NVTC Commission Meeting  
December 3, 2020

The meeting will start momentarily.

Meeting materials available at www.novatransit.org
Welcome by the NVTC Chair

- Virtual Meeting Guidelines
- Commission Roll Call to Establish a Quorum
- Identify Staff Participating in Meeting
- Overview of Agenda
- Opening Remarks
NVTC December 2020 Meeting Agenda

1. Opening Remarks

2. Consent Agenda
   • Resolution #2426 Finding Need to Conduct December 3, 2020 Meeting Electronically
   • Approve the 2021 Meeting Schedule

3. Approval of November 5, 2020 Meeting Minutes

4. Accept & Authorize Distribution of NVTC’s FY 2020 Audited Financial Statements and Compliance Reports

5. Washington Metropolitan Area Transit Authority
   • Authorize Executive Director to Send 2020 Report on the Performance and Condition of WMATA to the Governor & General Assembly

6. Transit Technology
   • Presentation on 2021 Northern Virginia Regional Fare Collection Strategic Plan

7. Legislative Update
   • Approve NVTC’s Draft 2021 Legislative and Policy Agenda

8. Virginia Railway Express
   • Five Action Items

9. Department of Rail and Public Transportation
   • Presentation on the I-395 American Legion Bridge Transit/TDM Study

10. NVTC Transit Resource Center

11. Executive Director Report
2. Consent Agenda

A. Approve Resolution #2426: Finding Need to Conduct December 3, 2020 Meeting Electronically

B. Approve the 2021 Meeting Schedule

Commission will be updated on any public comments received prior to the meeting.

3. Approve November 5, 2020 Meeting Minutes

ACTION ITEM: Approve the Meeting Minutes from the November 5, 2020 Commission Meeting
4. ACTION ITEM: Accept & Authorize Distribution of NVTC’s FY 2020 Audited Financial Statements and Compliance Reports

- PBMares issued unqualified (clean) opinion that NVTC’s financial statements fairly and accurately present the financial position of NVTC
- Also issued a clean report on NVTC’s internal financial controls
5. WMATA

A. WMATA COVID-19 Response
B. Report from the Virginia WMATA Board Members
C. Other WMATA News

PAUL SMEDBERG
COMMONWEALTH APPOINTEE TO THE WMATA BOARD OF DIRECTORS

MATT LETOURNEAU
NVTC APPOINTEE TO THE WMATA BOARD OF DIRECTORS LOUDOUN COUNTY
5. WMATA (continued)

D. Report from the Chair of the NVTC WMATA Committee

• ACTION ITEM: Authorize the Executive Director to Send NVTC’s 2020 Report on the Performance and Condition of WMATA to the Governor and the General Assembly
6. Transit Technology Program

Presentation: 2021 Northern Virginia Regional Fare Collection Strategic Plan
Proposed Strategic Plan

• Establishes **goals and objectives for NVTC’s support** of regional partners in maintaining and modernizing fare payment and collection technology

• Provides a **shared vision with local flexibility** for regional fare collection in the region

• Considerable **changes in the region** since original plan adopted in 2018—update needed to align with new and emerging transit agency needs

### Regional Fare Collection

**Vision Statement:**
Northern Virginia transit systems envision an enhanced regionally-integrated fare collection system with local flexibility to meet evolving customer expectations.
Regional Fare Collection History

1999
SmarTrip Launch

2006-2008
ART, CUE, DASH, Fairfax Connector, Loudoun County Transit, OmniRide join SmarTrip

2015
VRE Mobile

2018
NVTC Regional Fare Collection Strategic Plan

2019
DASH Bus App Pilot

2020
WMATA Fare Payment Systems Vision & Strategy
DCU Upgrades
VRE Mobile Update
SmarTrip Mobile App

2021
NVTC Regional Fare Collection Strategic Plan Update
Plan Overview

- **Key Takeaway:** Continued levels of NVTC support are needed to coordinate the enhancement of regional fare collection systems

<table>
<thead>
<tr>
<th>NVTC Support Actions</th>
<th>Cross-Cutting Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify NVTC’s role in implementing fare collection initiatives as aligned with other regional initiatives</td>
<td>• Increase ease of use and improve customer experience</td>
</tr>
<tr>
<td>Immediate Through CY 2021</td>
<td>• Keep pace with technology and customer expectations</td>
</tr>
<tr>
<td>Near-term Through CY 2022</td>
<td>• Expand fare payment options equitably</td>
</tr>
<tr>
<td>Long-term Beyond CY 2022</td>
<td></td>
</tr>
</tbody>
</table>

1. Strategic Plan Overview
2. NVTC Support Actions
3. Regional Progress, Challenges, & Opportunities
4. Next Steps
## Proposed NVTC Support Actions

The **2021 Northern Virginia Regional Fare Collection Strategic Plan** proposes the following actions for NVTC’s support:

<table>
<thead>
<tr>
<th>Immediate Through CY 2021</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Continue Farebox State of Good Repair</td>
</tr>
<tr>
<td>B.</td>
<td>Support Immediate Mobile Payment Needs</td>
</tr>
<tr>
<td>C.</td>
<td>Facilitate Information Exchange on Installation of Bus Operator Safety Barriers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Near-term Through CY 2022</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>D.</td>
<td>Coordinate and Support New Farebox Procurement and Implementation (Including Rear-Door Payment and All-Door Boarding)</td>
</tr>
<tr>
<td>E.</td>
<td>Coordinate and Support Procurement of Off-Board Fare Collection System</td>
</tr>
<tr>
<td>F.</td>
<td>Coordinate and Support Fare Capping Implementation Analysis</td>
</tr>
<tr>
<td>G.</td>
<td>Monitor Mobile Payment Trends</td>
</tr>
<tr>
<td>H.</td>
<td>Coordinate, Support and Market New Fare Products and Programs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Long-term Beyond CY 2022</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>Coordinate and Support Expansion of Retail Network</td>
</tr>
<tr>
<td>J.</td>
<td>Coordinate and Support Planning for Contactless Open Payments</td>
</tr>
<tr>
<td>K.</td>
<td>Coordinate and Support Upgrades to WMATA’s Back Office System</td>
</tr>
<tr>
<td>L.</td>
<td>Coordinate and Support Integration of VRE with SmarTrip</td>
</tr>
<tr>
<td>M.</td>
<td>Coordinate and Support SmarTrip App Enhancements</td>
</tr>
</tbody>
</table>

Timelines will be regularly revisited and refined by NVTC as projects are implemented and evaluated to align with funding availability and updates to policy priorities.
Challenges and Opportunities Ahead

Covid-19 public health emergency challenges
• Paused fare collection
• Reduced fare revenue
• On-board customer interactions
• Shared payment equipment

New opportunities through fare payment improvements
• Growing demand for mobile and contactless payments
• Modernization of back office software
• Multimodal trip planning and payment
• Touchless technologies
Accomplishments Since 2018 Strategic Plan

- Maintenance and rehab of aging fareboxes
- WMATA Fare Payment Vision and Strategy
- DASH Bus App pilot and VRE Mobile upgrade
- SmarTrip App and mobile wallet
- Accelerated innovation to address the Covid-19 public health Emergency—rear-door payment validation, SmarTrip App
Next Steps

Commission action
• January 2021 NVTC action on the 2021 Regional Fare Collection Strategic Plan

Assessment
• Measure progress and report to partners and Commission on a regular basis
• Implement plan while maintaining flexibility to adapt to changes in policy, technology and funding

1. Strategic Plan Overview
2. NVTC Support Actions
3. Regional Progress, Challenges, & Opportunities
4. Next Steps
7. Legislative Update

A. Report from the Chair of the Legislative and Policy Committee
   • ACTION ITEM: Approve NVTC 2021 Legislative and Policy Agenda
B. Federal Update
C. Annual Joint NVTC-PRTC Legislative Briefing
8. Virginia Railway Express

A. VRE Commission Orientation
Virginia Railway Express
Orientation

Presented by
Rich Dalton
Virginia Railway Express CEO
December 3, 2020
via Webex
VRE Orientation

A 2015 management audit recommended that VRE annually brief members of its two parent Commissions on their roles as owners of the commuter rail service. Tonight’s overview will touch on the following:

• Governance
• What We Are Known For
• Operations
• Equipment
• VRE’s Future
VRE Governance

• Joint project of NVTC and PRTC.
• Commissions own VRE but delegate many actions to the Operations Board through the VRE Master Agreement.
• The Operations Board consists of Commission board members from VRE jurisdictions plus the chairman of the Commonwealth Transportation Board or designee.
VRE Governance

The Commissions have retained approval authority for:

- Amendments to the Master Agreement
- Hiring and termination of the Chief Executive Officer
- Statewide and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the Commissions’ name
- Agreements pertaining to operations and insurance.
- Other major policies, such as terms for new entrants
- Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans.
What We Are Known For

- Safe and Healthy Operations
- High Customer Satisfaction
- Quality Service
- Reliable Service
- Strong Partnerships
Operations

Service (Pre-Pandemic)
- 82 route miles of leased track
- 2 lines
  - Fredericksburg
  - Manassas
- 16 trains daily on each line
- 19 stations
- 5 stations connect to Metrorail

Staff
- 50+ at headquarters/warehouse
- 140+ contracted employees
  - Operations (Keolis)
  - Station upkeep (Fresh Air)
  - Maintenance (Keolis)
**Equipment**

- 20 MP36 diesel-electric locomotives
- 21 Gallery IV cab cars (123 seats)
- 49 Gallery IV trailers with restrooms (132 seats)
- 30 Gallery IV trailers without restrooms (144 seats)
VRE’s Future

Virginia’s visionary $3.7 billion infrastructure improvement program will separate freight and passenger rail, enhancing VRE service reliability and allowing for longer and more frequent trains. When the 10-year plan is fully implemented, VRE can explore adding bi-directional service.
8. Virginia Railway Express (cont.)

B. VRE COVID-19 Response
C. VRE CEO Report and Minutes
E. VRE FY 2021 Budget Update

F. Approve Resolution #2427: Accept & Authorize Distribution of VRE’s FY 2020 Comprehensive Annual Financial Report (CAFR)

G. Approve Resolution #2428: Approve the 2021 VRE Legislative Agenda

H. Approve Resolution #2429: Authorize the VRE CEO to Execute an Agreement with the City of Manassas Park for the Design, Construction, Operation and Maintenance at the VRE Manassas Park Station

I. Approve Resolution #2430: Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Operations and Access

J. Approve Resolution #2431: Authorize the VRE CEO to Execute an Agreement with the Virginia Passenger Rail Authority (VPRA), or Alternatively the Department of Rail and Public Transportation for Later Assignment to the VPRA, for Passenger Rail Improvements and Funding
Agenda Item 8H
Virginia Railway Express

Presented by
Rich Dalton
Virginia Railway Express CEO
December 3, 2020
via Webex
Proposed Passenger Rail Operations/Access Agreement
Proposed Passenger Rail Operations/Access Agreement

- Operations
- Term
- Track Dispatching and Maintenance Fees
- Passenger Station Facility Lease
- Planned Improvements
- Planned Additional Service
- Indemnity/Liability/Default Provisions
Agenda Item 8

Virginia Railway Express

Presented by
Rich Dalton
Virginia Railway Express CEO
December 3, 2020
via Webex
Proposed Passenger Rail Improvements and Funding Agreement

- Commuter Rail Operating and Capital (CROC) Fund
- CROC-Backed Debt
- CROC PAYGO Contribution
- Supported Program Elements
- Future Agreements
Proposed Passenger Rail Improvements and Funding Agreement
9. Department of Rail and Public Transportation

A. DRPT Monthly Report
B. Presentation: I-495 American Legion Bridge Transit/TDM Study
C. Quarterly Updates on WMATA Reform
I-495 American Legion Bridge Transit and TDM Study Update

NVTC December Meeting

December 3, 2020

Jennifer DeBruhl, Chief of Public Transportation
Department of Rail and Public Transportation
Study Context and Focus

• **Fall 2019:** Governors Northam and Hogan announce Capital Beltway Accord to Rebuild American Legion Bridge and Connect Interstate Highway System

• **Complements** Virginia’s I-495 NEXT and Maryland’s Managed Lanes Study

• Funded and managed jointly by DRPT and MDOT-MTA, and is separate from improvement projects in the corridor.

• **This study’s focus:** develop and prioritize transit options and travel demand management for bistate travel across the bridge
Engagement Process

• Three Stakeholder Meetings held to date
  • July 16, 2020
  • August 28, 2020
  • October 16, 2020

• Upcoming Stakeholder Meeting scheduled for December 11, 2020

• Surveys
  • Survey 1: Purpose was to gain an understanding of commute choices in addition to driving alone. *Closed August 28, 2020*
  • Survey 2: Getting feedback on potential recommendations. *Ongoing*

• Keeping track of the Study is easy by connecting to DRPTs Major Initiatives Webpage

• The study webpage includes a [stakeholder comment link](#)
Study Process

1. Assess Needs and Gaps
   - Why is transit needed?
   - What transit is there today?
   - What transit is planned in the future?

2. Review Travel Markets between VA and MD
   - Where are trips over the bridge coming from and going to?
   - Which of those markets could be served by transit?

3. Develop and Test Transit Routes and Commuter Assistance Programs
   - Where and how often should the route stop?
   - Where can transit use managed lanes?
   - How can technology improve the transit experience?
   - How will people get to and from the transit service?

4. Recommend Potential Improvements
   - What is the overall forecasted affect on reducing congestion?
   - How many people and jobs will be connected by new transit?
   - How much will it cost to implement?
Existing Transit/Rail

- Abundance of local bus and commuter bus service to regional hubs
- Metrorail and VRE, MARC commuter rail
- No public transit service currently operating over the bridge
Travel Demand

• High demand
  • MD 355 Corridor and Silver Spring in MD to Tysons, Dunn Loring, and VA 7 corridor

• Moderate demand
  • Fairfax and Arlington in VA to Bethesda and Friendship Heights in MD

• Corridor segments with highest number of trips:
  • I-270/I-270 spur from I-495 to I-370 (MD)
  • I-495 from the Bridge to Dulles Corridor (VA)
  • I-495 from the I-270 spur junction to Prince George’s County line (MD)
  • I-495 from the Bridge to the I-270 spur junction (MD)
## Potential Transit Connections Under Consideration

<table>
<thead>
<tr>
<th>Option</th>
<th>Virginia</th>
<th>Maryland</th>
<th>Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tysons</td>
<td>Bethesda</td>
<td>Insufficient Travel Demand Along Corridor</td>
</tr>
<tr>
<td>2</td>
<td>Friendship Heights</td>
<td>Germantown</td>
<td>Not Competitive with Existing Transit Service</td>
</tr>
<tr>
<td>3a</td>
<td>Germantown</td>
<td>Gaithersburg</td>
<td>Indirect Access to Managed Lanes</td>
</tr>
<tr>
<td>3b</td>
<td>Gaithersburg</td>
<td>Silver Flint</td>
<td>Route Connection Advanced for Testing</td>
</tr>
<tr>
<td>4</td>
<td>Silver Spring</td>
<td>Frederick</td>
<td></td>
</tr>
<tr>
<td>5a</td>
<td>White Oak via Silver Spring</td>
<td>Frederick</td>
<td></td>
</tr>
<tr>
<td>5b</td>
<td>White Oak</td>
<td>Frederick</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Friendship Heights</td>
<td>Germantown</td>
<td></td>
</tr>
</tbody>
</table>

### Option Virginia Maryland

<table>
<thead>
<tr>
<th>Option</th>
<th>Virginia</th>
<th>Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>7a</td>
<td>Dulles/Reston</td>
<td>Frederick</td>
</tr>
<tr>
<td>7b</td>
<td>Germantown</td>
<td>Gaithersburg</td>
</tr>
<tr>
<td>7c</td>
<td>Gaithersburg</td>
<td>Rockville</td>
</tr>
<tr>
<td>7d</td>
<td>Rockville</td>
<td>Silver Spring</td>
</tr>
<tr>
<td>7e</td>
<td>Silver Spring</td>
<td>White Oak</td>
</tr>
<tr>
<td>7f</td>
<td>White Oak</td>
<td>Bethesda</td>
</tr>
<tr>
<td>7g</td>
<td>Friendship Heights</td>
<td>Germantown</td>
</tr>
</tbody>
</table>

### Option Virginia Maryland

<table>
<thead>
<tr>
<th>Option</th>
<th>Virginia</th>
<th>Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>8a</td>
<td>Dunn</td>
<td>Frederick</td>
</tr>
<tr>
<td>8b</td>
<td>Loring</td>
<td>Germantown</td>
</tr>
<tr>
<td>8c</td>
<td>Frederick</td>
<td>Gaithersburg</td>
</tr>
<tr>
<td>8d</td>
<td>Rockville</td>
<td>Silver Spring</td>
</tr>
<tr>
<td>8e</td>
<td>Silver Spring</td>
<td>White Oak</td>
</tr>
<tr>
<td>8f</td>
<td>White Oak</td>
<td>Bethesda</td>
</tr>
<tr>
<td>8g</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Prioritization Methodology

- Potential routes scored relative to each other based on three categories

**Productivity** – Maximizing ridership for the lowest cost

**Equity** – Serving areas with high concentrations of low-income and minority individuals

**Connectivity** – Providing access to the most jobs and people

**Routes Retained:**
- Bethesda – Tysons
- Germantown – Tysons
- Silver Spring – Tysons
- Gaithersburg – Tysons
- Frederick – Tysons
- Bethesda – Dulles/Reston
- Bethesda – Dunn Loring
- Frederick – Arlington

**SCORING KEY**

- HIGH
- MEDIUM
- LOW
Preliminary Route Scoring

- Bethesda - Dunn Loring via Tysons
- Bethesda - Tysons
- Gaithersburg - Tysons
- Germantown - Tysons
- Silver Spring - Tysons
- Frederick - Arlington
- Bethesda - Reston
- Frederick - Tysons

**Total Score**

- **Productivity Score**
- **Equity Score**
- **Connectivity Score**
# Technology and Commuter Assistance Program Options

<table>
<thead>
<tr>
<th>Commuter Parking Information System</th>
<th>Vanpool Formation and Expansion Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real-Time Toll and Transit Information</td>
<td>Carpool Promotion Programs</td>
</tr>
<tr>
<td>Real-Time Arrival Information</td>
<td>Corridor-Specific Mobility Options Marketing Campaign</td>
</tr>
<tr>
<td>Real-Time Passenger Load Information</td>
<td>Targeted Residential Outreach</td>
</tr>
<tr>
<td>Transit Signal Priority</td>
<td>Targeted Employer Outreach</td>
</tr>
</tbody>
</table>
Transit Potential Recommendations Development

Develop List of Evaluation Options
• Outcome: List of possible route connections

Initial Screening
• Outcome: Narrowed down list to evaluate in more detail

Off-Model Testing and Evaluation
• Outcome: Preliminary ridership estimates and frequency assumptions; Preliminary comparative ranking based on productivity, equity, and connectivity

Modeling
• Outcome: Understanding of combined benefits of routes; Sensitivities to increased frequencies

Develop and Refine Investment Packages
• Outcome: Tiers of potential recommendations

Stakeholder meeting #1

Stakeholder meeting #2

Stakeholder meeting #3

Stakeholder meeting #4

We are Here

Public Survey #1

Public Meeting

Public Survey #2

Public Meeting
Next Step: Development of Investment Packages

Implementation Timeframes

- **Baseline $**
  - Near-Term
  - Mid-Term
  - Long-Term
- **Medium $$**
  - Near-Term
  - Mid-Term
  - Long-Term
- **High $$$**
  - Near-Term
  - Mid-Term
  - Long-Term
Timeline

- Baseline Conditions and Needs Assessment
  - July 2020

- Identification and Evaluation of Options
  - August 2020

- Testing, Refinement, and Prioritization
  - September 2020

- Transit/TDM Forecasting and Financial Projections
  - October 2020

- Draft Potential Recommendations
  - November 2020

- Draft Report
  - December 2020

- Final Report
  - January 2021

- Final Report
  - February 2021

★ Stakeholder Meetings
★ Public Meetings
10. NVTC Transit Resource Center

Information Items
A. FY 2021 1st Quarter Transit Performance Report
B. FY 2021 1st Quarter Parking Utilization Report
11. Executive Director’s Report

A. Executive Director Newsletter

B. NVTC Financial Reports (October 2020)

NVTC-PRTC Joint Virtual Legislative Briefing
Monday, December 7th at 9:00 am

Northern Virginia Virtual Joint Transportation Meeting
NVTC, NVTA, VRE, CTB, DRPT, VDOT
Focus on project funding
Tuesday, December 8th at 6:00 pm
Meeting is adjourned. Thank you for attending.