairfax County
Hon. Walter L. Alcorn
Hon. John Foust
Hon. Jeffrey C. McKay
Hon. Dalia A. Palchik
Hon. James R. Walkinshaw

On behalf of the Northern Virginia Transportation Commission, we urge you to support immediate emergency relief funding for public transit agencies. Like other transit agencies and commuter rail systems across the country, the Washington Metropolitan Transit Authority (WMATA) and the Virginia Railway Express (VRE) are being crippled by the COVID-19 crisis, as ridership and revenues plummet while they are still needed to serve a critical function by providing transportation for health care workers and law enforcement personnel.

City of Fairfax
Hon. David Meyer

Locally, WMATA and VRE are experiencing a significant impact to their financial resources needed to run service. Since last week, both VRE and WMATA ridership has declined between 80% and 90%, as major events are canceled, schools closed and employers ask their employees to telecommute. However, WMATA and VRE continue to provide a reduced, lifeline service to maintain regional mobility for essential trips by hospital staff, local and federal government officials and emergency responders. Collectively, WMATA and VRE project a loss of at least \$55 million in revenue each month, in addition to the increased costs to run service during the pandemic.

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Matthew Letourneau
Hon. Michael R. Turner

Commonwealth of Virginia
Hon. Paul C. Smedberg

We applaud the Federal Transit Administration's immediate step to allow capital formula grant funding to be used for operating assistance. This does provide immediate flexibility but does not provide any additional money for our transit agencies. With the effects of this crisis expected to last for months, we fear that this trend of lower ridership and need for additional resources will cripple our transit agencies.

Virginia General Assembly

Senate
Hon. Adam Ebbin
vacant

House of Delegates
vacant
vacant
vacant
vacant

We request your support in securing this emergency funding for WMATA and VRE so that they may continue to fulfill our critical role in safely providing lifeline service throughout the National Capital Region.

Executive Director
Katherine A. Mattice

Sincerely,

Katie Cristol, Chair

Item #5: Virginia Railway Express (VRE)



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: March 26, 2020

SUBJECT: Virginia Railway Express (VRE)

On March 11, 2020 the World Health Organization declared COVID-19 a pandemic setting forth a series of actions at the federal, state, and local levels to combat and contain the spread of the virus during this public health emergency. Since that time, NVTC jurisdictional transit agencies, including WMATA and VRE, have implemented substantial changes to transit operations, many of which are being updated daily. The information provided in these staff reports reflect decisions as of the publication date and are subject to change.

A. VRE COVID-19 Response

On Tuesday, March 17th VRE began operating on an “S” schedule, which is traditionally used on holidays and during inclement weather, due to the significant drop in ridership over the past few weeks as more businesses and government agencies began mandating telework. An [update from VRE Acting Chief Executive Officer Rich Dalton](#) is attached that highlights VRE service changes, ridership and the steps VRE is implementing to help contain the spread of the coronavirus.

B. VRE CEO Report

The VRE Operations Board cancelled its March 20, 2020 meeting. The [VRE CEO Report for March 2020](#) is attached.

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VIRGINIA RAILWAY EXPRESS

TO: Northern Virginia Transportation Commission Chair Cristol and Commissioners

FROM: Rich Dalton, Acting Chief Executive Officer

DATE: March 24, 2020

SUBJECT: VRE Update

Like all public transportation providers throughout the country, VRE has experienced a significant drop in ridership over the past few weeks as businesses and government agencies began mandating telework to help contain the spread of the coronavirus. On Tuesday, March 17, we began operating on an “S” schedule, which is traditionally used on holidays and during inclement weather. The number of trains in service on each line has gone from 16 to eight - four inbound each morning and four outbound each afternoon.

While the ridership decline was initially slow, it picked up steam during the week ending March 13. What helped cinch the decision to move to an “S” schedule was when ridership on Monday, March 16 dropped to 6,321, roughly 11,000 less than the Monday prior. By Monday, March 23, daily ridership had fallen to 1,155. Here’s a comparison of weekly ridership totals between fiscal years 2019 and 2020.

Week Ending	FY 2020 Ridership	FY 2019 Ridership	Numeric Difference	Percentage Difference
February 28	90,419	92,264	-1,845	-2.0%
March 6	91,886	94,420	-2,534	-2.7%
March 13	73,212	93,289	-20,077	-21.5%
March 20	15,553	95,281	-79,728	-83.7%

VRE managers continue to monitor ridership, the expansion of the coronavirus, and guidance from various federal, state and local health professionals, the Governor’s office, and the White House, and will adjust our service plan and prevention methods as appropriate. VRE staff are working from remote environments to minimize social contact and our Continuity of Operations team members are in constant communication, maintaining business continuity and monitoring the progression of this event. We are focused on the health of our passengers, train crews, and staff, as well as potential interruptions to our supply chain and various external forces that could impact our ability to operate trains and maintain business continuity.

The Commonwealth Transportation Board has made \$11 million in operating funds available to transit agencies, not including Metro, suffering from ridership declines due to COVID-19. VRE will receive \$1,144,866. We expect to receive the funds early next month. VRE appreciates the state's continued support and anticipates additional transit funding as part of a federal response to the coronavirus crisis. In addition to supplementary funding, VRE may be able to mitigate some of the impacts through various measures.

Last week, [VRE joined over 200 transit agencies, cities and organizations](#) urging Congress to provide emergency funding for public transportation to stave off service cuts and job layoffs and preserve service for the future. VRE Acting CEO Rich Dalton also [sent a letter to the region's Congressional delegation](#) urging them to support federal financial assistance to help VRE weather the coronavirus crisis. If ridership continues at or below current levels, we undoubtedly will experience a loss of revenue.

Our host railroads and Keolis train crews continue to provide the support necessary for the continuation of VRE operations. VRE will operate at this level, providing transportation for essential personnel, for the near term and will make changes as this unprecedented situation requires.

CEO REPORT

MARCH 2020



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 | MARCH 2020

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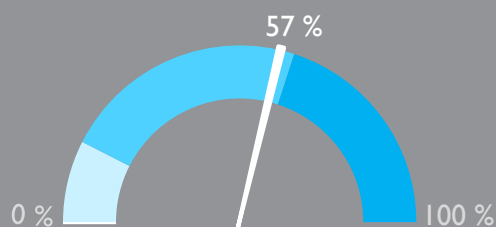
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

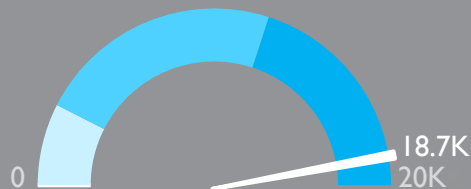


SUCCESS AT A GLANCE



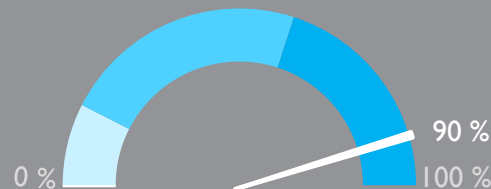
PARKING
UTILIZATION

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



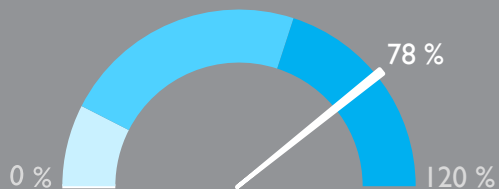
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.
Same month, previous year: 14,913



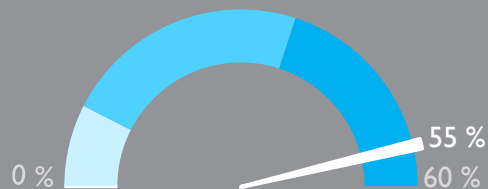
ON-TIME
PERFORMANCE

Percentage of trains that arrive at their destination within five minutes of the schedule.
Same month, previous year: 89%



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%

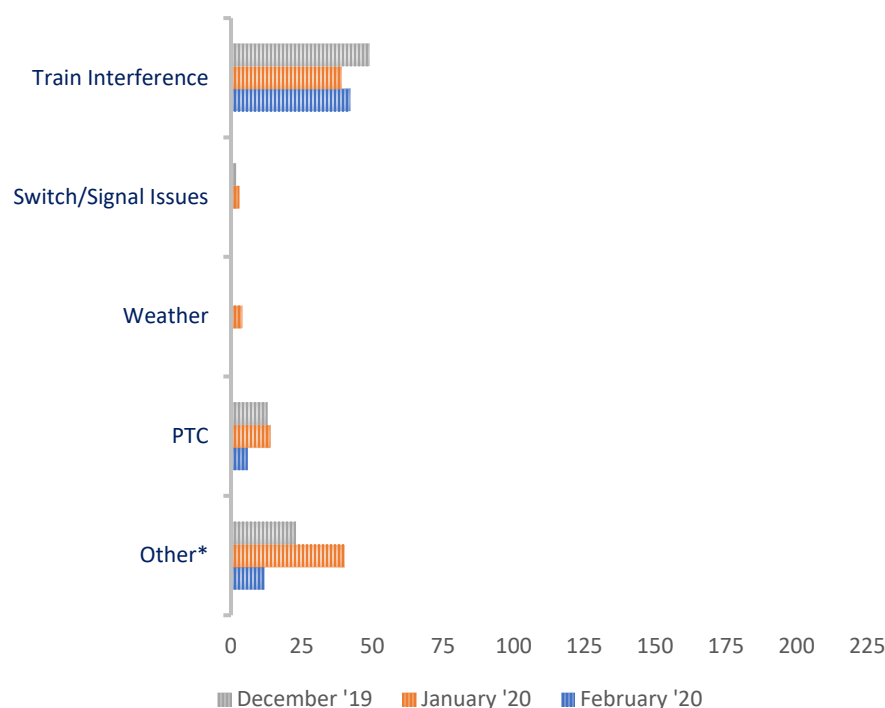
February 2020

ON-TIME PERFORMANCE

OUR RECORD

	February 2020	January 2020	February 2019
Manassas Line	89%	83%	89%
Fredericksburg Line	91%	88%	90%
Systemwide	90%	85%	89%

PRIMARY REASON FOR DELAY



VRE operated 608 trains in February. Our on-time rate for February was 90 percent.

Sixty trains arrived more than five minutes late to their final destinations. Of those late trains, 33 were on the Manassas Line (55 percent), and 27 were on the Fredericksburg Line (45 percent).

At 90 percent, systemwide on-time performance continues to improve. The most significant cause of delays is train interference, which correlates with system congestion.

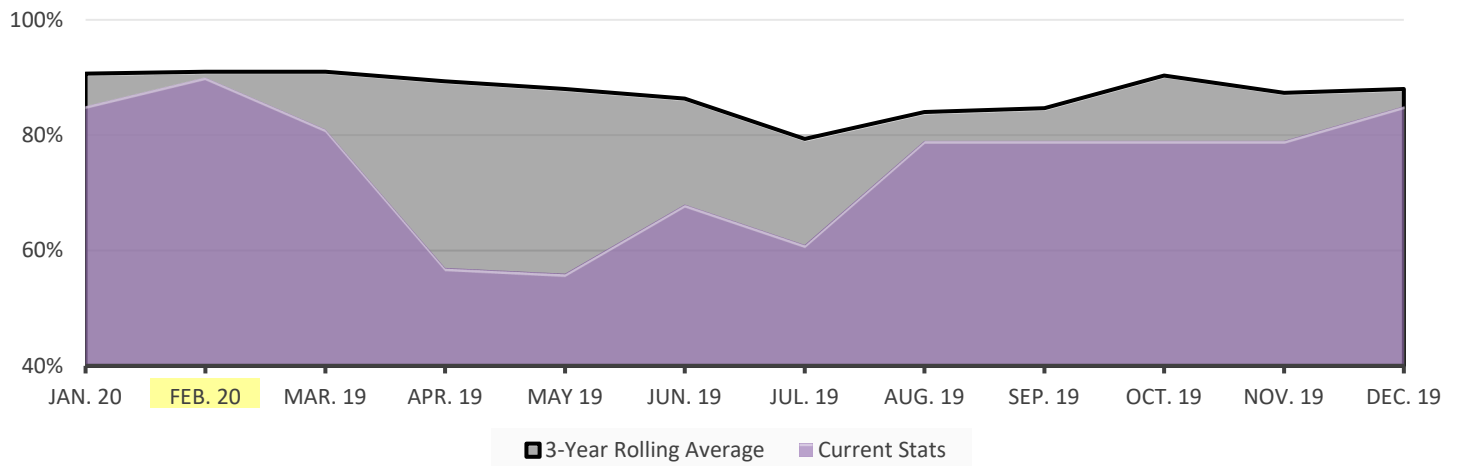
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

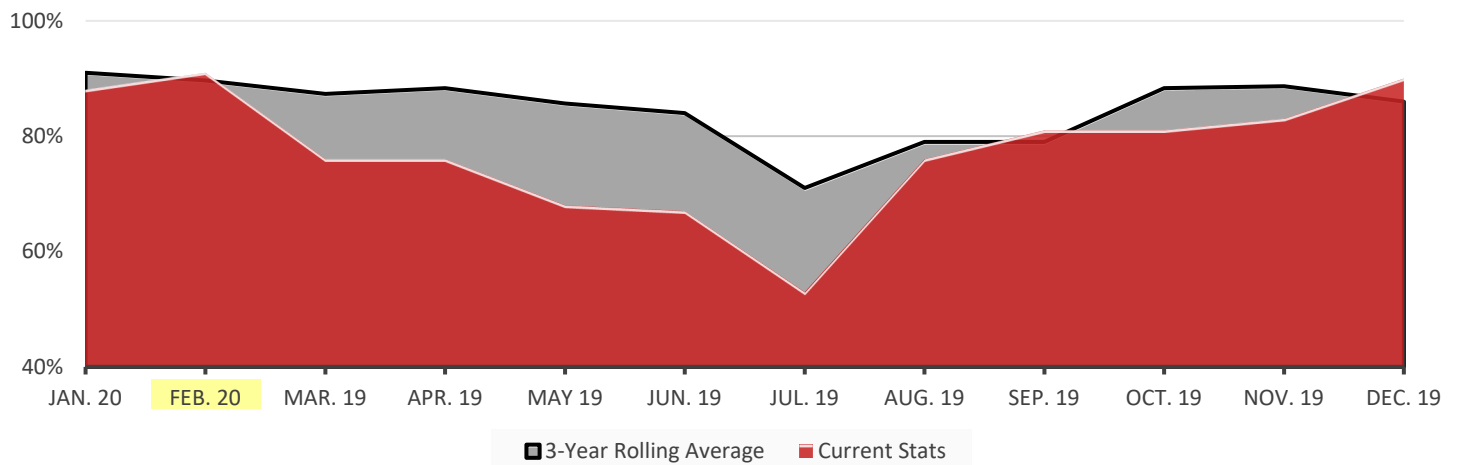
	System Wide			Fredericksburg Line			Manassas Line		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
Total late trains	87	100	60	29	42	27	58	58	33
Average minutes late	18	14	12	22	12	15	16	16	10
Number over 30 minutes	7	10	2	3	1	2	4	9	0
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

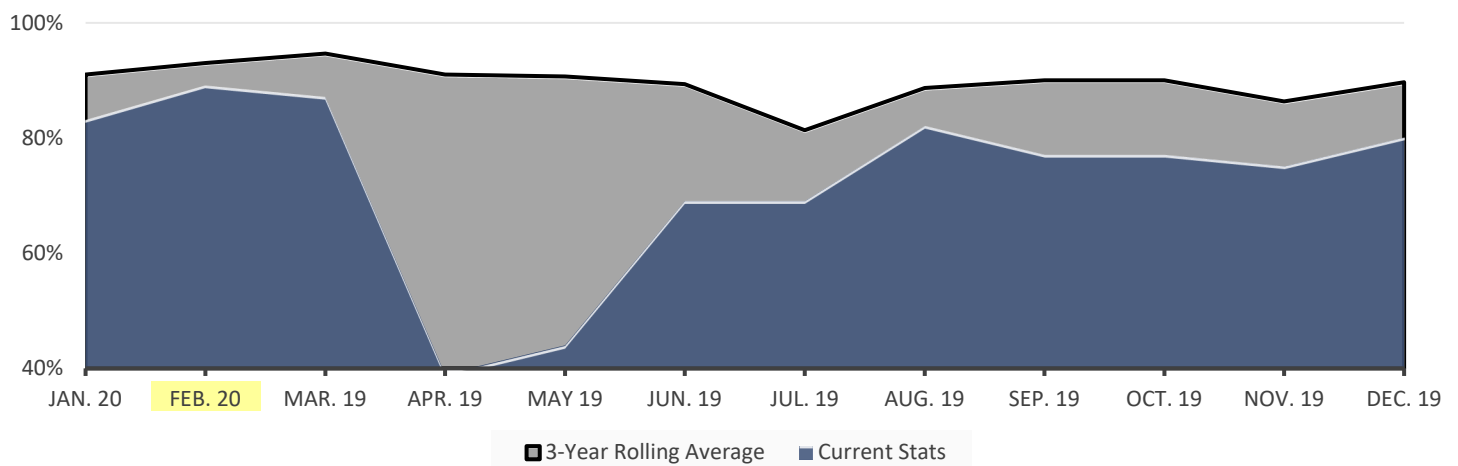
VRE SYSTEM



FREDERICKSBURG LINE

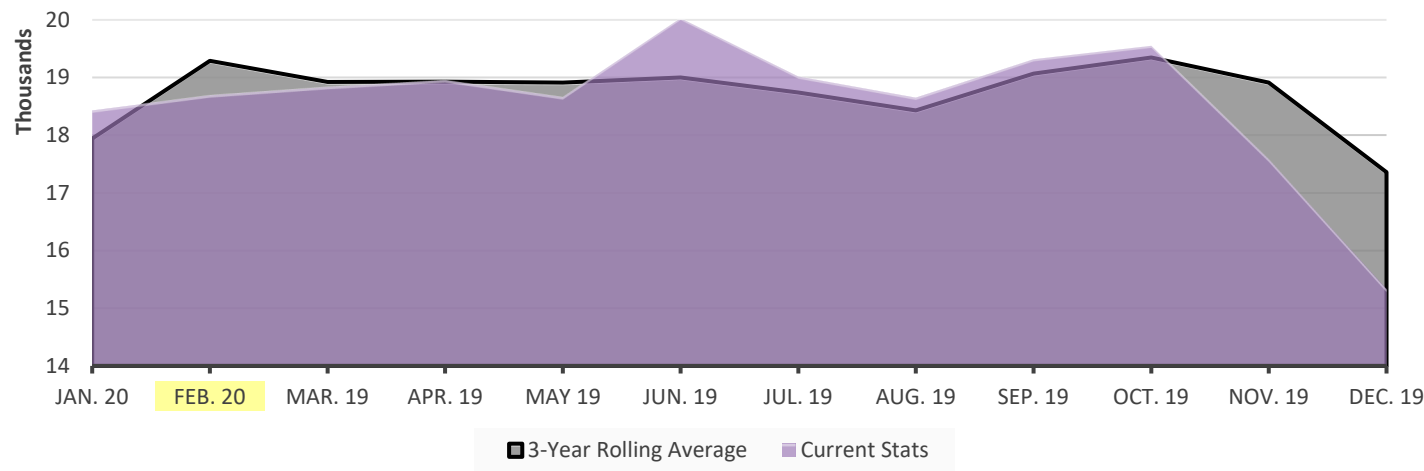


MANASSAS LINE

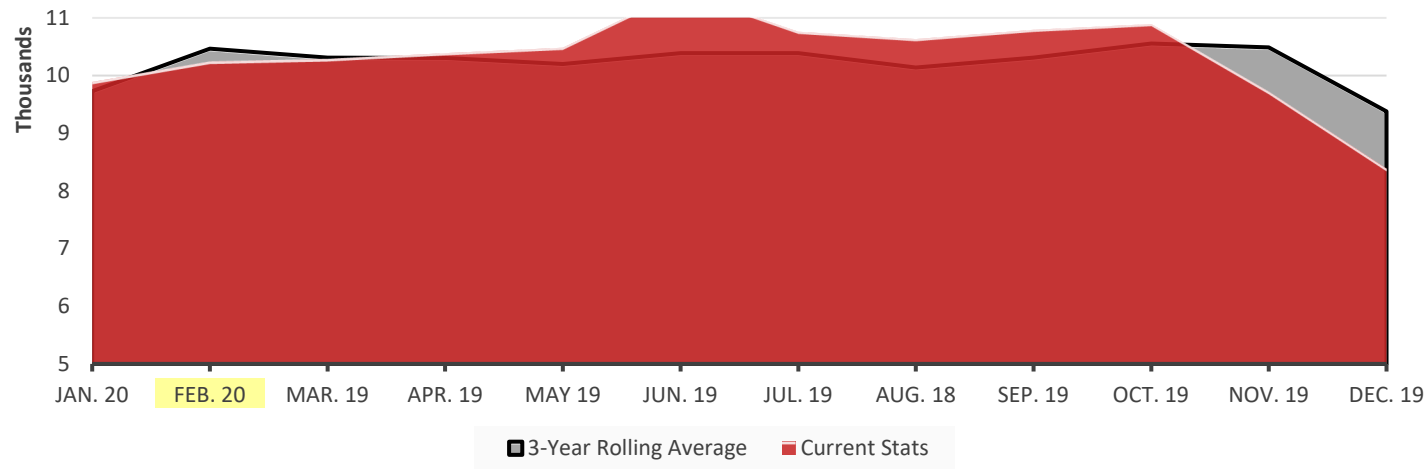


AVERAGE DAILY RIDERSHIP

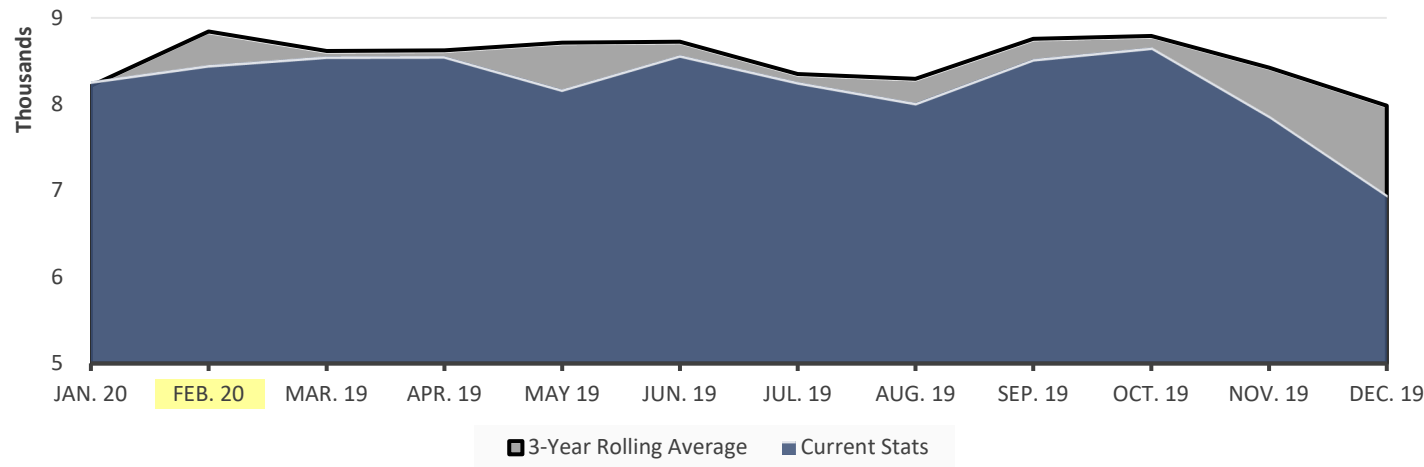
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



MARCH 2020

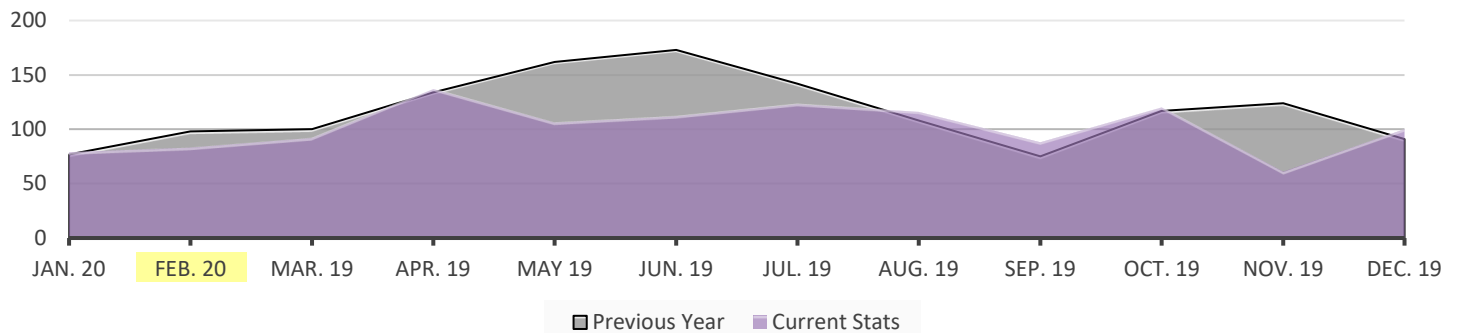
RIDERSHIP UPDATES

Average daily ridership (ADR) in February was approximately 18,700.

	February 2020	January 2020	February 2019
Monthly Ridership	355,147	386,994	355,147
Average Daily Ridership	18,692	18,428	18,692
Full Service Days	19	21	19
"S" Service Days	0	0	0

SUMMONSES ISSUED

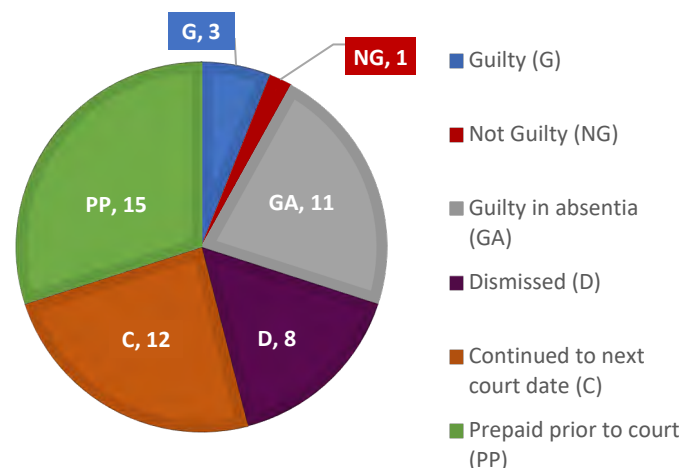
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

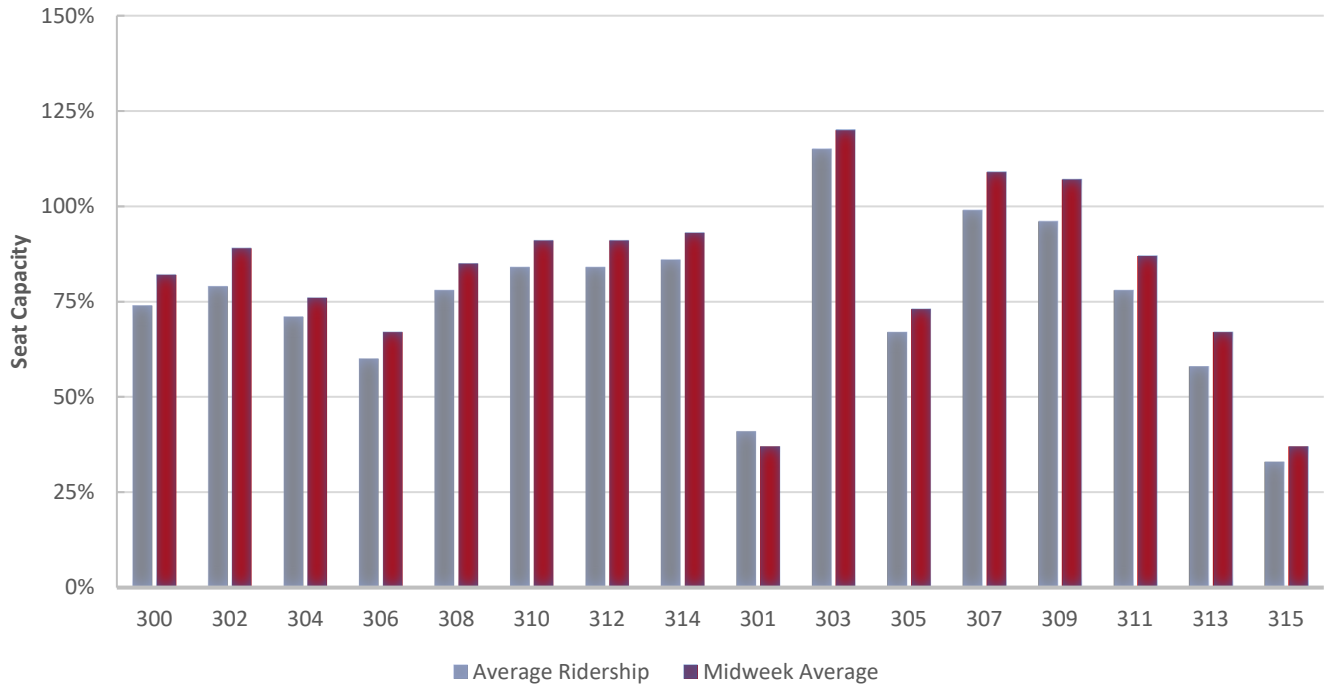
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	36
One-time courtesy	10
Per the request of the conductor	3
Defective ticket	0
Per ops manager	1
Unique circumstances	0
Insufficient information	1
Lost and found ticket	0
Other	3
Total Waived	54

MONTHLY SUMMONSES COURT ACTION

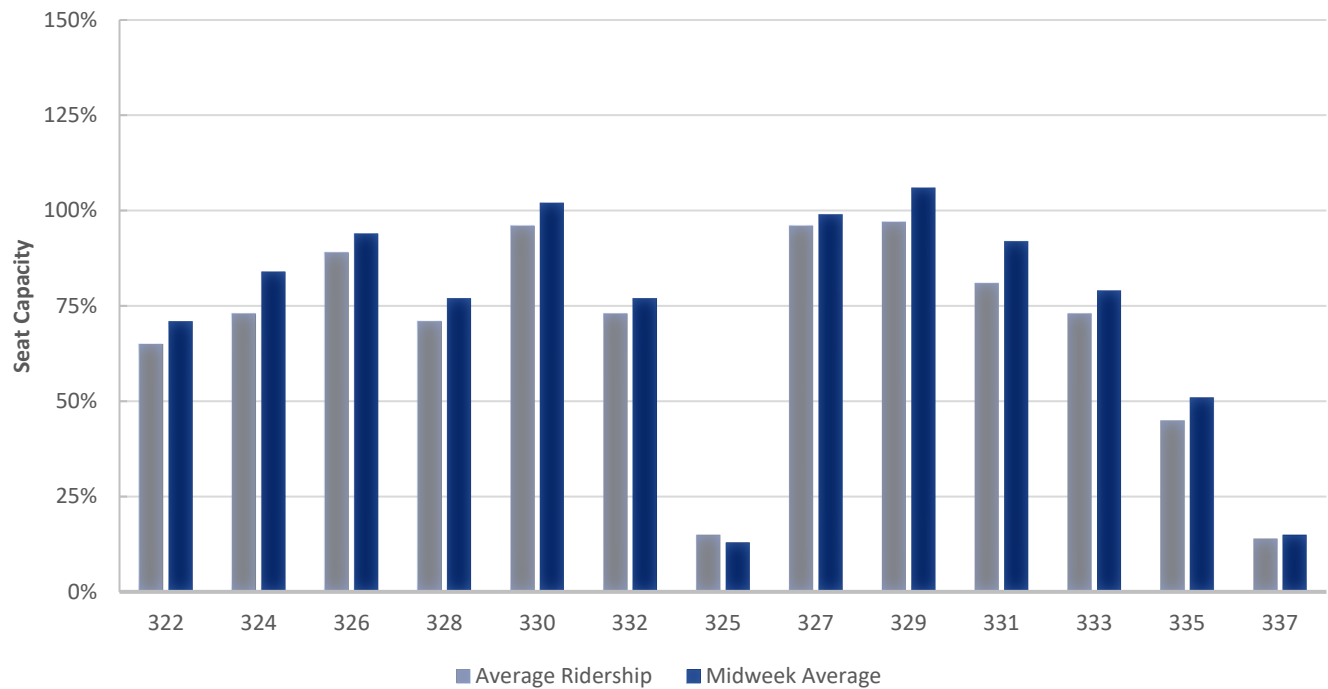


TRAIN UTILIZATION

FREDERICKSBURG LINE

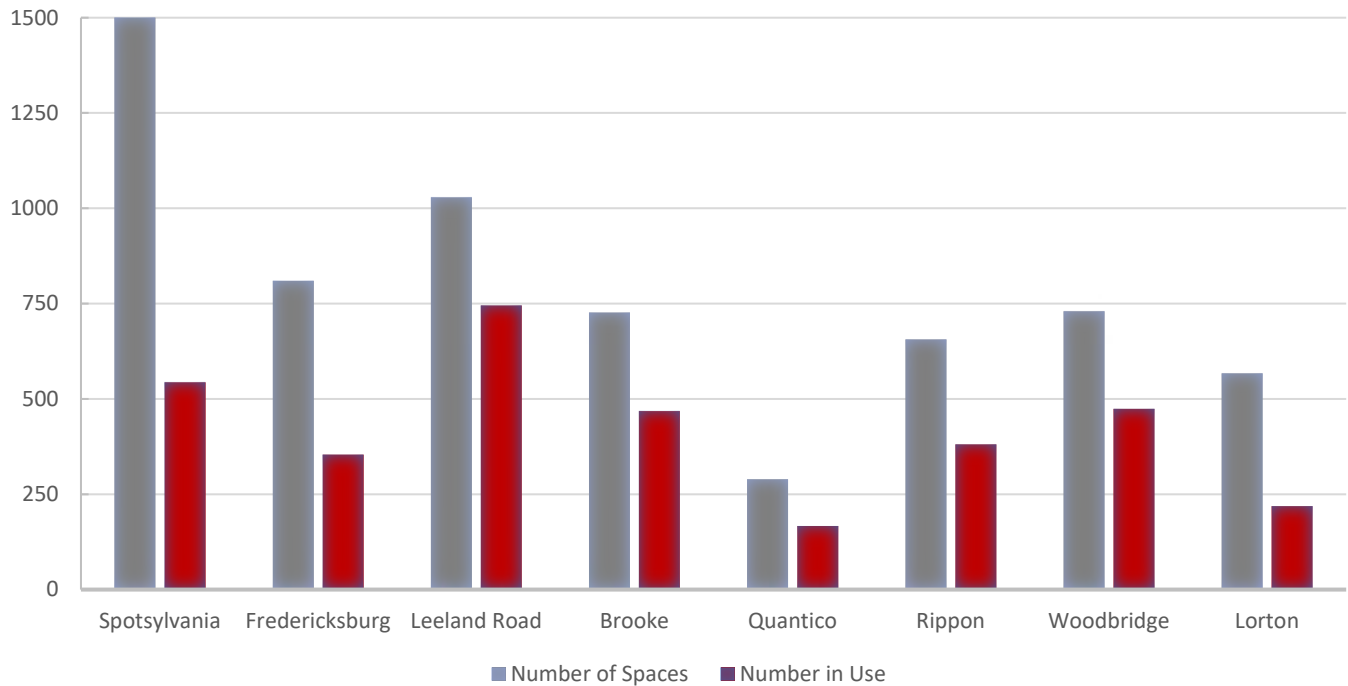


MANASSAS LINE

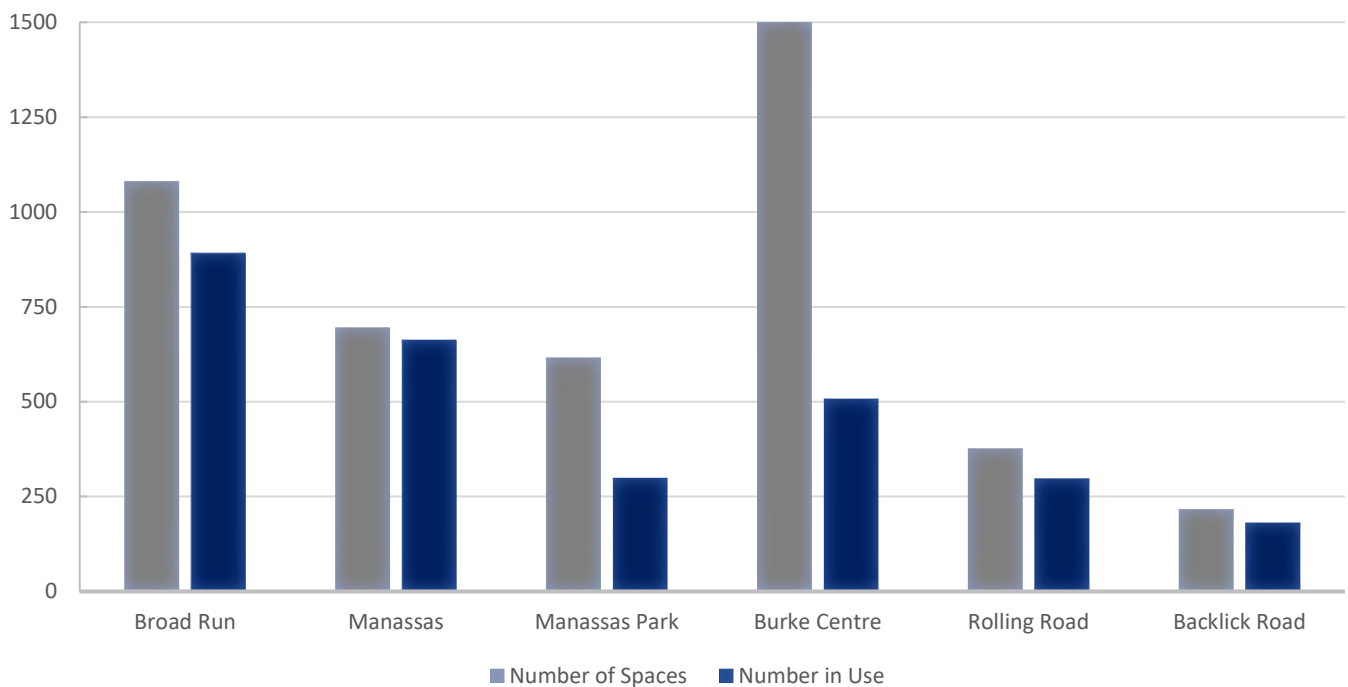


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first seven months of FY 2020 is approximately \$15,000 above budget (a favorable variance of 0.1 percent) and is 5.3 percent above the same period in FY 2019. Ridership and fare revenue in this period last year were negatively impacted by the partial government shutdown.

The operating ratio through January is 55 percent, which is above VRE's budgeted operating ratio of 52 percent for the full 12 months of FY 2020. VRE is required to budget a minimum operating ratio of 50 percent.

A summary of the FY 2020 financial results through January 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 January 31, 2020							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,650,039	3,650,833	25,570,808	25,555,833	14,974	0.1%	43,810,000
Other Operating Revenue	55,047	18,750	172,406	131,250	41,156	31.4%	225,000
Subtotal Operating Revenue	3,705,086	3,669,583	25,743,213	25,687,083	56,130	0.2%	44,035,000
Jurisdictional Subsidy (1)	8,705,539	8,705,539	17,767,748	17,767,748	-	0.0%	13,239,555
Federal/State/Other Jurisdictional Subsidy	2,725,547	2,776,443	18,778,145	19,201,154	(423,009)	-2.2%	32,665,351
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	127,841	41,667	902,689	291,667	611,023	209.5%	500,000
Total Operating Revenue	15,264,013	15,193,232	63,191,796	62,947,652	244,144	0.4%	90,439,906
Operating Expenses							
Departmental Operating Expenses	6,361,105	6,860,730	46,429,795	50,357,900	3,928,105	7.8%	84,203,149
Debt Service	518,480	518,480	3,629,389	3,629,358	(30)	0.0%	6,221,757
Other Non-Departmental Expenses	8,500	1,250	27,000	8,750	(18,250)	0.0%	15,000
Total Operating Expenses	6,888,085	7,380,460	50,086,183	53,996,008	3,909,825	7.2%	90,439,906
Net income (loss) from Operations	8,375,928	7,812,771	13,105,612	8,951,643	4,153,969		-
Operating Ratio			55%	51%	Budgeted Goal	52% 50%	

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Testing for asbestos-containing materials in areas to be renovated at Alexandria Headquarters. All test results negative.

Projects scheduled to be completed this quarter:

1. Installation of electrical conduits and conductors for Variable Messaging System (VMS) at Alexandria Station
2. Submission of IFB package for modernization of east elevator at Woodbridge Station
3. Repair of minor cracks in west platform at Woodbridge Station
4. Submission of IFB package for canopy roof replacement at Backlick Road Station
5. Submission of IFB package for painting of Franconia-Springfield Station
6. Submission of IFB package for replacement of tactile warning strips at various stations



Minor cracks to be repaired on Woodbridge Station west platform



Minor cracks to be repaired on Woodbridge Station west platform

Projects scheduled to be initiated this quarter:

1. GEC Task Order for design of platform widening at L'Enfant Station
2. GEC Task Order for design of minor structural repairs at Franconia-Springfield, Woodbridge, Rippon and Brooke Stations
3. Replacement of signage at Franconia-Springfield, Woodbridge and Leeland Road Stations
4. Replacement of parking lot light fixtures at Spotsylvania Station
5. GEC Task Order for design of renovations to Alexandria Headquarters
6. Replacement of HVAC system at Alexandria Headquarters Suite 201

Ongoing projects:

1. Replacement of parking lot entrance signs at various stations
2. Replacement of waste and recycling receptacles at various stations

UPCOMING PROCUREMENTS

- Construction of 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
- 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
- Purchase of forklift trucks
- Final design services for VRE Broad Run expansion
- Safety and security consulting services
- Renewal of locomotive head end power engine systems
- Construction of Quantico Station improvements
- Construction management services for the Quantico Station Improvements project
- Overhaul of emergency generators
- Headquarters renovations
- Federal government relations services
- General engineering consulting services

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; DDOT and FRA are reviewing public comments to be addressed in the final environmental impact statement expected in the Summer of 2020.
2. New York Avenue Midday Storage Replacement Facility – preliminary design effort has been completed and continuing collaboration with Amtrak on project agreements.

Projects or project phases scheduled to be completed this quarter:

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

Projects or project phases scheduled to be initiated this quarter:

10. IFB for construction of Rolling Road Station Improvements
11. Request for proposals (RFP) advertised for LOU Construction Management

Ongoing projects:

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

Projects Progress Report Follows



VIRGINIA RAILWAY EXPRESS

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

VRE.ORG



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



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: March 26, 2020

SUBJECT: Department of Rail and Public Transportation (DRPT)

A. Monthly DRPT Report

The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

B. I-66 Transit/TDM Study

Following the introduction of tolling on I-66 Inside the Beltway and execution of a concessionaire agreement for I-66 Outside the Beltway, DRPT is conducting a study to comprehensively reexamine the transit and TDM needs for the I-66 corridor from Haymarket to the Washington, DC border. The study is scheduled to be completed later in 2020.

Based on feedback from NVTC, the study update incorporates the Virginia Railway Express (VRE) into the transit plan and will include a financial plan (which is being closely coordinated with NVTC's Commuter Choice Program) for the Outside the Beltway annual concessionaire payments.

The DRPT presentation, which will include an overview of the study and a summary of the recommendations, will be rescheduled for a future meeting.

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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: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: March 24, 2020

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

The 2020 Virginia General Assembly session adjourned on Thursday, March 12 having passed Governor Northam's Omnibus transportation bills, [HB1414](#) and [SB890](#). A conference report has been approved by both chambers. The session will reconvene on April 22 when the Governor can offer amendments or veto bills. The conference bill increases the gas tax five cents per year for two years, restructures and streamlines transportation revenue sources, and dedicates 23 percent of the Transportation Trust Fund to transit (a 45 percent increase). In subsequent years, the gas tax will be adjusted annually to keep up with inflation. It also restores \$50 million in regional funding to the Northern Virginia Transportation Authority (NVTA) which was diverted to the Washington Metropolitan Area Transit Authority (WMATA) Capital Fund for a portion of Virginia's dedicated funding. Within the Mass Transit Trust Fund (MTTF), there is \$50 million of off-the-top funds for the Virginia PRIIA match, 46.5 percent for WMATA, 27 percent for operating, 18 percent for capital, 2.5 percent for special programs, and 6 percent for the Transit Ridership Incentive Program (TRIP), which is a new program.

The TRIP will provide funding for transit routes of regional significance, bus-only lanes on regionally significant routes, and integrated fare collection in eight urbanized areas, including Northern Virginia. In addition, up to 25 percent of the program funding is directed for establishing statewide low income fare reduction programs and fare free services. The Commonwealth Transportation Board (CTB) will establish guidance and report annually on the performance of the program.

The House of Delegates approved [HB30](#), the final budget bill with [amendments](#) on March 12, and the Senate agreed to the conference report on that same day. Within the TRIP, via a budget amendment, \$5.0 million is set aside annually for operating assistance to transit agencies to reduce congestion in urbanized areas. Additional amendments were added to the

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

budget to review the effectiveness of the three percent cap on WMATA subsidy increases, to study enhanced public transportation between the Franconia-Springfield Metrorail station and the Quantico Marine Base, and to evaluate the cost of extending VRE service to Gainesville.

Finally, the General Assembly established a new Virginia Passenger Rail Authority. The Authority has the ability to own, construct, acquire, and lease track and rail facilities. It will also be able to collect track lease fees, issue debt, and borrow money for capital purposes. As mandated by an amendment to the budget, it will be required to provide initial oversight of the proposed terms of the Long Bridge project agreement as well as continuing oversight of its actions on bond issuance and the sale of any land to the Major Employment and Investment (MEI) Commission. The Authority will be governed by a 15 member board, three members each from NVTC and PRTC jurisdictions, 6 from other parts of Virginia, an Amtrak designee (non-voting), the VRE CEO (non-voting), and the DRPT Director. The DRPT Director will only vote in the event of a tie. Board members are appointed by the Governor and he or she must consult NVTC.

The CTB met on March 17 in Richmond with an in-person quorum and other members participating via teleconference. At the business meeting, the CTB [approved](#) the addition of [\\$11 million](#) to the FY20-25 Six Year Improvement Program (SYIP) in order to assist transit agencies with COVID-19 pandemic response costs and mitigation. The amount equals one month of budgeted operating revenue based on FY 20 state operating grant applications. DRPT has already sent out grant agreements for this funding and will disburse payments upon return of a fully executed grant agreement to DRPT. \$4.4 million is available to NVTC member jurisdictions and \$1.1 million to VRE. PRTC is receiving \$613,000. WMATA is not eligible for this funding.

The CTB received an update on DRPT's supplemental mitigation strategies for the planned summer 2020 Metrorail Platform Improvement Program (PIP) service disruption on the Orange Line. Similar to the 2019 PIP work on the Blue and Yellow Lines, DRPT will provide state funding for 80 percent of the total cost of approved mitigation strategies to be matched with 20 percent local funding. DRPT has coordinated with local jurisdictions in the corridor to ensure the strategies are not duplicative. DRPT has also coordinated closely with WMATA staff and participated in NVTC's coordination calls. DRPT anticipates requests for funding from Arlington County, the City of Fairfax, the City of Falls Church, Fairfax County, NVTC, and PRTC (OmniRide). DRPT is working with those jurisdictions to award FY 20 mid-cycle grants and anticipates funding will be made available in early April. No CTB action is required to approve the funding as it was programmed in the FY20-25 Six Year Improvement Program.

Finally the CTB received an update on DRPT's FY 21 Making Efficient, Responsible Investments in Transit (MERIT) public transportation grant application program. DRPT received and scored 319 applications totaling \$52.8 million for State of Good Repair (SGR) projects, 158 applications totaling \$71 million for Minor Enhancement projects, and 3 applications totaling \$34 million for Major Expansion projects. The Ballston Metro Station West Entrance was the only Major Expansion application received from an NVTC jurisdiction. The draft FY21-26 SYIP is scheduled to be released in May and approved by the CTB on June 17. Major changes to the

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draft must be requested by May 28 and DRPT is planning to review the SYIP with grantees beginning on May 21.

The next CTB meeting and workshop are tentatively scheduled for April 21-22 in Richmond.

DRPT is planning a Transit Service Delivery Advisory Committee (TSDAC) meeting in April. While the date is not finalized, the purpose will be to review the outcomes of the MERIT process for FY21 grants and to be briefed on changes to DRPT's funding programs resulting from the 2020 General Assembly session.

DRPT has updated its Master Agreement, which includes requirements for the receipt and use of state funding, and is requiring all grantees to sign prior to receiving their FY21 funding.

DRPT continues to work on moving forward planning and pre-construction elements of the Transforming Rail in Virginia program, which will improve freight and passenger rail service in Northern Virginia, DC, and points south. It is anticipated that the Final Environmental Impact Statement (FEIS) for the Long Bridge will be available to the public by summer 2020. The [Draft Environmental Impact Statement](#) (DEIS) was published in September 2019 and comments are closed.

DRPT staff in both Alexandria and Richmond are being encouraged to voluntarily telework until further notice. Out of state travel for conferences and training is being postponed, and non-essential business travel is being discouraged for state employees.

DRPT has hired two new staff on its Public Transportation Team. Avery Daugherty is starting on March 25 as Statewide Program Manager responsible for the Virginia Breeze intercity bus program and Transit Asset Management. He previously served as a Transit Superintendent at the Harrisonburg Department of Transportation (HDPT) for six years. Additionally, Lauren Fishbein is starting on April 27 as Statewide Program Manager responsible for the special programs (including TRIP) and Public Transportation Agency Safety Planning. She previously worked for the Partnership for Smarter Growth and served as a Special Assistant to the Secretary of Transportation.

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Item #7: Executive Director Report



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: March 26, 2020

SUBJECT: Executive Director Report

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 the Executive Director Newsletter addresses the incredible challenges COVID-19 presents for the region's public transit providers as well as the functioning of NVTC staff and the Commission. Beyond that, the newsletter highlights historic legislation passed during the General Assembly Session that will reshape transit and rail travel in the Commonwealth; two of NVTC's recent published reports – the NVTC Annual Report and the Transit Corridor Performance Report for the Commuter Choice program; and coverage of recent high-profile news stories featuring NVTC.

B. NVTC Financial Report

The [February 2020 Financial Report](#) is provided for your information.

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Executive Director Newsletter April 2020



Since my last report, the transit world has changed in ways many of us wouldn't have imagined a few months ago. The official and public reactions to COVID-19 have led to an unprecedented drop in public transit ridership in Northern Virginia and across the country. WMATA and several of our local agencies, including VRE, Arlington Transit and DASH have responded by sharply curtailing service as businesses close their doors and tell employees to work from home. Just this week, we got word from Gov. Ralph Northam that schools will remain closed through the end of the academic year.

Transit isn't a service you can turn on and off. Trains and buses provide a vital link for people to get to work, even in a time of crisis. Doctors, nurses, hospital workers, restaurant workers, grocery store employees and many others provide a vital service to society and they can't work from home. Our providers are trying to find a balance between providing essential service and protecting their workers from getting sick.

We don't know when the impact of the COVID-19 public health emergency will end, but we do know that we need transit ready to fully operational again once people are able to return to work and school. To that end, we've thanked the Commonwealth Transportation Board for providing a financial lifeline to Northern Virginia's transit agencies with an immediate infusion of \$11 million to local transit operators. We contacted our members of Congress to ask for federal money to support WMATA and VRE. We joined the American Public Transportation Association (APTA) and Transportation for America to ensure that transit agencies nationwide receive federal emergency funding. The money would go toward direct costs, such as additional cleaning of vehicles and facilities; farebox revenue losses; dedicated sales tax revenue losses; and costs to restart service once this emergency subsides. As of this writing, Congress was on the brink of passing legislation that provides \$25 billion for public transit nationwide.

The COVID-19 emergency has also changed the way we work at NVTC. Public health recommendations for containing the spread of the virus come in direct conflict with the very public nature of the work we do. That means we won't be holding our April Commission meeting. However, NVTC staff have been diligently furthering their work, despite the abrupt transition to working from home. In lieu of our usual meeting, staff members are providing updates to individual Commissioners and we are providing extensive reports about our work on our website, as we do each month. We'll also continue to work with our regional jurisdictions and transit providers to support their needs while we all work through this difficult time.

Executive Director

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



NoVaTransit.org
NoVaRides.org
[@NoVaTransit](https://twitter.com/NoVaTransit)
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Key Dates

- April 8 - 9 - CTB
- April 17 - VRE Operations Board
- April 23 - WMATA Board Meeting
- April 30 - NVTC WMATA Committee
- May 7 - Commission Meeting
- May 7 - Commuter Choice Public Hearing
- May 15 - VRE Operations Board
- May 19 - 20 - CTB

Matt Letourneau sworn in as Principal Director of WMATA Board

Loudoun County Supervisor Matthew F. Letourneau formally became a Principal director of the Washington Metropolitan Area Transit Authority in March. Fellow Commissioner and WMATA Board Chair Paul Smedberg swore Mr. Letourneau into office. Mr. Letourneau joined the board as an Alternate director in 2019 and was the first person from the county to serve on the panel.

In late February, Mr. Smedberg swore in fellow Commissioner Walter Alcorn as an Alternate Director for the WMATA Board. Alcorn was elected in November as Fairfax County Supervisor for the Hunter Mill District, replacing Cathy Hudgins, who retired at the end of her fifth term in office. Mr. Smedberg also read a resolution thanking Ms. Hudgins for her time on the WMATA Board, including serving as chair in 2011 and 2012. Hudgins also served 15 years on the Commission. City of Alexandria Council Member Canek Aguirre will be sworn in as an Alternate Director at a later time.



*Paul Smedberg
with Matt
Letourneau
(left), Cathy
Hudgins
(bottom left),
Walter Alcorn
(bottom right)*



General Assembly approves significant transportation bills

This was one of the most transformative General Assembly sessions for transportation in a generation. Members passed a transportation omnibus bill that will streamline Virginia's transportation funding allocation model and secure sustainable revenues for local transit operators, WMATA and VRE. NVTC outlined specific priorities before the legislative session began in the 2020 Legislative and Policy Agenda, including long-term, sustainable transit funding. Prior to the passage of these bills, the Commonwealth faced a \$208 million shortfall in transit funding over the next five years.



The omnibus bill increases the statewide gas tax by ten cents over the next two years, then indexes it to inflation. The bill also establishes a highway use fee for alternative fuel and fuel-efficient vehicles and allocates 23% of the Commonwealth Transportation Fund to transit. The omnibus bill also creates a discretionary transit ridership incentive program to provide funding for "transit routes of regional significance" and dedicates up to 25% of the program for fare reduction or free-fare programs for low-income riders.

The omnibus bill supports improvements to passenger and commuter rail by authorizing debt backed by I-66 toll revenues to support Long Bridge construction and establishes the Virginia Passenger Rail Authority to own and manage the real estate, as well as oversee and contract for passenger rail service. NVTC and PRTC successfully inserted language into the bill that would allow each commission to submit a

Executive Director Newsletter

list of recommended members for the Board of Directors from either the NVTC or PRTC districts to the Governor. The passenger rail authority will be key to implementing the Governor's \$3.7 billion rail initiative that would create a new Virginia-owned Long Bridge and transfer ownership of 225 miles of track and 350 miles of rail right-of-way to the Commonwealth.

In Northern Virginia, the bill alters the regional gas tax by changing it from a percentage to a fixed rate of 7.6 cents. It will then be indexed to inflation. The bill redirects a portion of the gas tax revenue to the WMATA Capital Fund and guarantees \$50 million in Virginia's match to dedicated federal funding for WMATA. The legislation also provides nearly \$50 million annually to NVT, partially restoring the funds that were diverted to the WMATA Capital Fund.

The General Assembly also passed legislation that would regulate peer-to-peer vehicles, change the due date of NVTC's Annual Report on the Performance and Condition of WMATA and add an exception to the 3% operating cap on WMATA to allow service increases that are approved by the WMATA Board.

These bills await Gov. Ralph Northam's signatures. The General Assembly will reconvene for a one-day veto session on April 22nd to act on bills that are vetoed or amended by the governor.

WMATA releases summer 2020 shutdown plans

WMATA recently released service alternatives and project information for customers affected by the Summer 2020 Orange Line Platform Improvement Project. WMATA will provide seven free shuttle services, including two rush-hour only shuttles to replace rail service at Vienna, Dunn Loring and East Falls Church stations. West Falls Church will remain open to rail service, however Orange Line Metrorail and all Silver Line trains will operate with 16 minute headways during the day and 20 minutes during late night hours. WMATA warned that prior to May 23, customers should expect weekend shutdowns, parking closures, bus stop relocation and other pre-construction



activity in advance of the project.

NVTC continues its coordination with regional agencies, WMATA and the Commonwealth of Virginia to finalize Northern Virginia mitigation for the Orange Line Platform Improvement Project. To date, NVTC has held three regional coordination calls and participated in more than six separate interagency meetings on communications, traffic and transit operations as well as Transportation Demand Management. Along with facilitating the main NVTC regional stakeholder meetings and serving as a resource center for planning materials, NVTC will produce maps of available transit service during the shutdown and help disseminate information for local travel alternatives for riders. NVTC will also ask the Virginia Department of Department of Rail & Public Transportation for a grant to produce a second post-shutdown marketing campaign to encourage riders to return to transit once service resumes. More information about the Platform Improvement Project, including an alternate trip planner, can be found on WMATA's dedicated [website](#).

NVTC annual report published

We recently published our 2019 annual report. Advancing Transit takes a look back at the incredible growth at NVTC. From our new office to our new staff and, perhaps most importantly, our new projects. 2019 saw the expansion of Commuter Choice to the I-395/95 corridor and our significant role in coordinating the regional response to the summer shutdown of six Metrorail stations. The report also provides an update on NVTC's financial position and reviews all major programs. You can also read the report [online](#).



Transit Corridor Performance Report update

We published the [2019 Corridor Performance Report](#) for the I-66 Inside the Beltway and I-395 Corridors, which finds that since the start of I-66 tolling and funding for the I-66 Commuter Choice program began in 2017, about 700 more people are moving through the I-66 Inside the Beltway corridor each morning. They're doing so in 750 fewer vehicles, about a 2.7% reduction. About 65% of morning peak-period inbound trips are made by transit, carpool or vanpool, an increase of nearly 2% between 2015 and 2019. In addition, commuter bus ridership in the I-66 corridor increased by 26% between 2015 and 2019 supported by the new I-66 Commuter Choice-funded services. We have also received project applications submitted for consideration under the fourth round of I-66 Commuter Choice funding in anticipation of selection and award later this spring.

April 2020

NVTC in the news

A number of high-profile news stories have featured NVTC in recent weeks. Executive Director Kate Mattice spoke with Dana Hedgpath of [The Washington Post](#) about our 2019 Corridor Performance Report for the I-66 Inside the Beltway and I-395 Corridors. Jae Watkins, Communications and Marketing Manager for Commuter Choice, provided graphics and background material for the story. Robert Puentes, President and CEO of the Eno Center for Transportation, tweeted his own "fix" for the headline, generating more than two dozen retweets and over 150 likes.



WTOP's Max Smith also wrote a [story](#) on the report.

An analysis piece by [Robert McCartney](#) looked into challenges facing the Bus Transformation Project. McCartney noted the Commission's letter to the WMATA board regarding fare evasion. McCartney also quoted Commissioner James Walkinshaw, who serves as Fairfax County Supervisor for the Braddock District.

ALXNow noted [NVTC's assistance](#) in efforts to upgrade DASH's mobile-ticketing app, while Patch and other news outlets reported on Matt Letourneau's appointment as a Principal Director of the WMATA Board.



Presenting NVTC's bus rapid transit plans to WMATA

Kate Mattice recently joined a BRT (Bus Rapid Transit) panel as part of a meeting of the WMATA Safety and Operations Committee. It was an opportunity to talk about the plans NVTC and our Northern Virginia jurisdictions have for BRT. The other panelists and Kate started with the basics: explaining what makes BRT different from traditional bus service. Metroway serves as one example. It runs through Arlington and Alexandria and is the first of several planned BRT projects in the pipeline. Metroway itself has a planned expansion. NVTC is working on Envision Route 7, connecting Tysons with the Mark Center in Alexandria. The West End Transitway will link Van Dorn Metrorail station, Landmark Mall, Shirlington Transit Center, Beauregard residential area and the Pentagon. Separately, Fairfax County is working on the Richmond Highway BRT. Kate also highlighted Northern Virginia's expanding express bus network. Additionally, we are working with our jurisdictions to identify new BRT and bus lane opportunities beyond those in the development pipeline.

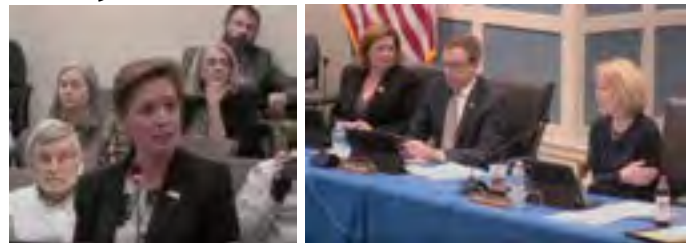


CTB unanimously approves Commuter Choice MOA changes

Following testimony from Kate Mattice, the Commonwealth Transportation Board (CTB) unanimously approved the proposed changes to the I-66 Inside the Beltway Memorandum of Agreement with NVTC to use a portion of revenues that would go toward the I-66 Commuter Choice program to be used for pay-go and debt service

April 2020

for the Long Bridge. Future revenues could also be used for improvements to Rosslyn Metrorail Station. The agreement, first signed in 2015 and updated in 2017, has provided more than \$40 million in funding for transit and multimodal projects that are moving more than 8,000 people through the I-66 Inside the Beltway corridor each weekday morning. The Commission unanimously approved the updated MOA at its January meeting.



Regional bus ridership edges up

NVTC staff attended a WMATA bus ridership workshop. Presenters discussed trends in ridership, including the fact that recent data show an uptick, despite drops from historic highs in the mid 2010s. WMATA provided an overview of its newly opened web portal which provides information on ridership data. Participants also spoke about steps being taken to boost local ridership, including new passes for students in hopes of making buses an active part of their transportation options. They also discuss studies that demonstrate mixed results on the impact of Transportation Network Companies (TNCs), such as Uber and Lyft, on bus ridership. Those present agreed that more studies are needed to better understand TNCs roles in the transportation network.



WMATA's Jim Hamre speaks at the bus ridership workshop

Fairfax Connector

Fairfax Connector warns commuters about the upcoming shutdown of Orange Line stations in Fairfax County. Three stations on the Orange Line – Vienna, Dunn Loring and East Falls Church – will close from Saturday, May 23, 2020, to Monday, Sept. 7, 2020. The agency has also published a [website](#) detailing key shuttle, express bus, limited stop bus and local transit connections available during the shutdown. Commuters are urged to also consider other alternatives such as ridesharing and telework, whenever possible. There's also a [survey](#) commuters can complete to see if they qualify for \$50 in incentives.

Loudoun Transit

Loudoun County Transit is [temporarily moving](#) Metro Connection Bus Routes 901 and 902 from the West Falls Church Metrorail Station to the Ballston Metrorail Station.

Metrorail's Platform Improvement Project at the West Falls Church Metrorail Station will include the closure of the regular bus stop used to provide service for bus routes 901 and 902.

Riders of bus routes 901 and 902 will continue to ride the Metro Connection bus to and from designated bus stops in Loudoun County at Broad Run Farms, Cascades, Lowes Island and Our Lady of Hope. However, the bus will no longer make a stop at the West Falls Church Metrorail Station, where riders typically connect with the Metrorail system. Service will be provided to and from bus stops near the Ballston Metrorail Station.



DASH

As part of the FY2021 - FY2026 Alexandria Transit Company (ATC) Transit Development Plan (TDP), DASH proposes the following service changes: AT4 segment from Braddock Road Metro to City Hall may be discontinued; New Sunday service on Thanksgiving, Christmas and New Years Day. This change is consistent with other regional operators and will benefit DASH customers who still need to make bus trips on those days.



Fairfax Connector

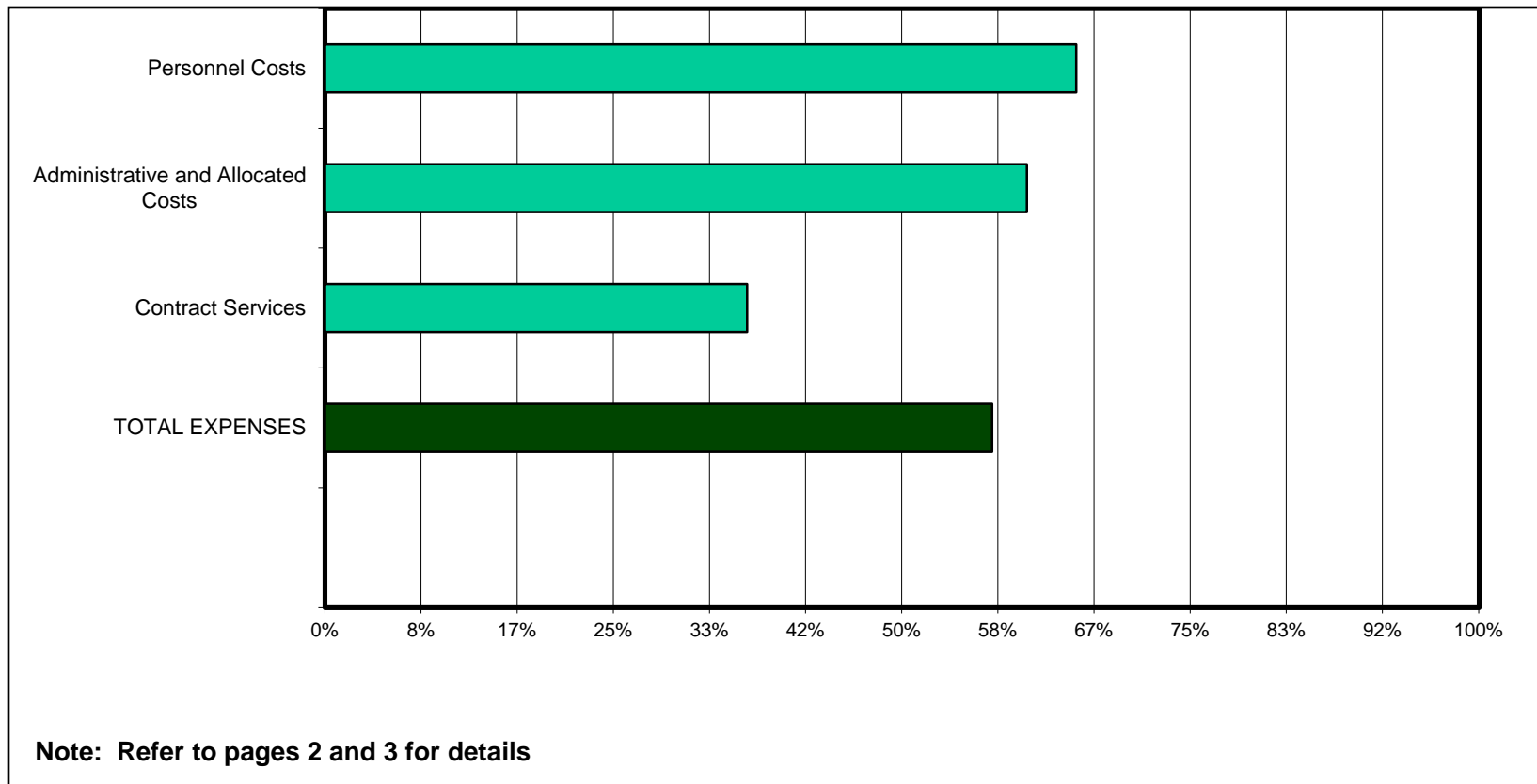
Fairfax County Department of Transportation (FCDOT) encourages public input on the preferred plan to provide enhanced Fairfax Connector bus service in the Reston and Herndon areas, including connections to the future Metrorail Silver Line Phase 2 stations. The preferred service plan was developed based on public input received through community engagement in 2019, stakeholder engagement and technical analysis. Previously-scheduled public meetings have been postponed indefinitely, but the agency is accepting comments [online](#) until further notice.



Northern Virginia Transportation Commission

Financial Reports
February 2020

Percentage of FY 2020 NVTC Administrative Budget Used
February 2020
(Target 66.7% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2020

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 152,364.23	\$ 1,241,880.48	\$ 1,881,500.00	\$ 639,619.52	34.0%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>152,364.23</u>	<u>1,241,880.48</u>	<u>1,881,500.00</u>	<u>639,619.52</u>	<u>34.0%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	14,634.50	86,060.61	128,000.00	41,939.39	32.8%
Group Health Insurance	10,914.98	89,696.70	169,300.00	79,603.30	47.0%
Retirement	13,761.00	99,398.00	148,100.00	48,702.00	32.9%
Workmans & Unemployment Compensation	178.05	1,648.27	6,000.00	4,351.73	72.5%
Life Insurance	240.55	4,069.23	6,900.00	2,830.77	41.0%
Long Term Disability Insurance	813.62	6,332.21	9,100.00	2,767.79	30.4%
Total Benefit Costs	<u>40,542.70</u>	<u>287,205.02</u>	<u>467,400.00</u>	<u>180,194.98</u>	<u>38.6%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	750.00	7,551.27	17,800.00	10,248.73	57.6%
<i>Rents:</i>	<i>23,228.15</i>	<i>185,609.45</i>	<i>303,700.00</i>	<i>118,090.55</i>	<i>38.9%</i>
Office Rent	21,158.35	169,325.78	283,400.00	114,074.22	40.3%
Parking & Transit Benefits	2,069.80	16,283.67	20,300.00	4,016.33	19.8%
<i>Insurance:</i>	<i>435.35</i>	<i>4,646.05</i>	<i>6,800.00</i>	<i>2,153.95</i>	<i>31.7%</i>
Public Official Bonds	-	1,500.00	2,000.00	500.00	25.0%
Liability and Property	435.35	3,146.05	4,800.00	1,653.95	34.5%
<i>Travel:</i>	<i>1,188.12</i>	<i>32,783.47</i>	<i>42,800.00</i>	<i>10,016.53</i>	<i>23.4%</i>
Conference / Professional Development	95.93	20,273.56	26,200.00	5,926.44	22.6%
Non-Local Travel	85.83	2,191.03	4,300.00	2,108.97	49.0%
Local Travel, Meetings and Related Expenses	1,006.36	10,318.88	12,300.00	1,981.12	16.1%
<i>Communication:</i>	<i>647.15</i>	<i>10,085.70</i>	<i>13,800.00</i>	<i>3,714.30</i>	<i>26.9%</i>
Postage	(16.35)	1,308.97	1,400.00	91.03	6.5%
Telephone and Data	663.50	8,776.73	12,400.00	3,623.27	29.2%
<i>Publications & Supplies</i>	<i>3,232.65</i>	<i>16,542.81</i>	<i>25,600.00</i>	<i>9,057.19</i>	<i>35.4%</i>
Office Supplies	136.35	2,804.70	2,700.00	(104.70)	-3.9%
Duplication and Paper	3,096.30	8,771.11	10,900.00	2,128.89	19.5%
Public Engagement	-	4,967.00	12,000.00	7,033.00	58.6%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2020

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	(900.28)	14,432.82	36,500.00	22,067.18	60.5%
Furniture and Equipment (Capital)	(1,799.00)	4,782.12	14,600.00	9,817.88	67.2%
Repairs and Maintenance	50.00	482.50	1,000.00	517.50	51.8%
Computer Operations	848.72	9,168.20	20,900.00	11,731.80	56.1%
 <i>Other General and Administrative:</i>	 636.88	 5,897.79	 9,300.00	 3,402.21	 36.6%
Memberships	128.67	1,149.36	1,400.00	250.64	17.9%
Fees and Miscellaneous	508.21	4,748.43	6,400.00	1,651.57	25.8%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>29,218.02</u>	<u>277,549.36</u>	<u>456,300.00</u>	<u>178,750.64</u>	<u>39.2%</u>
 <u>Contracting Services</u>					
Auditing	-	23,175.00	23,800.00	625.00	2.6%
Contract Services and Support - Commuter Choice	32,437.34	234,025.52	690,500.00	456,474.48	66.1%
Contract Services and Support - Other	4,041.67	37,458.36	120,000.00	82,541.64	68.8%
Legal	<u>2,916.67</u>	<u>23,333.36</u>	<u>35,000.00</u>	<u>11,666.64</u>	<u>33.3%</u>
Total Contract Services	<u>39,395.68</u>	<u>317,992.24</u>	<u>869,300.00</u>	<u>551,307.76</u>	<u>63.4%</u>
 Total Gross G&A Expenses	<u><u>\$ 261,520.63</u></u>	<u><u>\$ 2,124,627.10</u></u>	<u><u>\$ 3,674,500.00</u></u>	<u><u>\$ 1,549,872.90</u></u>	<u><u>42.2%</u></u>

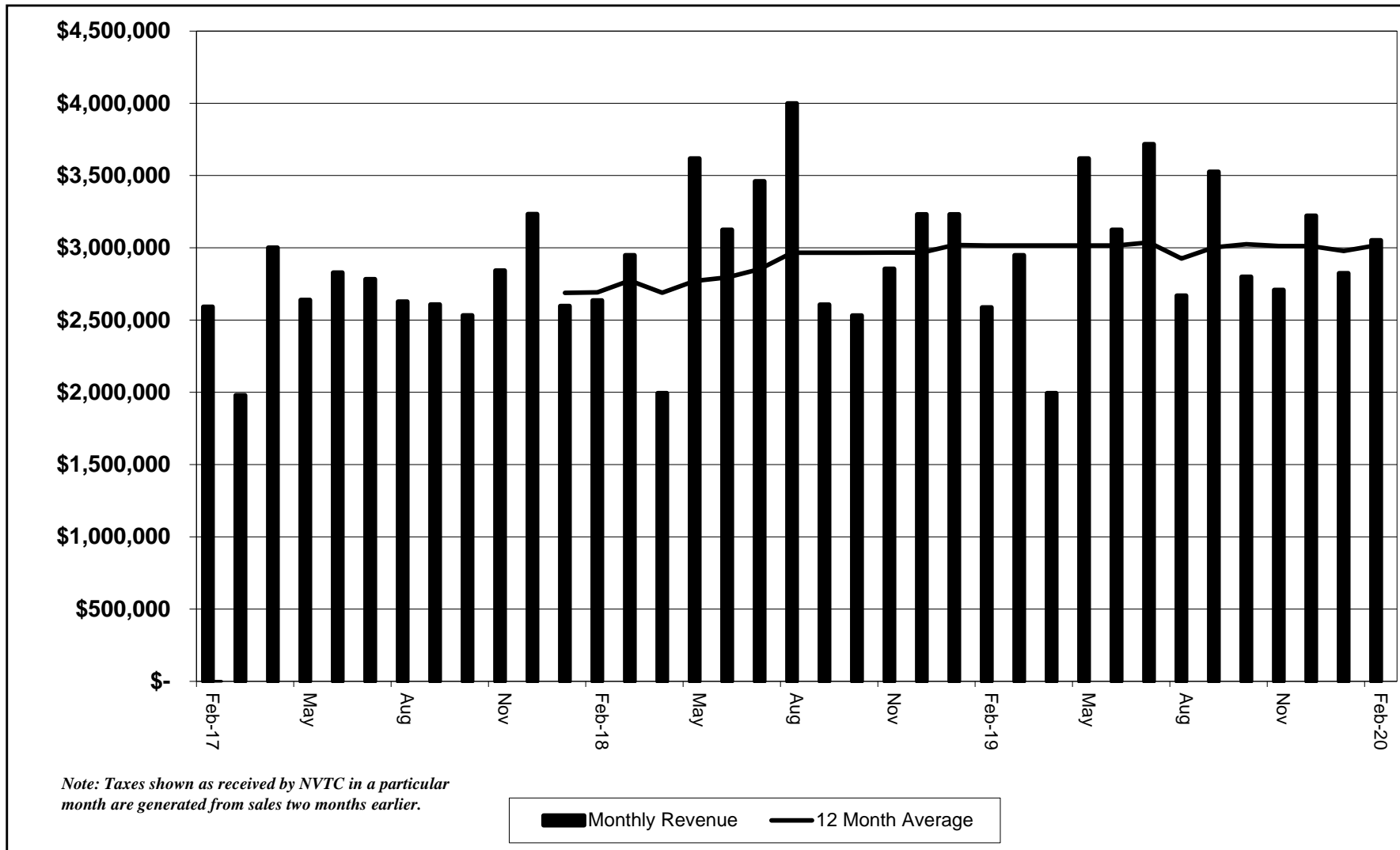
NVTC
RECEIPTS and DISBURSEMENTS
February 2020

February 2020			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
6	DRPT	Technical assistance - Route 7 project			\$ 3,640.00		
6	DRPT	Technical assistance - Fare collection project			5,215.00		
7	DRPT	Capital grant receipt - Alexandria			166,956.00		
13	DRPT	Operating assistance - City of Fairfax					200,413.00
13	DRPT	Operating assistance - Fairfax					4,067,229.00
13	DRPT	Operating assistance - Alexandria					1,048,739.00
13	DRPT	Operating assistance - Arlington					889,024.00
13	DRPT	Intern program grant receipt					6,252.00
13	DRPT	Operating assistance - VRE			2,675,593.00		
21	DRPT	Capital grant receipt - Fairfax					2,625.00
24	DRPT	Capital and operating assistance - WMATA					13,251,467.00
25	DRPT	WMATA post shutdown assistance			291,153.00		
27	DRPT	Capital grant receipt - Arlington					3,637,353.00
28	Navy League	Reimbursement of tenant moving expenses		83,020.00			
28	Navy League	Reimbursement of tenant costs incurred		1,985.00			
28	Alexandria	WMATA post shutdown local match		16,911.25			
25	DMV	Motor Vehicle Fuels Sales tax receipts					3,052,010.14
27	DRPT	Capital grant receipt - VRE			96,557.00		
29	Banks	Investment earnings		30.62	94.65	41,975.29	211,147.13
			-	101,946.87	3,239,208.65	41,975.29	26,366,259.27
DISBURSEMENTS							
1-29	Various	G&A expenses	(211,576.77)				
10	WAMU	Post shutdown marketing campaign	(12,840.46)				
10	Kimley Horn	Consulting - I-66 Commuter Choice	(21,564.27)				
10	Alexandria	Costs incurred			(166,956.00)		
10	Kimley Horn	Consulting - I-395/95 Commuter Choice	9,464.85				
11	Kimley Horn	Consulting - fare collection project	(5,988.13)				
13	VRE	Grant revenue			(2,675,593.00)		
27	VRE	Grant revenue			(96,557.00)		
29	Banks	Service charges	(68.29)	(50.94)			
			(242,573.07)	(50.94)	(2,939,106.00)	-	-
TRANSFERS							
14	Transfer	From savings to checking	150,000.00	(150,000.00)			
27	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
			300,000.00	(150,000.00)	(150,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ 57,426.93	\$ (48,104.07)	\$ 150,102.65	\$ 41,975.29	\$ 26,366,259.27

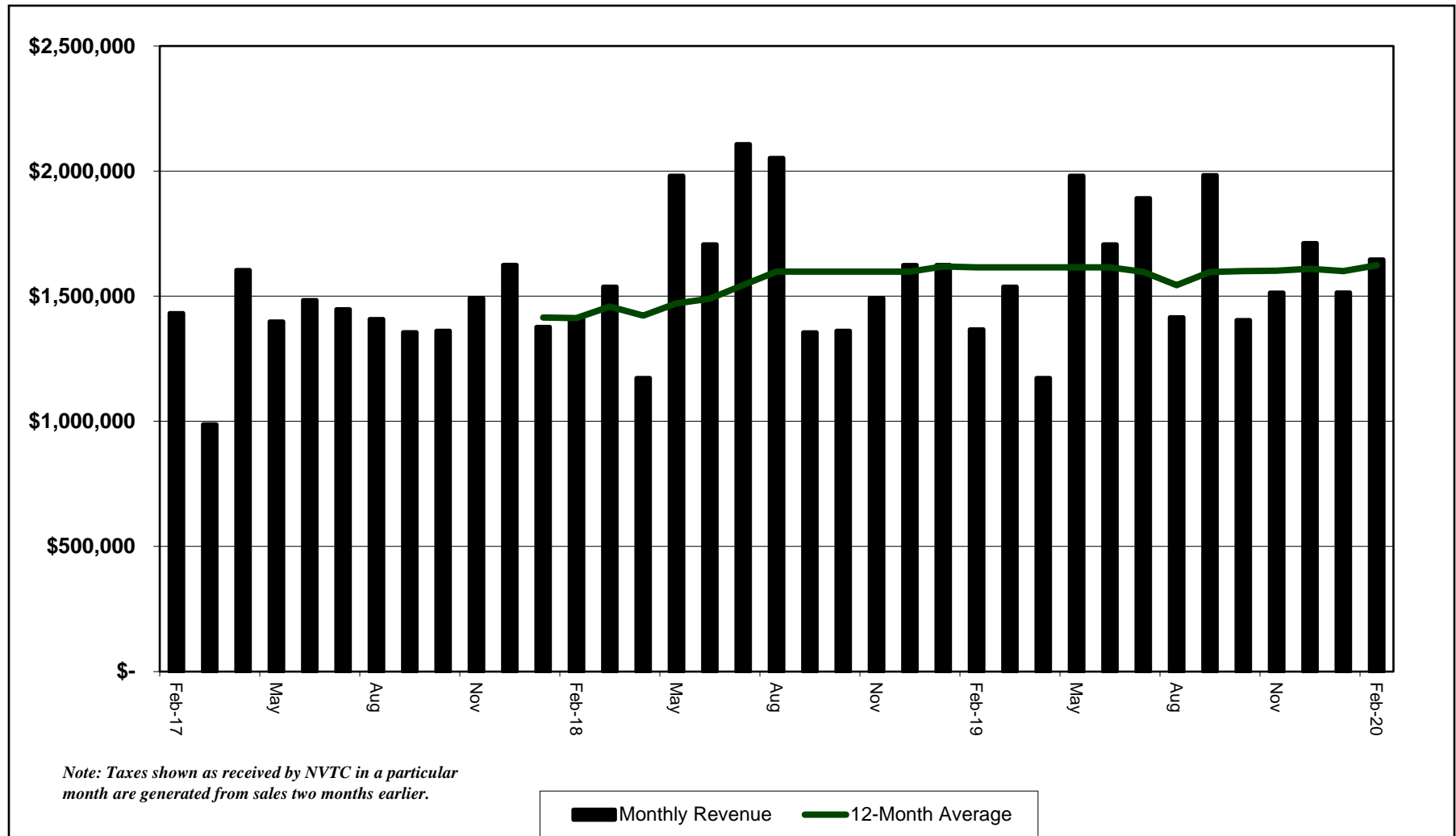
**NVTC
INVESTMENT REPORT
February 2020**

Type	Rate	Balance 1/31/2020	Increase (Decrease)	Balance 2/29/2020	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 157,996.77	\$ 57,426.93	\$ 215,423.70	\$ 215,423.70	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.170%	303,045.90	(48,104.07)	254,941.83	254,941.83	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	1.729%	178,806,805.58	26,558,337.21	205,365,142.79	162,049.97	30,846,382.10	136,529,975.51	37,826,735.21	
		<u>\$ 179,267,848.25</u>	<u>\$ 26,567,660.07</u>	<u>\$ 205,835,508.32</u>	<u>\$ 632,415.50</u>	<u>\$ 30,846,382.10</u>	<u>\$ 136,529,975.51</u>	<u>\$ 37,826,735.21</u>	

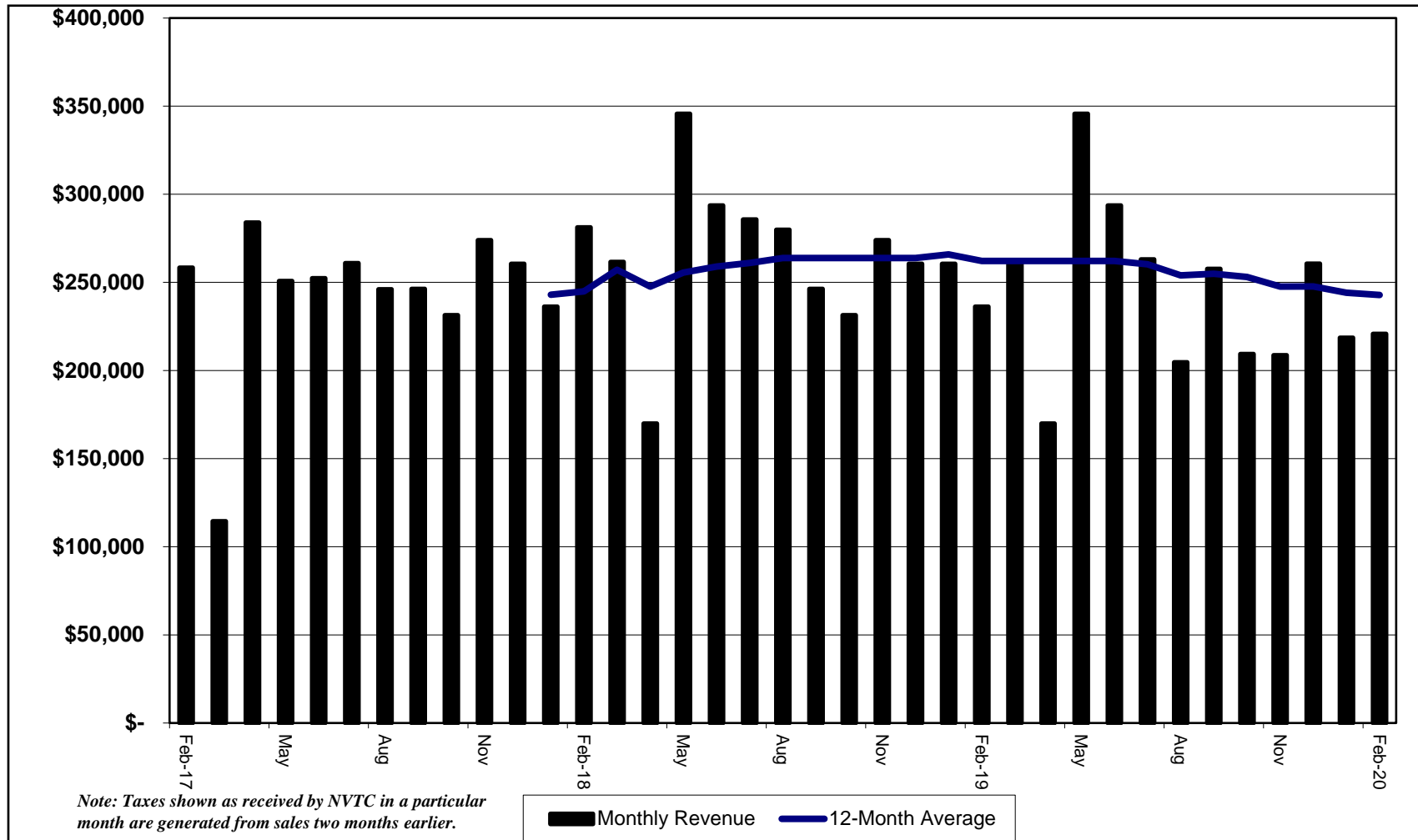
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2017-2020



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



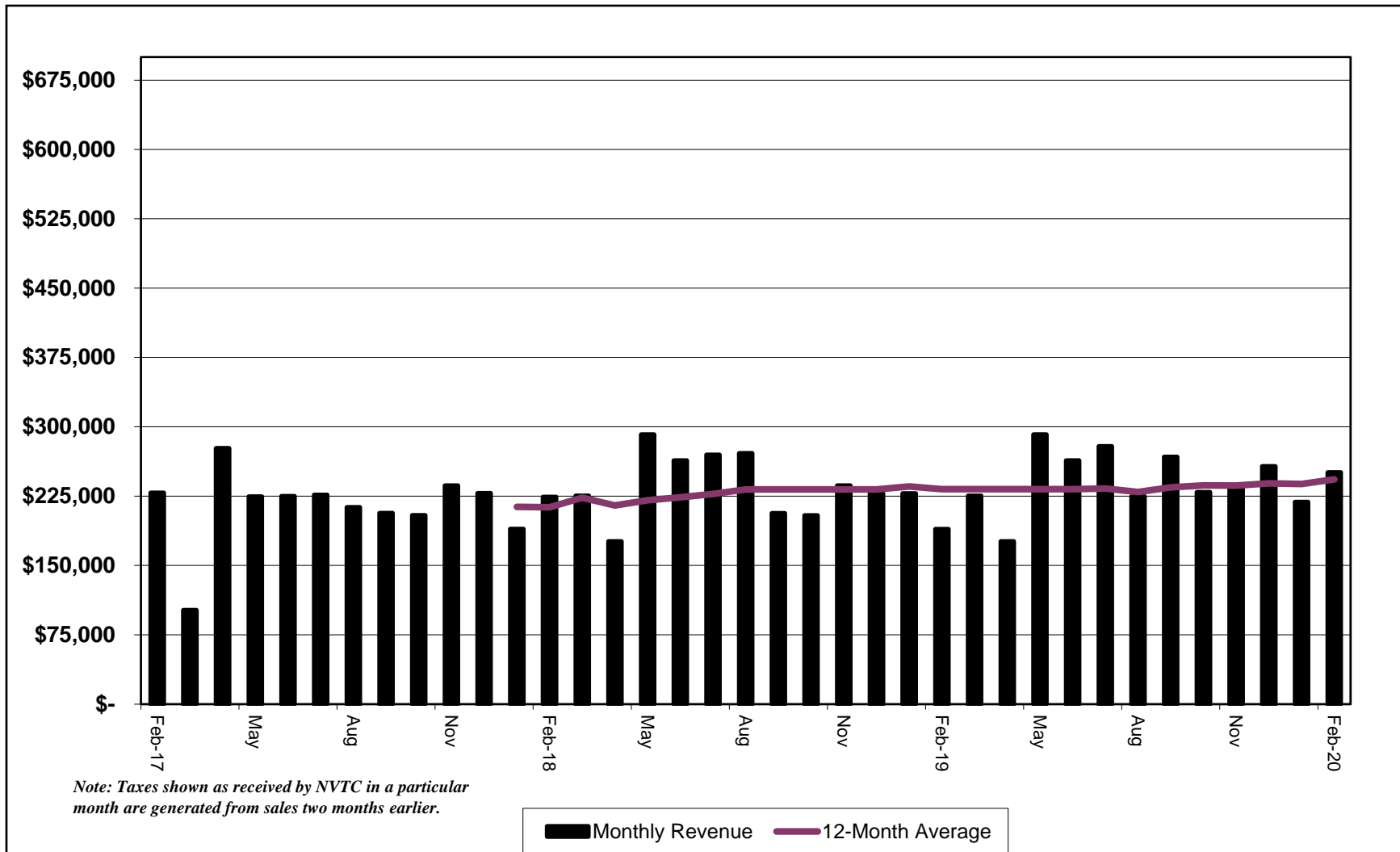
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2017-2020



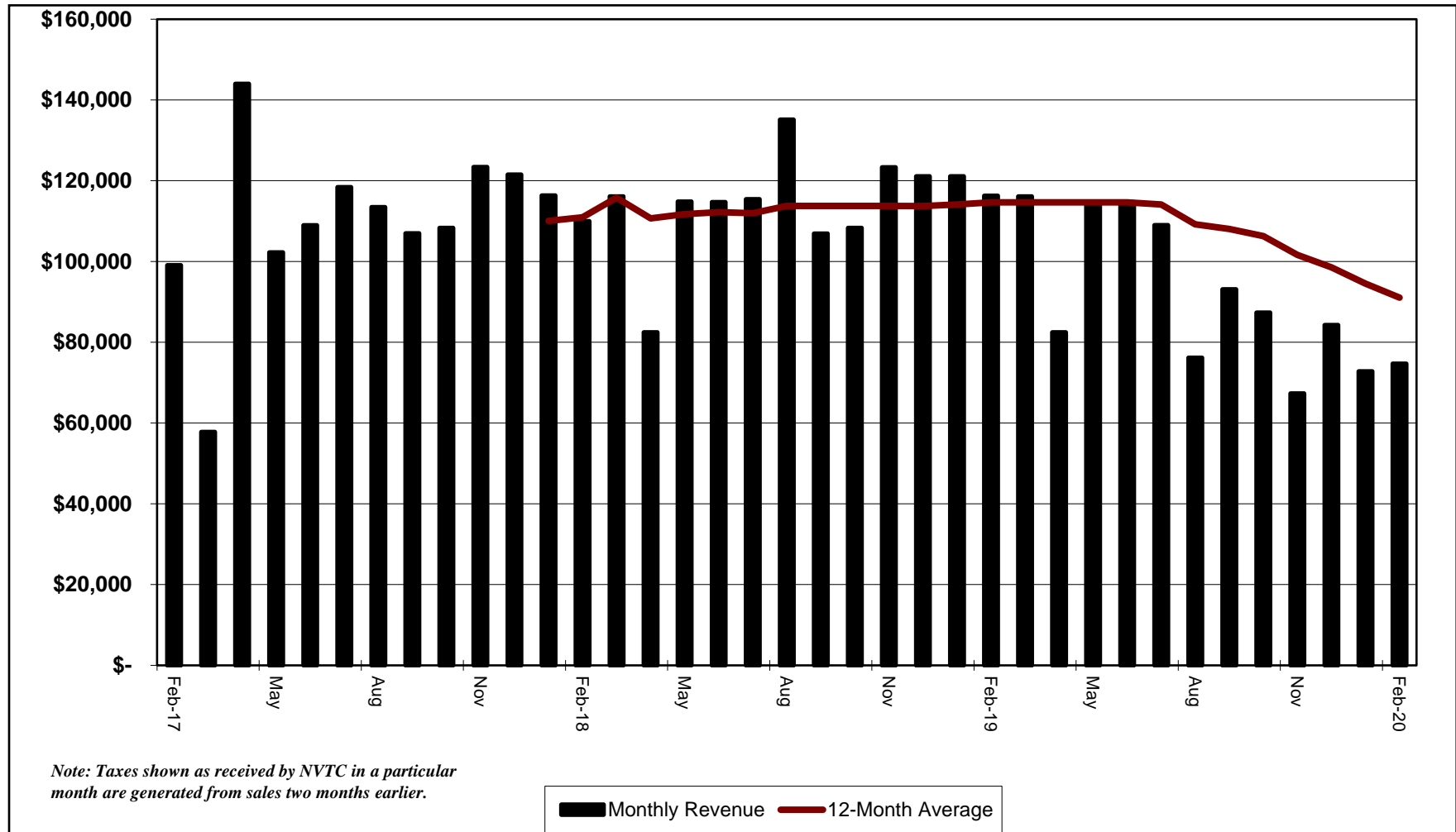
NVTC MONTHLY GAS TAX REVENUE

ARLINGTON COUNTY

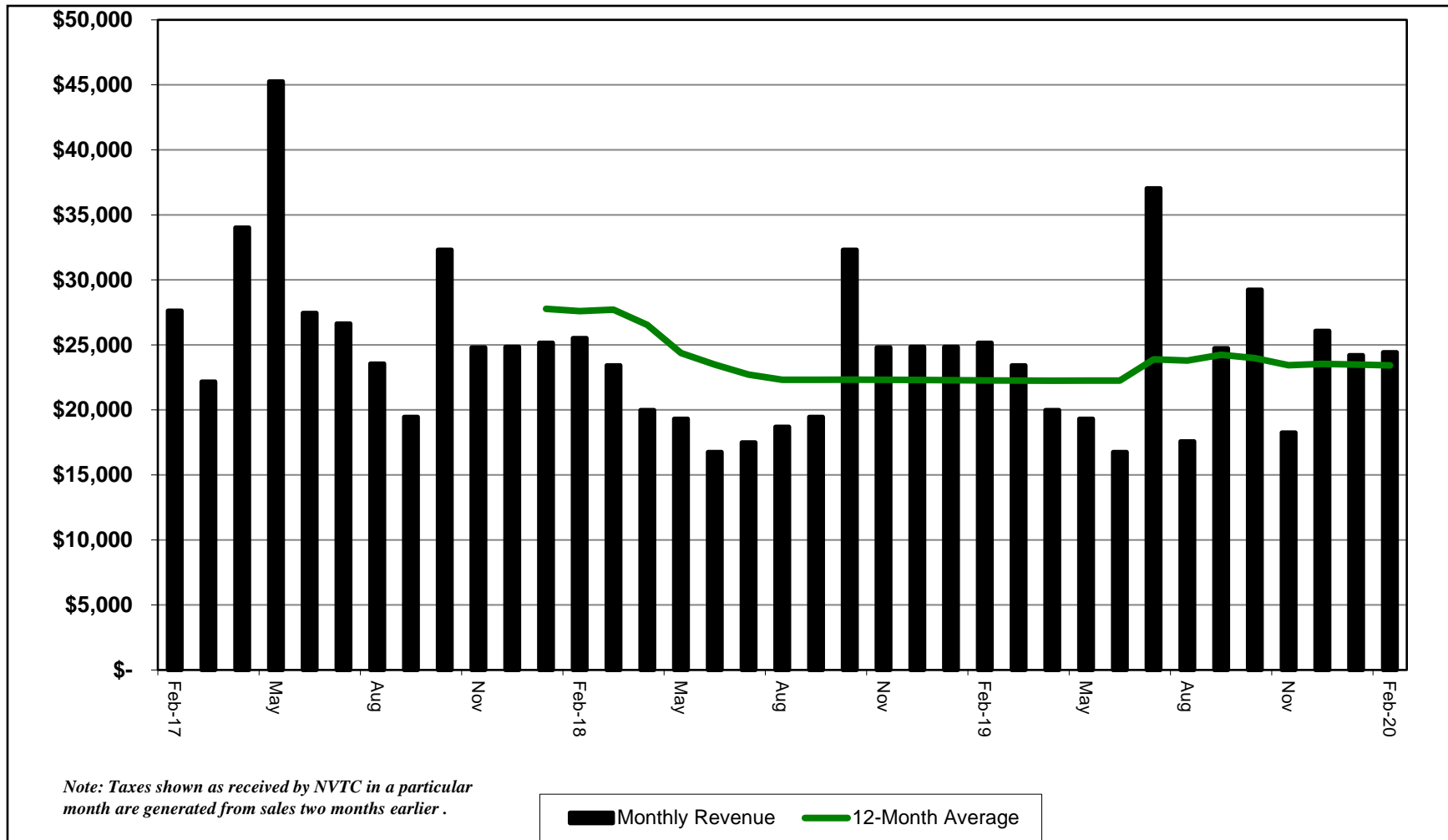
FISCAL YEARS 2017-2020



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

