



MONTHLY COMMISSION MATERIALS

June 2020 – Electronic Meeting

MEETING OVERVIEW – June 4, 2020

NVTC's June 4 meeting will be an electronic meeting, which is possible since Governor Northam signed into law a legislative amendment to provide authority for public bodies, such as NVTC, to conduct electronic meetings during a declared state of emergency when it is impracticable or unsafe to assemble a quorum in a single location. The public will be able to access the audio live stream through YouTube and Facebook Live.

Action Items Include:

- Resolution "Finding Need to Conduct the June 4, 2020 NVTC Meeting Electronically"
- Letter certifying receipt of certain documents from WMATA required by State Code
- Appointment of Matt de Ferranti to the NVTC WMATA Committee
- Five VRE actions, including four rail agreements and an amended parking agreement

Other Meeting Highlights:

- Oath of Office for New Commissioners
- Public Comment Received during Declared Emergency
- Overview of WMATA and VRE's COVID-19 Response
- Reports from the Chair of the 3% Cap Working Group, the Chair of the NVTC WMATA Committee, and the Virginia WMATA Board Members
- Northern Virginia Regional Fare Collection Strategic Plan Update
- NVTC Transit Resource Center – FY 2020 3rd Quarter Transit Ridership Report, Metrorail Station Entries, and Parking Utilization Report

TABLE OF CONTENTS

NVTC June 4, 2020 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Oath of Office for New Commissioners	5
Agenda Item 3 Electronic Meeting	7
Agenda Item 4 Minutes	11
Agenda Item 5 Consent Agenda	27
Agenda Item 6 Virginia Railway Express (VRE)	31
Agenda Item 7 Washington Metropolitan Area Transit Authority (WMATA).....	123
Agenda Item 8 Department of Rail and Public Transportation (DRPT)	133
Agenda Item 9 Virginia Passenger Rail Authority	137
Agenda Item 10 Transit Technology Program.....	139
Agenda Item 11 NVTC Transit Resource Center.....	143
Agenda Item 12 Executive Director Report	151



**NVTC COMMISSION MEETING
THURSDAY, JUNE 4, 2020
Via Electronic Participation
Public Streaming via YouTube**

7:00 P.M.

AGENDA

NVTC is receiving public comment during the declared state of emergency. Persons wishing to provide written public comment should submit comments by 3:00 pm on June 4 via [NVTC's website](#). Comments will be provided to Commissioners prior to the June 4 meeting.

1. Opening Remarks
2. Oath of Office for New Commissioners
3. **Electronic Meeting**
 - A. **ACTION ITEM: Approve Resolution #2410: Finding Need to Conduct the June 4, 2020 NVTC Meeting Electronically**
 - B. Public Comments Received During Declared Emergency
4. **ACTION ITEM: Approve the Minutes of the May 7, 2020 NVTC Meeting**
5. **ACTION ITEM: Approve the Consent Agenda (subject to chair approval)**
 - A. **Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code**
 - B. **Appoint Matt de Ferranti to the NVTC WMATA Committee**
6. **Virginia Railway Express (VRE)**
 - A. VRE COVID-19 Response
 - B. VRE CEO Report and Minutes
 - C. **ACTION ITEM: Approve Resolution #2411: Authorize the Acting VRE CEO to Extend the Amended and Restated Operating/Access Agreement with CSX Transportation**
 - D. **ACTION ITEM: Approve Resolution #2412: Authorize the Acting VRE CEO to Extend the Access and Storage Agreement with Amtrak**
 - E. **ACTION ITEM: Approve Resolution #2413: Authorize the Acting VRE CEO to Execute an Amendment for the Second Option Period and the First Year of the Second Option Period of the Contract with Keolis Rail Services Virginia, LLC for Operating Services for Commuter Rail**

- F. ACTION ITEM: Approve Resolution #2414: Authorize the Acting VRE CEO to Execute an Amendment for the Fifth Year of the Contract with Keolis Rail Services Virginia, LLC for Maintenance Services for Commuter Rail**
- G. ACTION ITEM: Approve Resolution #2415: Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Parking Facility**

7. Washington Metropolitan Area Transit Authority (WMATA)

- A. WMATA COVID-19 Response
- B. Report from the Chair of the 3% Cap Working Group
- C. Report from the Chair of the NVTC WMATA Committee
- D. Report from the Virginia WMATA Board Members
- E. Other WMATA News

8. Department of Rail and Public Transportation (DRPT)

9. Virginia Passenger Rail Authority

10. Transit Technology Program

- A. Northern Virginia Regional Fare Collection Strategic Plan Update
- B. COVID-19 Impacts on Regional Fare Collection

11. NVTC Transit Resource Center

- A. FY 2020 3rd Quarter (January through March) Transit Ridership Report and Service Changes
- B. FY 2020 3rd Quarter (January through March) Metrorail Station Entries
- C. FY 2020 3rd Quarter Parking Utilization Report

12. Executive Director Report

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

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 2020

SUBJECT: Oath of Office for New Commissioners

At the June meeting the ceremonial oath of office will be administered to four new Commissioners. On May 14, 2020, NVTC received notification that the following General Assembly members have been appointed to NVTC: Speaker of the House Eileen Filler-Corn, Delegate Paul Krizek, Delegate David Reid, and Delegate Rip Sullivan.

Oath of Office

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.

This page intentionally left blank.

Agenda Item #3: Electronic Meeting

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 2020

SUBJECT: Electronic Meeting

At the June meeting the Commission will be asked to approve a resolution to conduct the meeting electronically. Commissioners will also have the opportunity to respond to the written public comments received prior to the meeting.

A. ACTION ITEM: Approve Resolution #2410: Finding Need to Conduct the June 4, 2020 NVTC Meeting Electronically

At the June meeting the Commission will be asked to approve Resolution #2410. Governor Northam signed legislation in response to the current COVID-19 public health emergency to provide authority for public bodies, such as NVTC, to conduct electronic meetings during a declared state of emergency when it is impracticable or unsafe to assemble a quorum in a single location. This resolution allows NVTC to confirm that the declared emergency makes it both impracticable and unsafe for the Commission to assemble in a single location on June 4, 2020, to discuss and transact the business of the Commission. Furthermore, the resolution states that the items on this meeting's agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties, and responsibilities.

B. Public Comments Received During Declared Emergency

According to the legislation signed by Governor Northam in response to the COVID-19 public health emergency ([Amendment 137: Allow policy-making boards to meet virtually during emergency declarations, Item 4-0.01](#)), a public body or governing board convening a meeting in accordance with this subdivision shall:

2. *Make arrangements for public access or common interest community association members access to such meeting through electronic means including, to the extent practicable, videoconferencing technology. **If the means of communication allows, provide the public or common interest community association members with an opportunity to comment;***

In advance of the June 4 meeting, NVTC will solicit written comments from the public via [Google Forms through NVTC's website](#). Comments received by 3:00 p.m. on June 4 will be provided to

Commissioners ahead of the meeting and Commissioners will have an opportunity to respond to the comments at the June 4 meeting.

**RESOLUTION #2410**

SUBJECT: Finding Need to Conduct the June 4, 2020 Meeting Electronically

WHEREAS: On March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 ("COVID-19");

WHEREAS: In subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread;

WHEREAS: The Northern Virginia Transportation Commission finds that it has a responsibility to demonstrate to the public, through the Commission's conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible;

WHEREAS: On April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize "any public body, including any state, local, [or] regional body" to "meet by electronic means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . ., provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities" among other provisions; and

WHEREAS: Several member jurisdictions of the Northern Virginia Transportation Commission have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, authorize regional bodies of which the locality is a member may meet electronically to transact business essential to the continuity of government.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Commission to assemble in a single location on June 4, 2020, to discuss and transact the business of the Commission listed on the June 4, 2020 Commission Meeting Agenda.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC that hereby finds that meeting by electronic means is authorized because the items on the June 4, 2020 Commission Meeting Agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties, and responsibilities.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC hereby finds that the items on the June 4, 2020 Commission Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Northern Virginia Transportation Commission as essential to the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

MINUTES
NVTC COMMISSION MEETING – MAY 7, 2020
Via Electronic Participation
Public Streaming via YouTube

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:00 P.M.

Members Present via Electronic Participation

Canek Aguirre
Elizabeth Bennett-Parker
Katie Cristol
Matt de Ferranti
Adam Ebbin
John Foust
Matt Letourneau
Jeff McKay
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Dalia Palchik
Paul Smedberg
David Snyder
Michael Turner
James Walkinshaw

Members Absent

Walter Alcorn
Libby Garvey

Staff Present via Electronic Participation

Kate Mattice, Executive Director
Matt Cheng
Andrew D’huyvetter
Allan Fye
Rhonda Gilchrest
Scott Kalkwarf
Steve MacIsaac
Aimee Perron Seibert
Rich Dalton (VRE)
Greg Potts (WMATA)

Opening Remarks

Chair Cristol welcomed everyone to the May 7 NVTC meeting. She explained that given the ongoing COVID-19 public health emergency and Governor Northam's ban on the gathering of 10 or more people, this meeting is being conducted electronically. This is possible because the governor signed into law on April 22, 2020 a legislative amendment to the budget bill to allow public bodies to meet electronically without a physical quorum present to discuss or transact the business statutorily required or necessary to continue operations of that public body.

Chair Cristol reviewed the procedures and instructions for the electronic meeting. All votes will be conducted by the commission secretary using a roll call vote. The only visual component of this meeting is the presentation slides which are being shown on Webex for Commissioners and on YouTube livestream for the public. Chair Cristol acknowledged the entire NVTC staff who put in countless hours preparing for this meeting, with a special acknowledgement to NVTC's Manager of IT and Web Resources Melissa Walker.

Commission Secretary Rhonda Gilchrest then called the roll and confirmed a quorum was present.

Chair Cristol then reviewed the action items, including an additional action related to Agenda Item #3 Electronic Participation. Resolution #2409 provides justification for NVTC to hold a business meeting during the current emergency declaration. This resolution will be the first action item.

Oath of Office for a New Commissioner

Chair Cristol announced that on April 28, 2020 the Arlington County Board appointed Matt de Ferranti to NVTC, to replace Christian Dorsey. Chair Cristol administered the oath of office to Mr. de Ferranti and the Commission welcomed him to NVTC.

Electronic Participation

Chair Cristol noted that there are two actions being requested for this item, including approval of Resolution #2409 "Finding Need to Conduct the May 7, 2020 Meeting Electronically" and approval of the revised NVTC Electronic Participation Policy.

Resolution #2409 Finding Need to Conduct the May 7, 2020 Meeting Electronically. Ms. Mattice reviewed Resolution #2409, which was provided to Commissioners and posted as a Blue Item on NVTC's website prior to the meeting. She explained that this resolution confirms that the declared emergency makes it both impracticable and unsafe for NVTC to assemble in a single location on May 7, 2020, to discuss and transact the business of the Commission. Furthermore, the resolution states that the items on the May 7 Agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties, and responsibilities.

Mr. Aguirre moved, with a second by Mr. de Ferranti, to approve Resolution #2409 (copy attached). The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, de Ferranti, Foust, Letourneau, Meyer, Palchik, Smedberg, Turner and Walkinshaw. Commissioners Ebbin, McKay and Snyder did not participate in the vote.

NVTC Electronic Participation Policy. Ms. Mattice stated that back in 2014 NVTC adopted its Electronic Participation Policy to allow Commissioners, under certain circumstances, to participate electronically in committee meetings. The policy did not allow Commissioners to participate electronically in monthly Commission meetings because the Navy League Building conference facility did not have the technology to do so. Since that time the Navy League has renovated its first-floor conference facility, including technology and audio-visual upgrades.

Ms. Mattice explained that NVTC staff had already planned to bring a revised Electronic Participation Policy to the Commission for action to reflect that there is now technology available to provide a way for Commissioners to participate electronically in other NVTC meetings. It is timely to present this revised policy for action as the provisions that allows NVTC to meet electronically during declared emergencies is also included in the policy. She stated that the legislation signed by Governor Northam provides authority for public bodies, such as NVTC, to conduct electronic meetings during a declared state of emergency when it is impracticable or unsafe to assemble a quorum in a single location. This legislative amendment is effective through June 30, 2022, but staff will likely recommend to the NVTC Legislative and Policy Committee that a permanent legislative fix be sought during the next General Assembly Session.

Ms. Mattice reviewed the major changes to the revised NVTC Electronic Participation Policy compared to the previous version, which include:

- Incorporates current Freedom of Information Act Code language.
- Allows Commissioners to participate electronically in all NVTC public meetings.
- Allows a Commissioner, whose principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting, to participate electronically subject to the procedural requirements set forth in the policy.
- Reflects that the remote location where a Commissioner is participating electronically is no longer required to be open to the public unless three or more members of NVTC are gathered at the same remote location.
- Integrates reformatting changes and minor editing for consistency and clarity.

Ms. Mattice reminded Commissioners that NVTC must have a physical quorum present for a Commissioner to participate electronically (although this provision does not apply to meetings during a declared emergency). Also, electronic participation is limited by law to two meetings of the public body per member each calendar year for Commissioners unable to attend due to a personal matter.

Mr. Aguirre moved, with a second by Ms. Palchik, to approve the revised NVTC Electronic Participation Policy. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, de Ferranti, Foust,

Letourneau, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw. Senator Ebbin did not participate in the vote.

Minutes of the March 5, 2020 NVTC Commission Meeting

Mr. Aguirre moved, with a second by Mr. de Ferranti, to approve the minutes of the March 5, 2020 meeting. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Cristol, Foust, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw. Commissioners Bennett-Parker, de Ferranti, Ebbin and Letourneau abstained.

Consent Agenda

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

- A. Authorize the Chair to Send a Letter of Support for Fairfax County's BUILD Transportation Grant Application

Mr. McKay moved, with a second by Senator Ebbin, to approve the Consent Agenda. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, de Ferranti, Ebbin, Foust, Letourneau, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw.

Commuter Choice Program

Chair Cristol stated that due to the COVID-10 public health emergency, staff is proposing a different action than what was previously anticipated for this meeting. The Commission is being asked to authorize the executive director to notify the Commonwealth Transportation Board (CTB) of a change in the selection timeline for the Commuter Choice (I-66) Round Four Program of Projects. She asked Ms. Mattice to speak to the requested action.

Ms. Mattice stated that NVTC received a total of 14 applications for eligible projects for the Commuter Choice (I-66) Round Four program, requesting approximately \$33.7 million for the two-year program. Prior to the COVID-19 public health emergency, NVTC anticipated a total of \$25 million in toll revenues would be available to fund this two-year program. It was the intent for the May NVTC meeting to hold a public hearing on the Commuter Choice (I-66) Round Four program and ask for authorization to present to the CTB projects considered for funding under this program. However, NVTC was notified by the Virginia Department of Transportation (VDOT) in early April that toll revenue collections for I-66 Inside the Beltway were already down sharply when comparing March 2019 to March 2020, directly due to reduced traffic as a result of the COVID-19 public health emergency.

Ms. Mattice explained that this reduction in known revenues and uncertainty as to when revenues will rebound makes it challenging to predict the availability of I-66 Inside the Beltway toll revenues for the Commuter Choice (I-66) Round Four program. As such, staff recommend moving the selection and approval process for the Commuter Choice (I-66) Round Four program until later this calendar year when the amount of available revenue for this program should be more predictable.

Ms. Mattice stated that regarding existing Commuter Choice (I-66) funding obligations, VDOT notified NVTC that net FY 2020 toll revenue payments available to NVTC for its current Round Three projects will be nearly \$7 million below the approved budget. However, due to carryover balances and interest accrual, NVTC staff are confident in the ability to meet current project obligations.

Ms. Mattice stated that following Commission action, NVTC staff will notify all Round Four applicants as well as VDOT and DRPT of this action. NVTC will also suspend the public comment period (inclusive of any comments received to date) and reopen it in late summer to coincide with the development and selection of a Round Four Program of Projects. NVTC staff will reconvene the Program Advisory Committee (PAC) later in the summer to discuss the impact of COVID-19 related revenue and policy implications to both existing and proposed projects. In the fall, staff will return for Commission approval of a Commuter Choice (I-66) Program of Projects and subsequently, the CTB's approval of the program.

Ms. Bennett-Parker asked if the Commuter Choice (I-395/95) program will also be impacted by the COVID-19 public health emergency. Ms. Mattice stated that at this time staff does not anticipate any impact since NVTC was already planning to start the call for projects later this fall, with selection of projects next spring. NVTC staff is closely watching toll revenues for both corridors (I-66 and I-395/95).

Mr. de Ferranti moved, with a second by Mr. Aguirre, to authorize the executive director to notify the CTB of a change in the selection timeline for the Commuter Choice (I-66) Round Four Program of Projects.

Mr. Snyder stated that he wants to make sure this action is not viewed in any way as jeopardizing the revenues NVTC would expect considering the changes in the tolls and he asked if there are downsides to taking this action. Ms. Mattice stated that NVTC staff are working closely with the Commonwealth, as there may be a delay in the release of the Six-Year Improvement Program (SYIP). So, at this time, staff does not anticipate this will change what NVTC is able to do. NVTC will be watching closely the first-year funding (FY 2020 revenue funding) and will have a better sense in the fall of any impacts.

The Commission then voted on the motion. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Bennett-Parker, Cristol, de Ferranti, Ebbin, Foust, Letourneau, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw.

Washington Metropolitan Area Transit Authority

Chair Cristol asked WMATA Board members Smedberg and Letourneau to give a brief update as part of the Virginia WMATA Board Member Report on how WMATA is leveraging the federal relief funding made available under the federal Coronavirus Aid, Relief, and Economic Security (CARES Act).

Report from Virginia WMATA Board Members. Mr. Smedberg stated that two weeks ago the WMATA Board approved a resolution in response to the CARES Act, which allocated \$1.02 billion to the Washington, DC area for Federal Transit Administration (FTA) direct recipients. Only direct recipients are responsible for meeting FTA reporting requirements and submitting reimbursements. As part of this action the WMATA Board also approved the availability of an operating subsidy credit to local transit providers who are not federal funding recipients. He asked Ms. Mattice to explain what this means to the jurisdictions.

Ms. Mattice stated that WMATA will include these credits in each jurisdiction's next quarterly billing statement, which will be the first quarter FY 2021 payment due on July 1, 2020. These credits were calculated according to a methodology that mirrors the allocation of the FTA formula funding to the DC area based upon data submitted to the National Transit Database as well as other factors. These credits would allow NVTC jurisdictions to use these savings to support their local transit systems' capital, operating, and other expenses already incurred or anticipated to prevent, prepare for, and respond to COVID-19. In addition, the local jurisdictions can use these credits to cover the loss of their own local revenues – for example the loss in regional gas tax revenues and sales taxes - that would have been used to fund their WMATA operating subsidy payment. She stated that while it is not required, it is encouraged that NVTC jurisdictions share with NVTC staff any jurisdictional board resolutions or budget actions that result from the credit provided by WMATA.

Mr. Smedberg thanked Ms. Mattice and the rest of her staff for their work on behalf of the jurisdictions as they were a valuable part of this funding discussion with WMATA staff. Mr. Letourneau agreed and also thanked Mr. Smedberg, as WMATA Board Chairman, for his leadership. He stated that the WMATA General Manager and all the WMATA employees should be recognized as they are providing essential front-line services during this declared emergency.

Mr. Letourneau reported that the WMATA Board will be revisiting the FY 2021 budget and potentially stepping back on the implementation of certain fare and service initiatives. He explained that one of the items for discussion will be the opening of the Silver Line Phase 2. The FY 2021 WMATA budget includes start-up costs associated with Phase 2 starting in April 2021. He stated that one issue is that there could be delay regarding the concrete panels as the inspector has not been able to travel to Virginia due to the COVID-19 public health emergency. He asked for feedback from jurisdictional staff prior to the next WMATA Board meeting regarding the Silver Line Phase 2 and its implications on the WMATA budget. He stated that there are both positive and negative financial implications to a delay in service. Mr. Smedberg agreed that it would be helpful to receive jurisdictional input. The WMATA Safety of Operations Committee will get an update on the project at its next week's meeting. Chair Cristol asked Commissioners to work with their jurisdictional staff to provide input.

Mr. Letourneau reported that the WMATA Board has met numerous times since April and has now started talking about what a phased-in approach to recovery will look like following the COVID-19 public health emergency. WMATA cannot just flip a switch and bring back full service; it will take time. He also reported that the WMATA Board approved a dedicated bond revenue resolution and WMATA plans to issue debt in the future to continue the capital funding program as planned.

In response to a question from Mr. Turner, Mr. Smedberg reviewed some of the outstanding issues of the Silver Line Phase 2 project. Thirteen issues were identified and although some have been addressed, there are still outstanding issues, including concrete panels, train control system interface testing, and gravel beds for railroads. The WMATA Board continues to be clear that that significant issues need to be resolved before WMATA accepts the project. Mr. Letourneau stated that WMATA is on a path to resolving most of the outstanding issues. The software integration issue can be addressed during the summer shutdown. The concrete panel issue is still unknown until inspections occur and WMATA knows the actual condition of each panel.

Mr. Snyder wanted to reiterate his previous comments given at past NVTC and WMATA meetings on behalf of the City of Falls Church regarding the city's concerns about financial and revenue issues.

NVTC Working Group on the Impact of the 3% Operating Subsidy Cap. Chair Cristol explained that 2018 transit funding legislation in Virginia holds WMATA to a 3% cap on the annual growth in the operating subsidies that are paid by the Compact jurisdictions – including NVTC jurisdictions. A recent budget amendment from the 2020 General Assembly Session was signed by the governor and directs the NVTC chair to convene a working group to study the impact of the 3% cap and to report back to the legislature any recommendations.

Chair Cristol reported that she worked with the NVTC WMATA Committee chair and NVTC staff on a proposed process and composition for the working group. The NVTC WMATA Committee discussed this at its April 30 meeting. She noted that the 3% cap is a challenging subject. Through this Commission, NVTC jurisdictions have voiced the need to control costs at WMATA. At the same time there is a recognition that WMATA is a regional system and that actions taken by one signatory can have impacts to other parties and to WMATA's budget process.

Ms. Mattice stated that staff will be reaching out to transportation directors and comparable senior staff within NVTC jurisdictions, as well as DRPT Director Mitchell, and private sector stakeholders to establish the working group. Interviews and group meetings will be conducted between now and the summer to hear from technical and budget staff their assessment of the impact – and as the law requesting this study says - “usefulness” of the cap. NVTC will also reach out to colleagues from the other WMATA Compact members (Maryland and the District) to provide some additional background and context for this Virginia-focused product.

Ms. Mattice stated that there is a recognition that the placement of the operational subsidy cap in 2018, as well as the expansion of exceptions to the cap just passed this General Assembly Session, were prior to the COVID-19 public health emergency. Staff will be examining, to the extent possible given the deadline of this report, how COVID-19 impacts and federal relief funding may play into the discussion of the operational cap. Staff will summarize the findings of

the working group in a report to the WMATA Committee and Commission for consideration later this calendar year in advance of the November 10, 2020 legislative deadline.

Ms. Mitchell stated that during the legislative process there was discussion among the jurisdictions and it is fair to say that there is not yet a consistent position among the jurisdictions towards the 3% cap. She stated that the 3% cap has been a double-edged sword with unexpected consequences and some budgetary issues with WMATA and the other Compact jurisdictions. She encouraged NVTC jurisdictions to reach consensus or at least a majority opinion, through the work of the 3% Cap Working Group, and look at how the cap has worked over the last several years and whether the cap should remain, be modified or removed.

Report from the Chair of the NVTC WMATA Committee. NVTC WMATA Committee Chair Aguirre reported that the WMATA Committee met virtually on April 30. In addition to a 3% cap discussion and an update on COVID-19/CARES Act, the committee discussed the 2020 update to the Annual Report on the Performance and Condition of WMATA. He explained that NVTC is required to provide this annual report to the governor and General Assembly. The report provides key financial, reliability, and ridership performance data, as well as the uses of Virginia's dedicated capital funding to WMATA. The report also provides strategies to reduce the growth in costs and improve operating efficiencies at WMATA. This chapter provides NVTC with an opportunity to state its policy priorities for these strategies.

Mr. Aguirre stated that after much discussion, the committee directed staff to make a major update to the report by providing context for COVID-19 related data and policy impacts. While conditions are still uncertain for WMATA during this crisis, the committee felt that it was vitally important for the report to be as contextually relevant as possible as this report will be delivered to the governor and General Assembly in December. He also stated that because the data included in the report often lags by a few years, the effects of COVID-19 on ridership and performance data will only begin to be felt in the 2020 report with the bulk of the impacts in future reports. NVTC staff will explore what this update could look like and the committee will discuss it at a future committee meeting.

Chair Cristol asked Commissioners to hold their questions and comments until after the 2020 Metrorail Station Shutdown presentation. There were no objections.

2020 Metrorail Station Shutdown and Mitigation Strategy Update. Ms. Mattice introduced Matt Cheng, who is the lead for managing the regional coordination efforts for the Platform Improvement Project shutdown and mitigation plans. She stated that Mr. Cheng is an amazing detail-oriented analyst who has ensured that the right people are at the table for these discussions – even as the scope of the shutdown has changed. His regular coordination conference calls – many with close to 80 individuals participating – have provided a meaningful venue for regional staff to roll up their sleeves and solve problems.

Mr. Cheng stated that this summer begins Phase II of the WMATA Platform Improvement Project to reconstruct 20 outdoor station platforms across the Metrorail system, which includes the replacement of concrete and conduct station renewal at four Orange Line stations (East Falls Church, West Falls Church, Dunn Loring and Vienna). Complete station closures begin on May 23, however WMATA has already begun construction due to some of the stations being closed for

the COVID-19 public health emergency. During the main construction phase, WMATA will be installing completely new platform edges, replacing concrete, replacing all station flooring with non-slip tile as well as updating customer amenities such as information screens and lighting.

Mr. Cheng stated that during construction Orange Line service will run between Ballston and New Carrollton only and there will be no Silver Line trains. Instead, customers will need to take the Orange Line when traveling in DC, MD and the Rosslyn-Ballston Corridor. WMATA has committed to providing three bus shuttles initially during this closure, all of which will be free. WMATA has designed this shuttle plan to be scale-able and flexible so if at some point during the summer the stations were to reopen and demand returns, they would incorporate these currently closed stations into the shuttle plan.

Mr. Cheng explained that NVTC's role leading up to and throughout the shutdown is to facilitate a regional coordination group led by WMATA and made up of local transportation agencies, the Commonwealth, first responders, bus operators and communication staff. NVTC holds regular coordination calls and meetings so that jurisdictional staff can ask questions directly to the WMATA project managers, coordinate on communication and service and share resources and best practices. This is also an opportunity to report on parallel projects that could affect the shutdown such as the I-66 widening or the Ballston Multimodal project.

Mr. Cheng stated that NVTC also conducted a similar coordination and review process for the Blue and Yellow Lines shutdown last summer. It was hoped that the lessons learned from last summer's shutdown and mitigation strategies that worked well, would be able to transfer to this summer's shutdown. However, due to the COVID-19 public health emergency, many of the strategies that were planned within the coordination group, such as in-person outreach, town hall events as well as extra jurisdictional bus service are not possible due to social distancing or paused until travel restrictions are lifted. WMATA and its partners are still making an aggressive communication push and providing a flexible shuttle plan, but some of the local mitigation strategies that worked last summer such as TDM, transit and business incentives, are not really applicable with the current travel restrictions and telework being enforced.

Mr. Cheng stated that one concern is coordination on the expanded shutdown of the Silver Line, as well as ensuring there are enough resources to provide seats to riders if travel restrictions are lifted and demand for commuting along the Orange and Silver Line corridors returns significantly. To that end, WMATA is working with the local agencies to right-size some of their shuttle service and plan for service contingencies. The challenge right now is coming up with and sharing new mitigation and transit strategies that complement the WMATA shuttles given the uncertainty about future ridership and jurisdictional level of service available during this project. This issue was discussed at WMATA last week, and NVTC staff are working to ensure both Commissioner and staff concerns are addressed.

Mr. Cheng stated that members of the regional coordination group are coordinating on updated communications on the project, so that the public may be informed of the expanded shutdown and work that is going on at the Orange Line stations before the May 23rd start date. NVTC is also monitoring local bus recovery to see if the routes run by Fairfax Connector, OmniRide and Loudoun County Transit that serve the affected stations could restart during the platform project, which could potentially give returning commuters better options to transverse the shutdown

area completely. Each jurisdiction will determine when they can resume transit services that are affected by the Orange and Silver Lines shutdown, but NVTC will continue to share resources and coordinate regionally on transit recovery during this project. Finally, WMATA is working with the group to keep them informed about the platform construction progress and schedule given the project work restrictions.

Mr. Cheng stated that he would be happy to answer any regional coordination question and Greg Potts is available to answer WMATA specific questions.

Mr. Snyder stated that for the City of Falls Church, the city is finding that it is paying for Metro services that the city is not getting and in other cases not getting any service at all. He is hearing an increasing amount of frustration from his constituents. He stated that the city is committed to working through this, but it is not working well for the city regarding Metro service now nor for the foreseeable future. It is his understanding that bus shuttles won't even stop at the East Falls Church Station as long as the station is closed. He asked about the metrics that will be used for opening this station and establishing some sort of service for those customers who use that station. He also stated employers are asking about what they should expect, since the message seems to be that if people are teleworking, they should continue to do so because there won't be much service. He also asked if the number of people who can be on a bus at any a given time is reduced, how is WMATA responding to provide adequate service.

Mr. Potts replied that regarding the criteria for opening stations, there are currently 19 stations closed due to the COVID-19 public health emergency. The WMATA Board will be hearing a report next week about a recovery plan. WMATA is coordinating with federal, state, local and regional authorities on best practices for when the region "opens back up." The WMATA Safety Office is working the social distancing aspect with bus planners since having full buses this summer is not a good idea. He assured NVTC that more specific criteria will be forthcoming from WMATA.

Mr. Snyder thanked everyone for their work under these difficult conditions.

Mr. Foust stated that he does not understand why the Silver Line is being shut down completely this summer and in his opinion the case has not been made. His concern is that decisions are being made for the convenience of WMATA and it is important to think about the people who ride Metro and their convenience. He stated that it is important to get the economy back on track and people back to work.

Mr. Letourneau stated that he understands Mr. Foust's frustration and had many of the same questions as the Reston-Wiehle Station is Loudoun County's lifeline to the entire Metrorail system. After talking with WMATA staff, it comes down to WMATA staff not confident that construction could be done safely under social distancing guidelines unless the stations were completely closed. It is believed that if there aren't closed, it will take the project much longer to complete.

Ms. Palchik thanked Mr. Letourneau, Mr. Cheng and Mr. Potts for their help to coordinate and improve the communication between WMATA and the jurisdictions. She noted that closing both the Orange and Silver Lines make reopening of the region more difficult. That being said, she is hopeful that through better communication this will improve the short-term and long-term

outcomes, as well as seeing a shift of outreach plans to virtual platforms for the public. She is anticipating more information from WMATA about safety guidance for riders and employees, as well as a timeline, especially for getting the East Falls Church Station and the Silver Line back in service as soon as possible.

Mr. McKay associated his comments with those of his colleagues, Mr. Foust and Ms. Palchik, and stated that obviously closing the Orange and Silver Lines will impact a significant number of people. He stated that it will be important for WMATA to coordinate with the Tysons Partnership throughout the process. He is also interested in ways WMATA can tighten the timeline and make sure that it does not slide. He suggested WMATA look at ways to incentivize riders to come back to the system after the summer shutdown and the COVID-19 public health emergency are over, such as reduced or free parking and reduced transit fares.

Fare Collection Update. Chair Cristol stated that this item was provided as a written report only. Staff will give a presentation on fare collection at a future meeting, including how COVID-19 may fundamentally change the way fares are collected on buses.

DRPT Report

DRPT Director Mitchell encouraged Commissioners to read the written DRPT Report. She stated that the governor's budget amendment #110 was included in the approved budget, which allows the Commonwealth Transportation Board to leave the existing Six-Year Improvement Program (SYIP) in place for a period up to June 30, 2021 or until a new SYIP can be adopted. The Commonwealth is waiting for a revised revenue forecast, which should be available in the next 60-90 days. DRPT is currently evaluating its next steps. She provided an overview of the Transportation Trust Fund and how funds are allocated, focusing on the potential impacts of the COVID-19 public health emergency to WMATA funding. DRPT is aware that jurisdictions are in the process of adopting their budgets.

Chair Cristol thanked DRPT Director and her staff, as well as the CTB, for delivering financial transit aid for the first month of losses due to the COVID-19 public health emergency.

Legislative Update

Chair Cristol stated that the Legislative Update includes a General Assembly update by Ms. Perron Seibert, a federal update by Ms. Mattice, and an update on the impacts of the COVID-19 public health emergency to transit funding and gas tax revenue by Mr. Kalkwarf.

Ms. Perron Seibert stated that the General Assembly reconvened for the Veto Session on April 22 to consider the governor's amendments to both legislation and the state budgets. It was a historic setup, where the House of Delegates met outside the Capitol Building and the Senate met at the Virginia Science Museum to observe social distancing during the COVID-19 public health emergency. During this Veto Session, legislation was passed that allows NVTC and other public bodies a way to meet electronically during a declared emergency. She thanked Senator Ebbin and Mr. MacIsaac for all their hard work to help get this legislation passed. She also

reported that some legislation has been delayed due to the current situation, including the peer-to-peer vehicle rental tax (SB 735, 2020 Session) will be delayed until October 1, 2020. The legislation that created the Virginia Passenger Rail Authority was successfully passed and the establishment of the authority is already moving forward.

Ms. Mattice stated that the Commission has already discussed the CARES Act related to WMATA. For the bigger picture, on March 27, 2020, President Trump signed a \$2.2 trillion emergency relief package that includes \$25 billion for transit operators. For the Washington, DC region, this means funding for WMATA, VRE and 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. These funds are made available to existing FTA formula program grantees at a 100% federal share, with no local match required, and will be available to reimburse capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Ms. Mattice announced that the American Public Transit Association (APTA) is calling for Congress to provide an additional \$23.8 billion in emergency response and recovery funding for transit. There is a recognition that the costs associated with lost revenues as well as protecting transit workers is astronomical. It is proposed that \$19 billion of that would be put in the Federal Transit Administration's (FTA) emergency relief program.

Mr. Kalkwarf stated that there is still much uncertainty about the impact COVID-19 will have on transit funding for NVTC. Excluding the Commuter Choice program, NVTC has two main funding sources for its jurisdictions' transit use. These include assistance through DRPT, and the NVTC regional gas tax, which is administered by the Department of Motor Vehicles. The majority of NVTC's assistance is through DRPT, which last year, for example, equaled about 85% of its transit revenue, with the regional gas tax making up the difference.

Mr. Kalkwarf stated that DRPT funding for NVTC includes operating and capital assistance for the local transit systems, as well as assistance to help jurisdictions' fund their shares of WMATA's operating and capital needs. Not until revised state revenue forecasts and the FY 2021 SYIP are released in the coming months will NVTC will have an idea of how much assistance it may receive.

Mr. Kalkwarf noted that while the NVTC regional gas tax plays a smaller role than the DRPT assistance, it is still an important revenue source to help NVTC jurisdictions meet their WMATA funding requirements. The regional gas tax revenue has been somewhat flat for the past couple of years, due to a price floor that's been in effect. Before COVID-19, gross revenues totaled about \$54 million annually. From that, each month a fixed dollar amount is withheld by the Commonwealth for WMATA dedicated funding and for the VRE C-ROC fund. This totals about \$19 million annually, leaving NVTC with 65% of the gross collections. As part of the transportation omnibus funding bill, the fixed amount increases to about \$28 million effective July 1, 2020, leaving NVTC with a little less than 50% of the gross collections. He stated that the important point here is if tax collections were to drop by 65% in a given month this fiscal year, it would mean NVTC doesn't see any revenue in that month since the Commonwealth's share comes off of the collections first. And starting in July, NVTC will not see any revenue if collections are at about 50% of pre-COVID-19 levels. To-date, DMV does not have updated revenue projections, and the drop-in revenue generated in March will not even be known until the end of this month.

However, the U.S. Energy Information Administration, and others, report around a 40% to 50% percent drop in demand for gasoline nationwide. How that translates to the NVTC region will be known over the next few months. Mr. Kalkwarf assured Commissioners that as more information becomes available, staff will be closely monitoring the impact on NVTC gas tax collections and DRPT assistance.

Virginia Passenger Rail Authority

Chair Cristol stated that the transit omnibus legislation created a Virginia Passenger Rail Authority (VPRA), which will have 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, VPRA 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.

Chair Cristol explained that the VPRA will be governed by a 15-member board, which includes three members who reside in the boundaries of the NVTC jurisdictions. NVTC has the opportunity to provide a list of recommended names to represent its jurisdictions on the VPRA for consideration by the governor, who will appoint the 12 non-legislative board members. She stated that it is important for NVTC to take advantage of this opportunity to provide names for consideration. She asked Commissioners to provide names of people they recommend for consideration directly to the chair or executive director. The list of recommended names will be discussed by the Executive Committee and the Commission will be updated at the June meeting.

DRPT Director Mitchell gave an update on the steps being taken to get the Virginia Passenger Rail Authority established. The Commonwealth is looking for people to serve on the authority with a variety of experience and expertise, including financial, legal and business and not just rail expertise.

Mr. Snyder asked for a more thorough discussion at a future meeting about the VPRA. He is concerned about overlaps and conflicts regarding governance and the relationship between the authority and NVTC. Chair Cristol noted that these two organizations have different roles and authority. She will reach out to Mr. Snyder to get more information about his concerns and the Commission can have a more detailed discussion at a future meeting.

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 gave an update on two recent unfortunate incidents that involved VRE service. On April 20, VRE Train #306 struck a person in the CSX right-of-way north of Long Bridge, with the person being pronounced dead at the scene. The DC Metro Police are investigating the incident. On May 5, VRE Train #313 struck a person on the CSX right-of-way south of the Crystal City Station, with the person being pronounced dead at the scene. The City of Alexandria Police and CSX are conducting an investigation. Mr. Dalton stated that VRE expresses its condolences

to the family members. Once the investigations are closed, he will update the VRE Operations Board and both Commissions.

Mr. Dalton reported that VRE ridership is down 97% compared to the same time last year. VRE is running at a reduced level of service. VRE is projecting a new deficit from operations for FY 2020 of approximately \$2.2 million, before recognizing the assistance of \$1.1 million emergency grant funding from DRPT. VRE is analyzing and applying for funding from the CARES Act.

Mr. Dalton acknowledged VRE's partners and recognized the VRE staff and crews who are working on the front-line to provide essential service for passengers. He reported that to-date, VRE has no positive COVID-19 cases among staff or crew members. He finally noted that VRE is already working hard on ways to welcome riders back when the region reopens.

Chair Cristol gave a brief update on the VRE CEO search process, which is underway. The hope is to bring a candidate for approval to the Commissions at their July meeting, but no later than the September meeting.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She thanked the entire NVTC staff for their efforts in working to make this virtual meeting a success.

Ms. Mattice concluded her report by noting that the financial report was provided to Commissioners. There were no questions.

Adjournment

Chair Cristol thanked Commissioners for participating in NVTC's first virtual meeting.

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

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer



RESOLUTION #2409

SUBJECT: Finding Need to Conduct the May 7, 2020 Meeting Electronically

WHEREAS: On March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 ("COVID-19");

WHEREAS: In subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread;

WHEREAS: The Northern Virginia Transportation Commission finds that it has a responsibility to demonstrate to the public, through the Commission's conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible;

WHEREAS: On April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize "any public body, including any state, local, [or] regional body" to "meet by electronic means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . ., provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities" among other provisions; and

WHEREAS: Several member jurisdictions of the Northern Virginia Transportation Commission have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, authorize regional bodies of which the locality is a member may meet electronically to transact business essential to the continuity of government.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Commission to assemble in a single location on May 7, 2020, to discuss and transact the business of the Commission listed on the May 7, 2020 Commission Meeting Agenda.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC that hereby finds that meeting by electronic means is authorized because the items on the May 7, 2020 Commission Meeting Agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties, and responsibilities.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC hereby finds that the items on the May 7, 2020 Commission Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Northern Virginia Transportation Commission as essential to the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 7th day of May 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair

Agenda Item #5: Consent Agenda

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 2020

SUBJECT: Consent Agenda (Subject to Approval by the Chairman)

ACTION ITEM: Approve the CONSENT AGENDA

A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code

At the June meeting the Commission will be asked to authorize the executive director to send a [letter to the Comptroller of Virginia certifying receipt of certain documents from WMATA](#). To date, three of the four required documents have been received by NVTC. The final document is WMATA's annual capital budget, which may be delayed due to the WMATA Board's May 28 changes to the FY 2021 operating and capital budgets.

[WMATA's annual capital budget for FY 2021](#) was approved by the WMATA Board on April 2, 2020. WMATA staff are finalizing the approved FY 2021 full budget book. Upon receipt of the budget book in mid to late June 2020, all required documents will be received and the executive director will send the letter to the Comptroller of Virginia certifying receipt of all documents in accordance with state code.

Background

Virginia's 2018 transit omnibus funding bill, [HB1539/SB856 \(2018\)](#), requires that NVTC request certain documents and reports from WMATA related to the transit agency's system budget, financial performance, and operating characteristics. Funding from the Commonwealth Mass Transit Fund to support WMATA is contingent upon NVTC providing an annual certification to the Comptroller that such documents and reports have been received. NVTC must certify to the Virginia Comptroller receipt of the following:

- WMATA's Annual Capital Budget
- [WMATA's Annual Independent Financial Audit](#)
- [WMATA's National Transit Data Annual Profile](#)
- [WMATA's Single Audit Reports - issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards \(2 C.F.R. Part 200\)](#)

WMATA's annual National Transit Database profile for FY2018 was posted on the Federal Transit Administration's (FTA) website in December 2019. WMATA also posted its most recent Comprehensive Annual Financial Report (CAFR). The most recent Independent Auditor's report starts on page three of the report. WMATA also posted its most recent Single Audit Reports for the fiscal year ended June 30, 2019. These reports were issued in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200). These received documents have been posted to [NVTC's WMATA Oversight webpage](#).

NVTC will continue the certification process annually on a schedule to match WMATA's fiscal year.

B. Appoint Matt de Ferranti to the NVTC WMATA Committee

At the June meeting the Commission will be asked to appoint Matt de Ferranti to the NVTC WMATA Committee to represent Arlington County. The committee roster is 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, Matt de Ferranti (nominated)

DRAFT



DRAFT

June XX, 2020

Chair
Hon. Katie Cristol

Vice Chair
Hon. Canek Aguirre

Secretary-Treasurer
Hon. Jeffrey C. McKay

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

Arlington County
Hon. Katie Cristol
Hon. Libby Garvey
vacant

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

City of Fairfax
Hon. David Meyer

City of Falls Church
Hon. David F. Snyder

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

Commonwealth of Virginia
Hon. Paul C. Smedberg

Virginia General Assembly

Senate
Hon. Adam Ebbin
vacant

House of Delegates
vacant
vacant
vacant
vacant

Executive Director
Katherine A. Mattice

Mr. David A. Von Moll
Comptroller of Virginia
Office of the Comptroller
Department of Accounts
P.O. Box 1971
Richmond, Virginia 23218-1971

Re: Request for Documents under Virginia Code § 33.2-3402

Dear Mr. Von Moll,

The Northern Virginia Transportation Commission (NVTC) certifies receipt of certain documents and reports from the Washington Metropolitan Area Transit Authority (WMATA) as detailed in Section 33.2-3402 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly.

These documents include the following:

- WMATA's Annual Capital Budget;
- WMATA's Annual Independent Financial Audit;
- WMATA's National Transit Database Annual Profile; and
- Single Audit Reports – issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

We have provided links to the documents on our website:
<<http://www.novatransit.org/wmata/wmata-oversight/>>.

The Commonwealth provides transit capital and operating funding from the Commonwealth Mass Transit Fund to support WMATA. Access to this funding is contingent on upon NVTC providing this annual certification indicating receipt of these documents.

Best regards,

Katherine A. Mattice
Executive Director

cc: Greg Potts, WMATA
Jennifer Mitchell, DRPT

This page intentionally left blank.

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 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.

At the June meeting the Acting VRE CEO will update the Commission on VRE's response to the COVID-19 public health emergency and other activities. The Commission will be asked to take action on five VRE items, including four rail agreements and an amended parking agreement with the City of Manassas.

A. VRE COVID-19 Response

On Tuesday, March 17, VRE began operating on an "S" schedule, which is traditionally used on holidays and during inclement weather, due to the significant drop in ridership as a result of the COVID-19 public health emergency. An [update from Acting VRE 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 and Minutes

Acting VRE CEO Rich Dalton will provide his report. The [Minutes of the May 15th VRE Operations Board meeting](#) and the [VRE CEO Report for May 2020](#) are attached.

C. ACTION ITEM: Approve [Resolution #2411](#): Authorize the Acting VRE CEO to Extend the Amended and Restated Operating/Access Agreement with CSX Transportation

The VRE Operations Board recommends Commission action to authorize the Acting VRE CEO to execute a one-year extension of the existing Amended and Restated Operating/Access

Agreement with CSX Transportation (CSXT) through June 30, 2021. VRE's current operating access agreement with CSXT expires June 30, 2020.

In December 2019, the Commonwealth of Virginia announced the Virginia Rail Improvement Program. One of the many elements of the program is the acquisition of CSXT right-of-way in the Commonwealth. During the 2020 Virginia General Assembly Session, the Virginia Passenger Rail Authority (VPRA) was established. Among its many responsibilities, the VPRA will manage the right-of-way, including operating agreements, acquired by the Commonwealth. This extension will also include the implementation of new seasonal schedules for the Fredericksburg Line afternoon trains to mitigate the effects of heat orders during the summer months.

Throughout the one-year contract extension period, VRE will continue to work with the Commonwealth, including DRPT and VPRA, and CSXT on the necessary agreements to continue VRE operations, consistent with the Virginia Rail Improvement Plan. This extension will allow time to complete the agreements in FY 2021. More information is provided in the attached [VRE memorandum](#).

D. ACTION ITEM: Approve [Resolution #2412](#): Authorize the Acting VRE CEO to Extend the Access and Storage Agreement with Amtrak

The VRE Operations Board recommends Commission action to authorize the Acting VRE CEO to enter into a five-year agreement, with an option to extend for another five-year term, with Amtrak for access and mid-day storage at the Washington Union Terminal. VRE's current agreement with Amtrak for access and storage at Washington Union Terminal expires on June 30, 2020.

The agreement, executed in 2015, included an option for an additional five-year term. The preferred method, as determined by VRE legal counsel, is to update the current agreement instead of amending. The majority of the updates reflect the implementation of policies by the Northeast Corridor Commission related to the Passenger Rail Investment and Improvement Act of 2008. The proposed agreement will be for five years with an option to extend for another five-year term. There are no material changes from the previous agreement relative to cost, general provisions and scope of work. More information is provided in the attached [VRE memorandum](#).

E. ACTION ITEM: Approve [Resolution #2413](#): Authorize the Acting VRE CEO to Execute an Amendment for the Second Option Period and the First Year of the Second Option Period of the Contract with Keolis Rail Services Virginia, LLC for Operating Services for Commuter Rail

The VRE Operations Board recommends the Commission take action to authorize the Acting VRE CEO to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving the second five-year option period and approving up to \$16,591,500 for the first year of the second option period, for a total contract value not to exceed \$196,003,057 through June 30, 2021. Additional information of the amendments, contract

modifications and proposed actions for this contract are provided in the attached [VRE memorandum](#).

F. ACTION ITEM: Approve [Resolution #2414](#): Authorize the Acting VRE CEO to Execute an Amendment for the Fifth Year of the Contract with Keolis Rail Services Virginia, LLC for Maintenance Services for Commuter Rail

The VRE Operations Board recommends Commission action to authorize the Acting VRE CEO to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$9,012,749, for a total amount not to exceed \$39,920,852, through June 30, 2021.

On January 15, 2015, the VRE Operations Board recommended, and the Commissions subsequently authorized, the VRE CEO to execute a contract with KRSV for Maintenance Services for Commuter Rail. The work performed under this contract includes daily and periodic servicing, inspection and repairs of locomotives and passenger rail cars. Lifecycle maintenance and extensive rolling stock repair work are included in this contract through a task order process. In addition to locomotive and passenger rail car work, the scope of work includes inspection, maintenance and repair of facilities equipment including yard tracks and buildings. There are no material changes to the scope of work for the upcoming fiscal year. Additional information about amendments, contract modifications and proposed action for this contract are provided in the attached [VRE memorandum](#).

G. ACTION ITEM: Approve [Resolution #2415](#): Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Parking Facility

The VRE Operations Board recommends Commission action to authorize the Acting VRE CEO to amend the agreement with the City of Manassas for the operation and maintenance of the parking facility located in the City of Manassas. The amendment will permit the installation of fixed bicycle storage spaces and extend the term of the agreement for five years. The resolution will also authorize the amendment to include a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term.

The agreement will stipulate the cost to purchase, install and maintain the bicycle lockers will be at the sole expense and responsibility of the City of Manassas. This resolution will not increase the estimated annual operation and maintenance cost for the parking facility. The estimated cost for FY 2021 is \$100,200 for VRE's share of the operation and maintenance cost. This cost is included in the approved FY 2021 budget, and future costs for the operation and maintenance of the facility will be included in subsequent annual budgets. Additional background information about the contract between VRE and the City of Manassas is provided in the attached [VRE memorandum](#).

This page intentionally left blank.



VIRGINIA RAILWAY EXPRESS

TO: Northern Virginia Transportation Commission Chair Cristol and Commissioners

FROM: Rich Dalton, Acting Chief Executive Officer

DATE: May 27, 2020

SUBJECT: VRE Monthly Update

Now nearly 12 weeks into running a reduced-service “S” schedule, VRE continues to transport essential personnel to their places of employment. The number of trips we provide may be small but they are important. Passenger trips appear to have stabilized at around 2,500 per week. Here’s what ridership looks like over the past four weeks compared to the same weeks in 2019.

Week Ending	FY 2020 Ridership	FY 2019 Ridership	Numeric Difference	Percent Difference
May 1	2,398	92,891	-90,493	-97.4%
May 8	2,494	91,374	-88,880	-97.3%
May 15	2,500	92,150	-89,650	-97.3%
May 22	2,502	89,604	-87,102	-97.2%

As of Friday, May 29, each passenger must wear a face mask on our platforms and trains. The requirement is the result of the [Governor's Executive Order 63](#), issued Tuesday. We began sharing the information with riders through social media and on our website immediately following the Governor's announcement.

With all of Virginia expected to be in Phase One of reopening by the end of this work week, VRE has plans in place to accommodate an increase in riders. We are working to make social distancing onboard our trains as simple as possible. New graphics will soon guide riders to window seats in every other row. By alternating rows for seating, passengers waiting for their station stop can stand on floor indicators to ensure proper distancing. Platform graphics will show passengers where to stand to maintain a six-foot separation from others.

Our Continuity of Operations team meets virtually each day and is in constant contact. VRE’s supply chain, staffing, business processes, and other functional areas of the organization remain in good shape.

This page intentionally left blank.



MINUTES
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD MEETING
May 15, 2020

WebEx Electronic Meeting with YouTube Live-Stream

Members Present

*Walter Alcorn (NVTC)
 *Andrea Bailey (PRTC)
 *Preston Banks (PRTC)**
 *Elizabeth Bennet-Parker (NVTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Matt Kelly (PRTC)
 *Jeanine Lawson (PRTC)
 *Cindy Shelton (PRTC) **
 *Gary Skinner (PRTC)
 *Ralph Smith (PRTC)
 *Dan Storck (NVTC)**
 *James Walkinshaw (NVTC)

Jurisdiction

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

Members Absent

Meg Bohmke (PRTC)
 Jennifer Mitchell (DRPT)

Stafford County
 Commonwealth of Virginia

Alternates Present

*Michael McLaughlin (DRPT) **
 *Gary Snelling (PRTC)

Commonwealth of Virginia
 Stafford County

Alternates Absent

Canek Aguirre (NVTC)
 Victor Angry (PRTC)
 Pete Candland (PRTC)
 Hector Cendejas (PRTC)
 Deborah Frazier (PRTC)
 Libby Garvey (NVTC)
 Jason Graham (PRTC)
 Jeff McKay (NVTC)
 Pam Sebesky (PRTC)

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

*Voting Member

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

Staff and General Public

Rich Dalton – VRE
John Duque - VRE
Robert Hostelka - VRE
Lezlie Lamb – VRE
Steve MacIsaac – VRE Legal Counsel
Kate Mattice - NVTC

Kristin Nutter – VRE
Dr. Bob Schneider – PRTC
Mark Schofield – VRE
Alex Sugatan - VRE
Joe Swartz – VRE

Chairman Skinner called the meeting to order at 9:01 A.M.

Chairman's Opening Remarks and Comments – 1

Chairman Skinner welcomed Stafford County's newly appointed Alternate, Gary Snellings, to the VRE Operations Board; and, announced the CEO Search Committee would meet in a Closed Session following the Operations Board meeting.

Roll Call – 2

Resolution Finding Need to Conduct May 15, 2020 Meeting Electronically – 3

Mr. Dalton briefed the Operations Board on Agenda Item 3, a Resolution Finding Need to Conduct May 15, 2020 Meeting Electronically.

Ms. Cristol moved, with a second by Ms. Bennett-Parker, to approve Resolution #03-05-2020, Finding Need to Conduct May 15, 2020 Meeting Electronically. The vote in favor was cast by Members Alcorn, Bailey, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, Skinner, Smith, Snellings and Walkinshaw.

Approval of the Agenda –4

Ms. Bailey moved, with a second by Ms. Bennett-Parker to approve the agenda as presented. The vote in favor was cast by Members Alcorn, Bailey, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, Skinner, Smith, Snellings and Walkinshaw.

Approval of the Minutes of the February 21, 2020 VRE Operations Board Meeting – 5

Ms. Cristol moved, with a second by Ms. Bailey, to approve the Minutes from February 21, 2020. The vote in favor was cast by Members Alcorn, Bailey, Bennett-Parker, Cristol, Franklin, Kelly, McLaughlin, Shelton, Skinner, Smith, Snellings and Walkinshaw. Ms. Lawson abstained.

Acting Chief Executive Officer's Report – 6

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

- COVID-19 Response
- Ridership
- On-Time Performance
- VRE's Financial Position
- Planning for the return of riders

[Mr. Banks joined the WebEx meeting at 9:17 a.m.]

[Mr. McLaughlin joined the WebEx meeting at 9:18 a.m.]

[Ms. Shelton joined the WebEx meeting at 9:25 a.m.]

Public Comment Time – 7

The Chairman announced that public comments were being accepted electronically through the Public Comments Form. A link to the form can be found at vre.org and the link would remain active through the end of the meeting. The Clerk will read the comments into the record prior to adjournment.

Action items - 8

Recommend Authorization to Extend the Amended and Restated Operating/Access Agreement with CSX Transportation – 8A

Ms. Bailey moved, with a second by Ms. Bennett-Parker, to recommend the Commissions authorize the Acting CEO to execute a one-year extension of the existing Amended and Restated Operating/Access Agreement with CSXT through June 30, 2021.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Skinner, Smith, and Walkinshaw. Mr. Snellings and Ms. Shelton did not cast a vote.

[Mr. Storck joined the WebEx meeting at 9:33 a.m.]

Recommend Authorization to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal -8B

Ms. Bailey moved, with a second by Ms. Bennett-Parker, to recommend the Commissions authorize the Acting CEO to enter into a five-year agreement, with an option to extend for another five-year term, with Amtrak for access and mid-day storage at Washington Union Terminal.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck and Walkinshaw. Mr. Snellings did not cast a vote.

Recommend Authorization to Execute an Amendment for the Second Option Period and the First year of the Second Option Period of the Contract for Operating Services for Commuter Rail -8C

Ms. Bailey moved, with a second by Ms. Shelton, to recommend the Commissions authorize the Acting CEO to Amend the Contract with Keolis for Operating Services for Commuter Rail by approving the second five-year option period; and by approving up to \$16,591,500 for the first year of the second option period.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Recommend Authorization to Execute an Amendment for the Fifth Year of the Contract for Maintenance Services for Commuter Rail – 8D

Ms. Cristol moved, with a second by Ms. Lawson, to recommend the Commissions authorize the Acting CEO to amend the Contract with Keolis for Maintenance for Commuter Rail by increasing the total contract authorization by \$9,012,749 for a total amount not to exceed \$39,930,852 through June 30, 2021.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Recommend Authorization to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility – 8E

Mr. Smith moved, with a second by Ms. Bailey, to recommend the Commissions authorize the Acting CEO to amend the agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Authorization to Execute an Amendment for the Second Two-Year Option to the Contract for Financial Auditing Services – 8F

Ms. Bailey moved, with a second by Ms. Bennett-Parker, to authorize the Acting CEO to Amend the Contract with PB Mares, to exercise the second and final two-year option period of the Contract for Financial Auditing Services.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Authorization to Execute a Contract for Mechanical Engineering Consulting Services – 8G

Ms. Bailey moved, with a second by Ms. Shelton, to authorize the Acting CEO to execute a contract with STV, Inc. for Mechanical Engineering Consulting Services, for a base year and four option years and to authorize the CEO to exercise the option years at their discretion.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Authorization to Amend the Contract for Engineering and Environmental Services for the Rolling Road Platform Extension – 8H

Ms. Bailey moved, with a second by Mr. Smith, to authorize the Acting CEO to execute a contract amendment with Dewberry Engineers, Inc, for Engineering and Environmental Services for the Rolling Road Platform Extension to complete design services.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Authorization to Amend the GEC VII Task Order for Design Services for Alexandria Station Improvements – 8I

Ms. Bennett-Parker moved, with a second by Ms. Bailey, to authorize the Acting CEO to amend the current Task Order for Design Services for Alexandria Station Improvements issued under the General Engineering Consulting Services Contract to increase the total authorization for the Task Order.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Authorization to Execute a Contract for Construction Management Services for the Lifecycle Overhaul and Upgrade Facility – 8J

Ms. Shelton moved, with a second by Ms. Bailey, to authorize the Acting CEO to execute a contract with Gannett Fleming, Inc. for Construction Management Services for the Lifecycle Overhaul and Upgrade Facility.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw. Mr. Snellings did not cast a vote.

Information Items – 9

Spending Authority Report – 9A

In, the following purchases greater than \$50,000 but less than \$100,000 were made between February and April 2020

- A Blanket Purchase Order to Verizon Wireless for wireless voice and data services as well as associated devices and accessories.
- A Task Order under the General Engineering Consulting Services Contract, to provide design services for VRE Headquarters renovations.
- A Purchase Order for the purchase of 32 electronic fuel injector assemblies for VRE's fleet of MP36PH-3C locomotives.
- A Task Order under the General Engineering Consulting Services Contract, to provide construction management services for the Benchmark Road Slope Stabilization Project.
- A Task Order under the General Planning Consulting Services Contract to provide general planning support, to include developing grant applications, as well as review of studies, cost estimates and stakeholder outreach strategies previously developed by others.
- A Blanket Purchase Order to purchase main engine air, fuel and oil filters on an as-needed basis for VRE's fleet of MP36PH-3C locomotives.
- A Purchase Order for 12 diesel oxidation catalyst elements for VRE's fleet of MP36PH-3C locomotives.
- A Task Order under the General Engineering Consulting Services contract, to provide design services for the L'Enfant Station waiting area.
- A Task Order under the Custodial and Seasonal Services for VRE Facilities contract, to replace signage at the Franconia-Springfield, Woodbridge and Leeland Road Stations.
- A Task Order under the General Planning Consulting Services contract, to provide concept design for the proposed relocation of the future Manassas Park Parking Garage.
- A Task Order under the General Planning Consulting Services contract, to provide aviation planning and related services for the Broad Run Expansion Project.

[Ms. Snellings left the meeting at 10:15 a.m.]

Ms. Shelton moved, with a second by Ms. Bailey, to adjourn the meeting. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Skinner, Smith, Storck, and Walkinshaw.

The meeting adjourned at 10:17 a.m.

Gary Skinner
Chair

Jeanine Lawson
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the May 15, 2020 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Virginia Railway Express Operations Board

Resolution 3-05-2020

Resolution Finding Need to Conduct May 15, 2020 Meeting Electronically

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and,

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and,

WHEREAS, the Virginia Railway Express Operations Board finds that it has a responsibility to demonstrate to the public, through the Board’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and,

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and,



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



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



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

WHEREAS, jurisdictions of the Virginia Railway Express Operations Board have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, authorize regional bodies of which the locality is a member to meet electronically to transact business to assure the continuity of government;

NOW, THEREFORE, BE IT RESOLVED, the Virginia Railway Express Operations Board hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, to discuss and transact the business of the Operations Board listed on the May 15, 2020 Operations Board Meeting Agenda; and,

BE IT FURTHER RESOLVED, the Virginia Railway Express Operations Board hereby finds that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and,

BE IT FURTHER RESOLVED, the Virginia Railway Express Operations Board hereby finds that the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8A-05-2020**

**Recommend Authorization to Extend the Amended and Restated
Operating/Access Agreement with CSX Transportation**

WHEREAS, the Commissions currently have an Amended and Restated Operating/Access Agreement with CSX Transportation relating to VRE operations in the Fredericksburg to Washington corridor, with the agreement ending June 30, 2020; and,

WHEREAS, in December of 2019, the Commonwealth of Virginia announced the Virginia Rail Improvement Plan which includes the acquisition of CSX Transportation right-of-way in the Commonwealth; and,

WHEREAS, during the 2020 Virginia General Assembly session, the Virginia Rail Authority was established; and,

WHEREAS, the Virginia Rail Authority will manage the right-of-way acquired by the Commonwealth, including operating access agreements with VRE; and,

WHEREAS, VRE staff is currently working with the Commonwealth and CSX Transportation on agreements to continue VRE service consistent with the Virginia Rail Improvement Plan; and,

WHEREAS, necessary funding has been incorporated into the FY 2021 budget to allow VRE to continue its operations over CSX Transportation tracks via this extension;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

Resolution 8A-05-2020 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to execute an extension of the existing Restated and Amended Operating/Access Agreement with CSX Transportation through June 30, 2021 in a form approved by legal counsel.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8B-05-2020**

**Recommend Authorization to Execute an Agreement with Amtrak for
Access and Storage at Washington Union Terminal**

WHEREAS, VRE's current access and storage agreement with Amtrak expires June 30, 2020; and,

WHEREAS, the current agreement includes access and mid-day storage at Washington Union Terminal; and,

WHEREAS, the current agreement includes an option for an additional five-year term; and,

WHEREAS, it was determined by VRE legal counsel the preferred approach was to develop a new agreement to include updated policies by the Northeast Corridor Commission in accordance with the Passenger Rail Investment and Improvement Act of 2008; and,

WHEREAS, a new agreement has been reached for a five-year term with an option to extend the term an additional five years upon advanced written notice to Amtrak; and,

WHEREAS, the new agreement will provide VRE with continued access and mid-day storage and other services at Washington Union Terminal;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board hereby recommends the Commissions authorize the Acting Chief Executive Officer to enter into a five-year agreement, with an option to extend for an additional five-year term subject to further

Resolution 8B-05-2020 continued

approval by the Commissions, with Amtrak for access and mid-day storage at Washington Union Terminal in a form approved by legal counsel.

Approved this 15th day of May of 2020

Jeanine Lawson
Secretary

Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8C-05-2020**

**Recommend Authorization to Execute an Amendment for the Second
Option Period and the First Year of the Second Option Period of the
Contract for Operating Services for Commuter Rail**

WHEREAS, on October 16, 2009, the VRE Operations Board approved a five-year contract, with two five-year option periods, with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010 in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507; and;

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities; and,

WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

Resolution 8C-05-2020 continued

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and,

WHEREAS, on April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557; and,

WHEREAS, on May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557; and,

WHEREAS, approval of this resolution will award the second and final five-year option period; and,

WHEREAS, approval of this resolution will allow for continued train operations in FY 2021;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to execute the second five-year option period of the Contract for Operating Services for Commuter Rail; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$16,591,500 for the first year of the second option period, for a total Contract value not to exceed \$196,003,057 through June 30, 2021.

Resolution 8C-05-2020 continued

Approved this 15th day of May 2020

Jeanine Lawson
Secretary

Gary Skinner
Chairman

This page intentionally left blank.

**Virginia Railway Express
Operations Board**

**Resolution
8D-05-2020**

**Recommend Authorization to Execute an Amendment for the Fifth Year
of the Contract for Maintenance Services for Commuter Rail**

WHEREAS, in 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC; and,

WHEREAS, the Contract start date and total authorization was amended in May of 2016; and,

WHEREAS, on April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, on April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638; and,

WHEREAS, on May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,103; and,

WHEREAS, the current Contract authorization runs through June 30, 2020; and,

WHEREAS, the increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2021;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia

Resolution 8D-05-2020 continued

Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC by increasing the total Contract authorization by \$9,012,749, for a total amount not to exceed \$39,920,852 through June 30, 2021.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8E-05-2020**

**Recommend Authorization to Amend the Agreement with the
City of Manassas for the Operation and Maintenance of the
Manassas Parking Facility**

WHEREAS, the City of Manassas and the Commissions executed an agreement in October 2009 for the operation and maintenance of a joint use parking facility in the City of Manassas; and,

WHEREAS, the agreement was amended in July 2015 extending it for five years; and,

WHEREAS, both parties wish to extend the agreement for an additional term of five years; and,

WHEREAS, both parties wish to amend the agreement to permit the addition of designated bicycle storage inside the parking facility to be installed and maintained by the City of Manassas;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the agreement with the City of Manassas for the operation and maintenance of the Manassas Parking Facility to extend the agreement an additional five years and to allow the City of Manassas to add designated bicycle storage inside the parking facility; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to include, within the amendment, a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term..

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8F-05-2020**

**Authorization to Execute an Amendment for the Second Two-Year
Option to the Contract for Financial Auditing Services**

WHEREAS, in March 2015, the VRE Operations Board authorized the Chief Executive Officer to execute a contract with PBMares, LLP for financial auditing services for a base period of three years with options to extend for up to four additional years, in two-year increments, with a total not to exceed amount of \$415,100 inclusive of contingency and all option years; and,

WHEREAS, the VRE Operations Board required that Board approval be received before exercising any options for this contract; and,

WHEREAS, in April 2018, the VRE Operations Board authorized the CEO to amend the contract to exercise the first two-year option period, following the expiration of the base period; and,

WHEREAS, the first two-year option period will expire on May 26, 2020; and,

WHEREAS, approval of this resolution will authorize the second and final two-year option period;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

Resolution 8F-05-2020 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to amend the contract with PBMares, LLP of Harrisonburg, Virginia, for Financial Auditing Services to exercise the second and final two-year option period.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8G-05-2020**

**Authorization to Execute a Contract for Mechanical
Engineering Consulting Services**

WHEREAS, VRE requirements for mechanical engineering consulting services include both specific work and system wide improvements; and,

WHEREAS, use of a mechanical engineering consultant has proven to be more efficient than executing numerous, separate procurements; and,

WHEREAS, the current mechanical engineering consulting services contract, MEC VI, will expire in May 2020; and,

WHEREAS, this mechanical engineering consulting services contract will include tasks to develop standards and maintain existing equipment in a state of good repair and support projects that expand capacity; and,

WHEREAS, it was determined that the proposal from STV, Inc. received in response to the Request for Proposals was technically compliant and unanimously selected as the highest ranked; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board

to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to execute a contract, MEC VII, with STV, Inc. of Fairfax, VA for the provision of mechanical engineering consulting services for a base year and four option years in an amount not to exceed \$6 million per year for a total not to exceed amount of \$30 million for the five year term of the contract; option years may be exercised at the discretion of the Chief Executive Officer.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8H-05-2020**

**Authorization to Amend the Contract for Engineering and
Environmental Services for the Rolling Road Platform Extension**

WHEREAS, the VRE System Plan 2040 calls for the extension of all platforms to accommodate eight-car trains in order to enhance operational efficiency and flexibility; and,

WHEREAS, In April 2016, the VRE Operations Board authorized the CEO to execute a contract for Engineering and Environmental Services for the Rolling Road Platform Extension with Dewberry Consultants LLC, now Dewberry Engineers Inc., of Fairfax, VA; and,

WHEREAS, additional work was deemed necessary during final design due to the condition of the existing platform; and,

WHEREAS, VRE has received a proposal from Dewberry for completion of design services and has deemed it to be fair and reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to execute a contract amendment with Dewberry Engineers Inc., formerly Dewberry Consultants LLC, of Fairfax, Virginia, for Engineering and Environmental Services for the Rolling Road Platform Extension in the amount of \$100,250, plus a 10 percent contingency of \$10,025, for a total amount of \$110,275, to

Resolution 8H-05-2020 continued

complete design services. This will increase the total authorization for this contract from \$442,900 to a total amount not to exceed \$553,175.

Approved this 15th day of May 2020

Jeanine Lawson
Secretary

Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8I-05-2020**

**Authorization to Amend the GEC VII Task Order for Design
Services for Alexandria Station Improvements**

WHEREAS, the Alexandria Station Improvements will be designed and constructed to eliminate the at-grade crossing between the station platform and the center platform, improve passenger access to Track 1 and provide Americans with Disabilities Act compliant access on the platforms; and,

WHEREAS, consultant design services are necessary to advance the project towards construction; and,

WHEREAS, Final Design efforts have identified several elements requiring additional design work and additional stakeholder coordination and HDR Engineering, Inc. has presented an acceptable proposal to perform the additional required work;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to amend the current Task Order for Design Services for Alexandria Station Improvements executed with HDR Engineering, Inc. under the General Engineering Consulting Services contract in the amount of \$299,142, plus a 10 percent contingency of \$29,914, for a total of \$329,056. This will increase the total authorization for this task order from \$893,200, to a total amount not to exceed \$1,222,256.

Resolution 8I-05-2020 continued

Approved this 15th day of May 2020.

Jeanine Lawson
Secretary

Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8J-05-2020**

**Authorization to Execute a Contract for Construction Management
Services for the Lifecycle Overhaul and Upgrade Facility**

WHEREAS, the VRE Operations Board adopted a lifecycle maintenance strategy for VRE rolling stock; and,

WHEREAS, VRE will construct a new building at the Crossroads Maintenance and Storage Facility fully dedicated to lifecycle maintenance activities; and,

WHEREAS, an Invitation for Bid for project construction is anticipated to be advertised in June 2020; and,

WHEREAS, the VRE Operations Board authorized the Chief Executive Officer to issue a Request for Proposals for Construction Management Services for the Lifecycle Overhaul and Upgrade Facility in December 2017; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

Resolution 8j-05-2020 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Acting Chief Executive Officer to execute a contract with ***Gannett Fleming, Inc. of Fairfax, VA*** for Construction Management Services for the Lifecycle Overhaul and Upgrade Facility in the amount of ***\$2,997,228, plus a 10 percent contingency of \$299,723, for a total amount not exceed \$3,296,951.***

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

CEO REPORT

MAY 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 | MAY 2020

TABLE OF CONTENTS

SUCCESS AT A GLANCE 3

ON-TIME PERFORMANCE 4

AVERAGE DAILY RIDERSHIP 6

SUMMONSES ISSUED 7

TRAIN UTILIZATION 8

PARKING UTILIZATION 9

FINANCIAL REPORT FOR MARCH 202010

INVESTMENT REPORT FOR MARCH 202012

COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND QUARTERLY REPORT13

FACILITIES UPDATE.....14

UPCOMING PROCUREMENTS15

CAPITAL PROJECTS UPDATES16

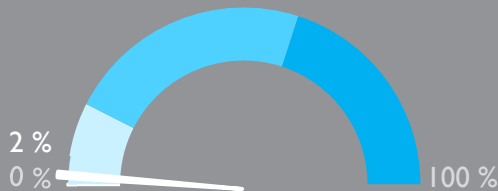
PROJECTS PROGRESS REPORT18



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

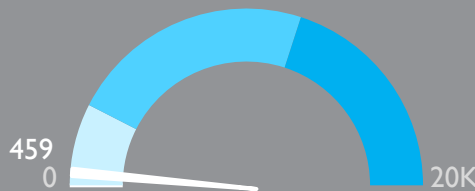


SUCCESS AT A GLANCE



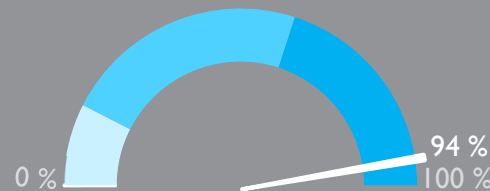
PARKING UTILIZATION

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



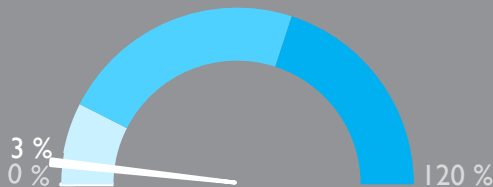
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 18,950



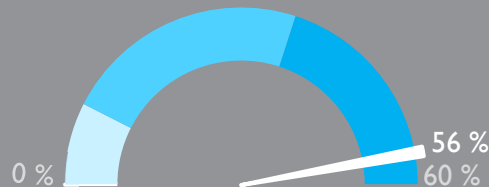
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within five minutes of the schedule.
Same month, previous year: 57%



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

Through March 2020

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%

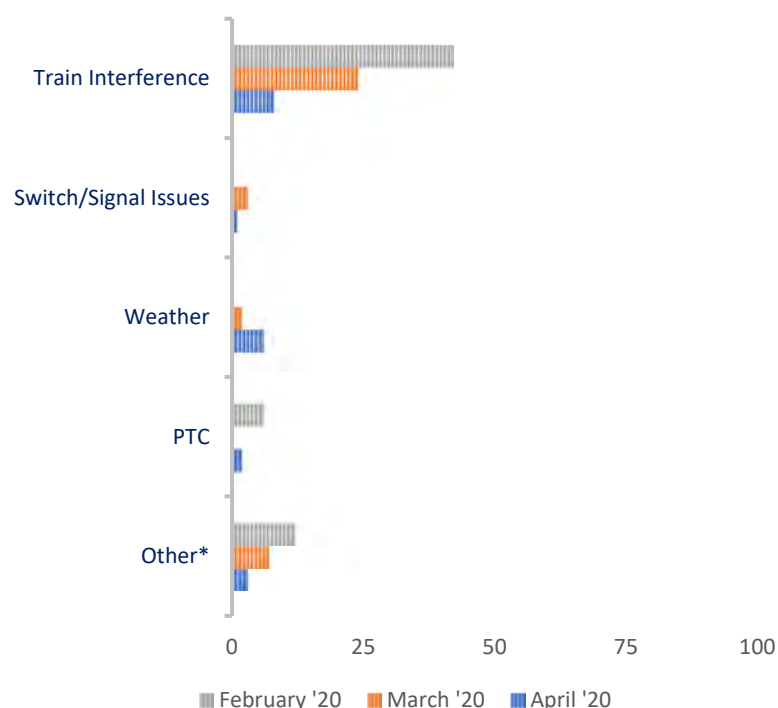
April 2020

ON-TIME PERFORMANCE

OUR RECORD

	April 2020	March 2020	April 2019
Manassas Line	95%	94%	39%
Fredericksburg Line	93%	92%	76%
Systemwide	94%	93%	57%

PRIMARY REASON FOR DELAY



VRE operated 352 trains in April. Our on-time rate for April was 94 percent.

Twenty trains arrived more than five minutes late to their final destinations. Of those late trains, eight were on the Manassas Line (40 percent), and 12 were on the Fredericksburg Line (60 percent).

At 94 percent, systemwide on-time performance remains steady. An uptick in weather-related delays slightly offset the decrease in train interference. All trains ran this month on the “S” Schedule. That, coupled with a reduction in Amtrak service and freight traffic, contributed to making the goal for the month.

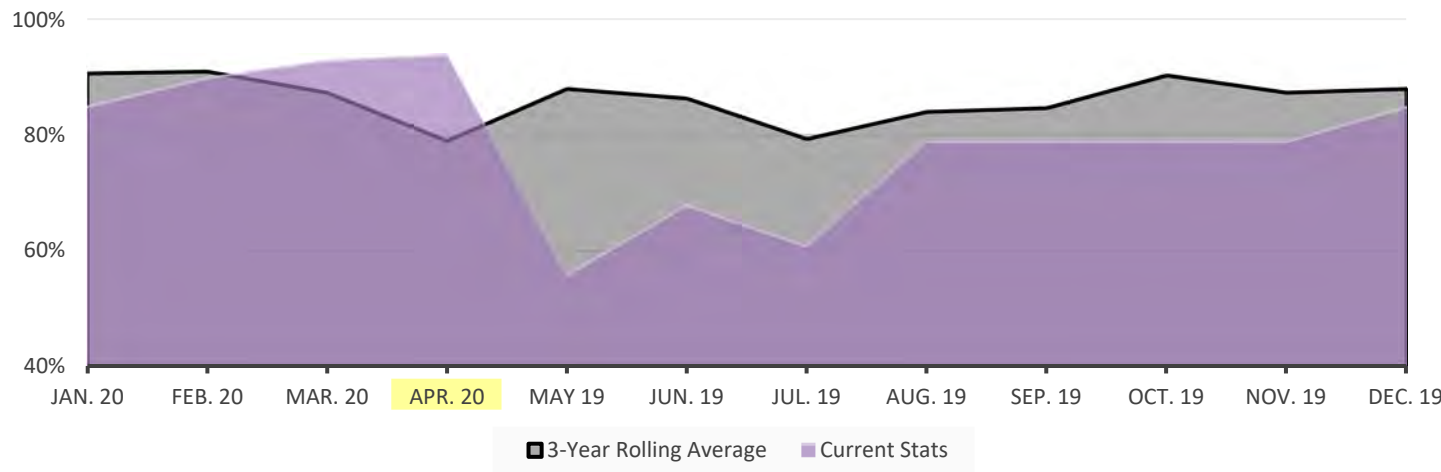
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

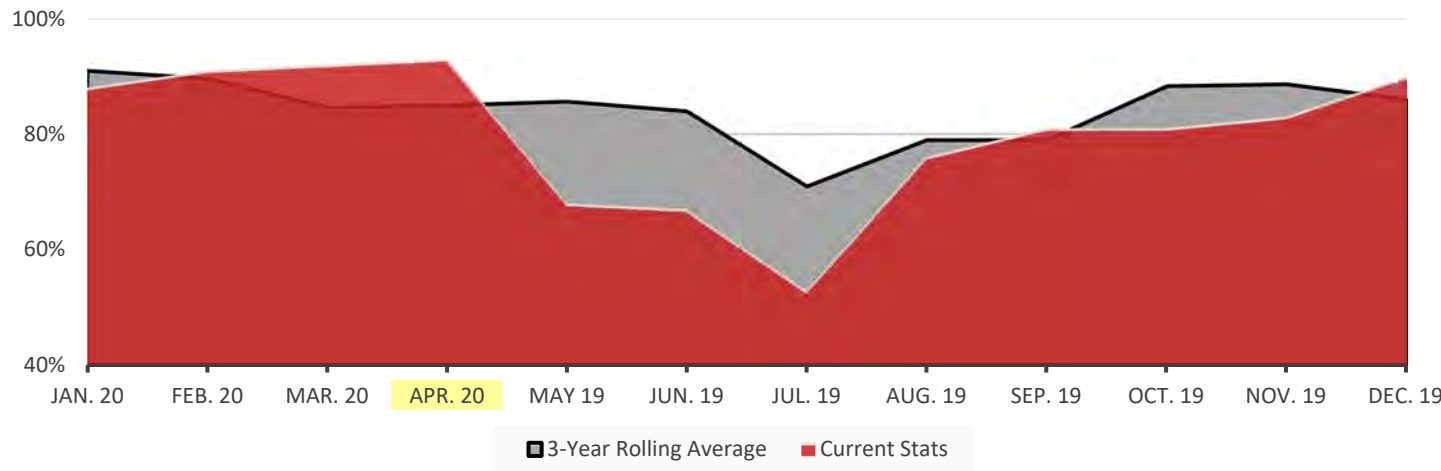
	System Wide			Fredericksburg Line			Manassas Line		
	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.
Total late trains	60	36	20	27	21	12	33	15	8
Average minutes late	12	10	20	15	10	27	10	10	10
Number over 30 minutes	2	0	2	2	0	2	0	0	0
Heat restrictions	0	1	1	0	1	1	0	0	0

ON-TIME PERFORMANCE

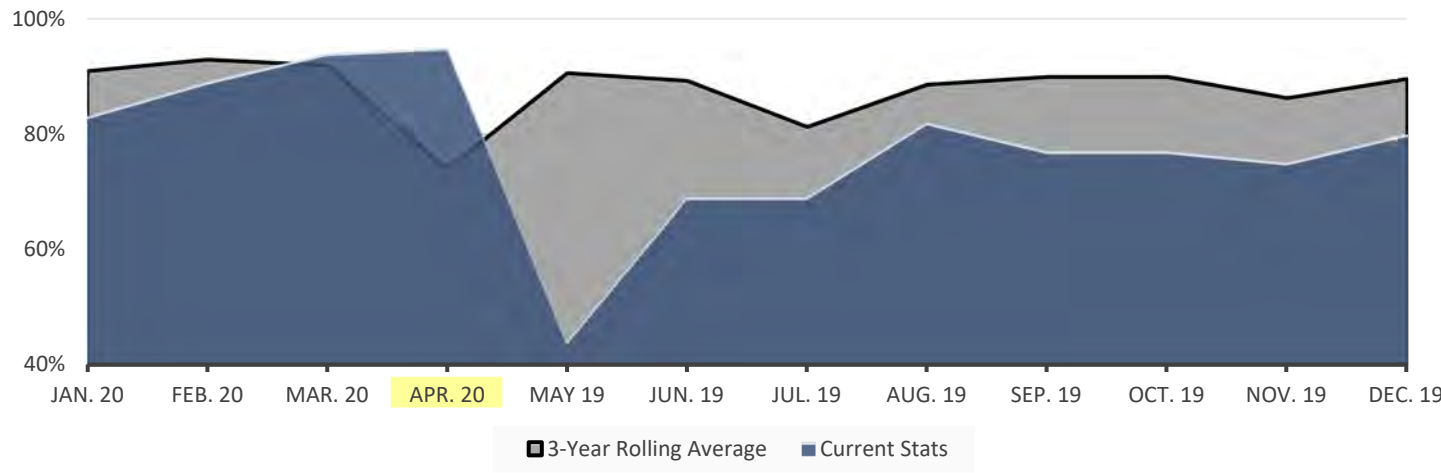
VRE SYSTEM



FREDERICKSBURG LINE

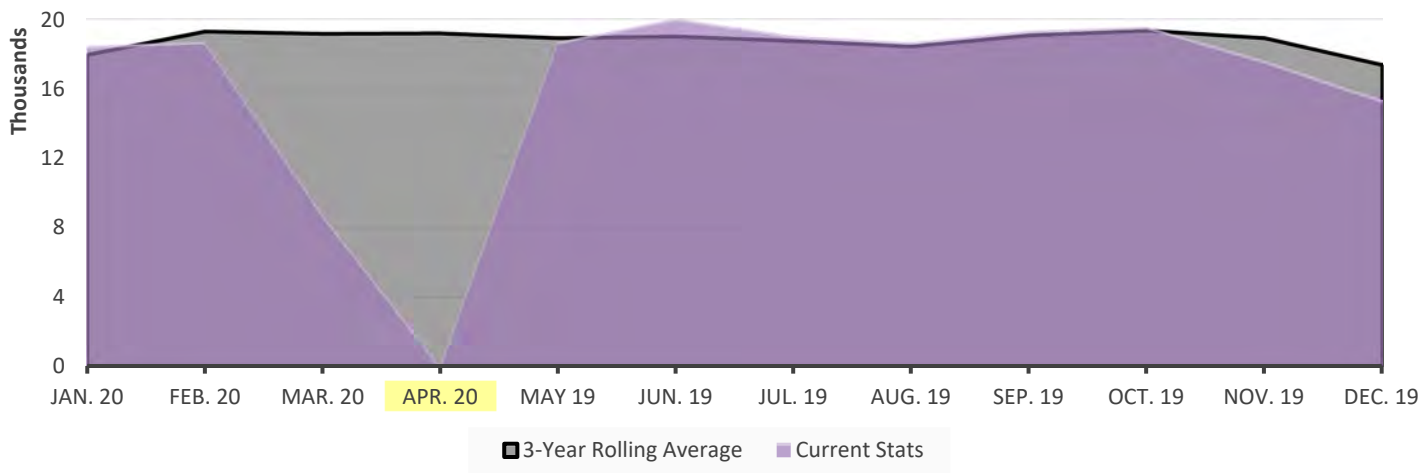


MANASSAS LINE

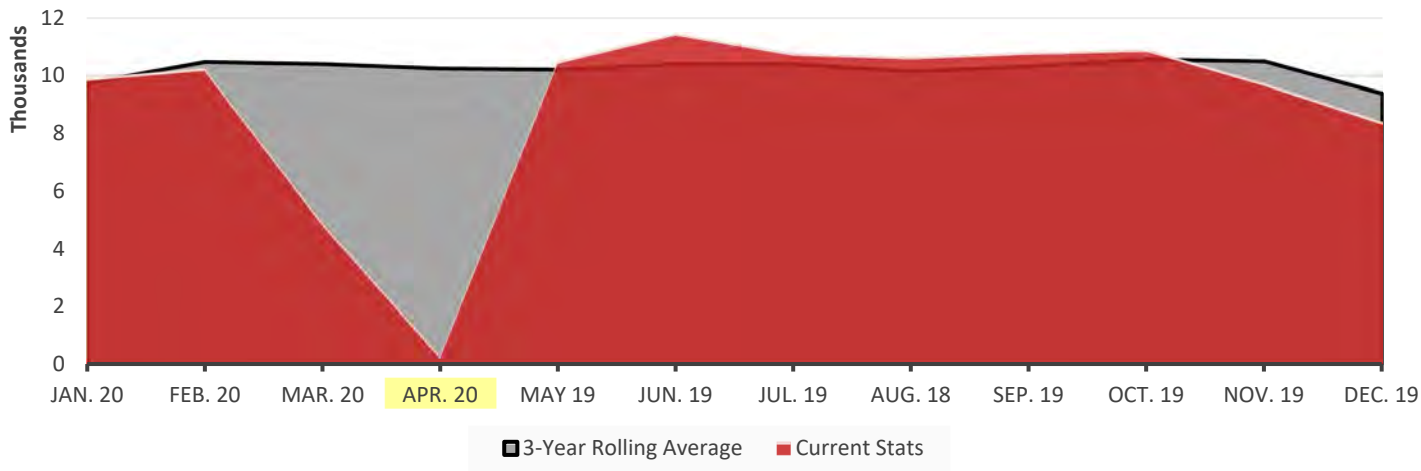


AVERAGE DAILY RIDERSHIP

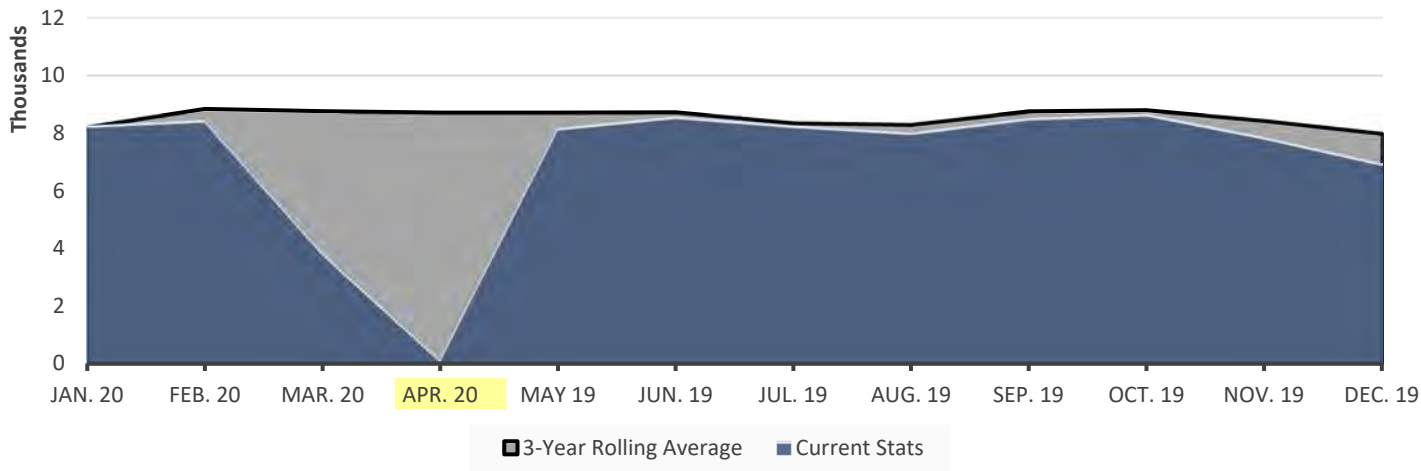
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



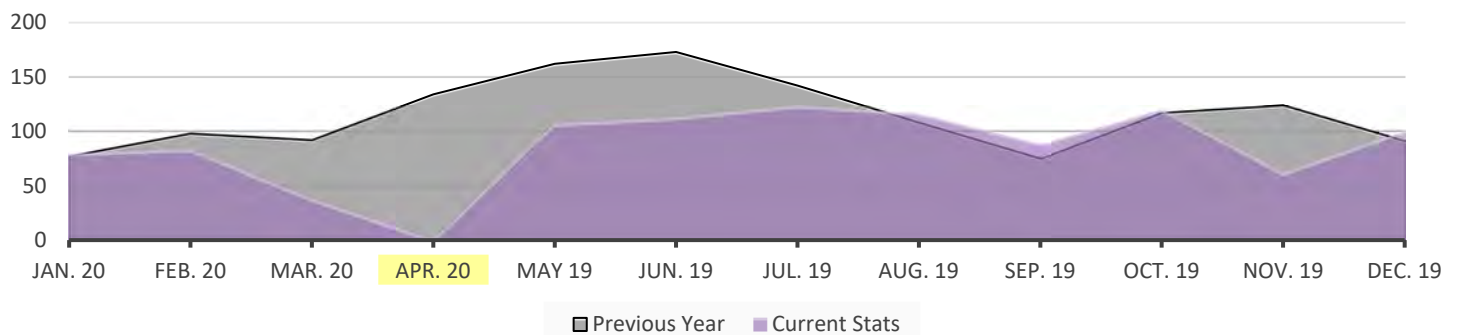
RIDERSHIP UPDATES

Average daily ridership (ADR) in April was approximately 460. ADR for the month was adversely affected by 22 days of reduced “S” schedule service necessitated by the COVID-19 pandemic.

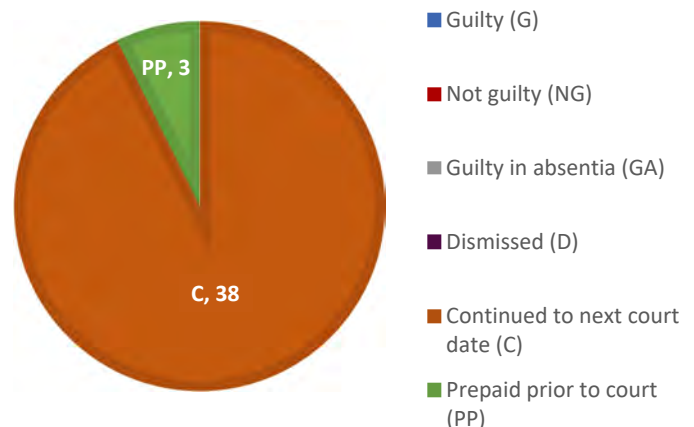
	April 2020	March 2020	April 2019
Monthly Ridership	10,102	192,815	416,890
Average Daily Ridership	459	8,764	18,950
Full Service Days	0	11	22
“S” Service Days	22	11	0

SUMMONSES ISSUED

VRE SYSTEM

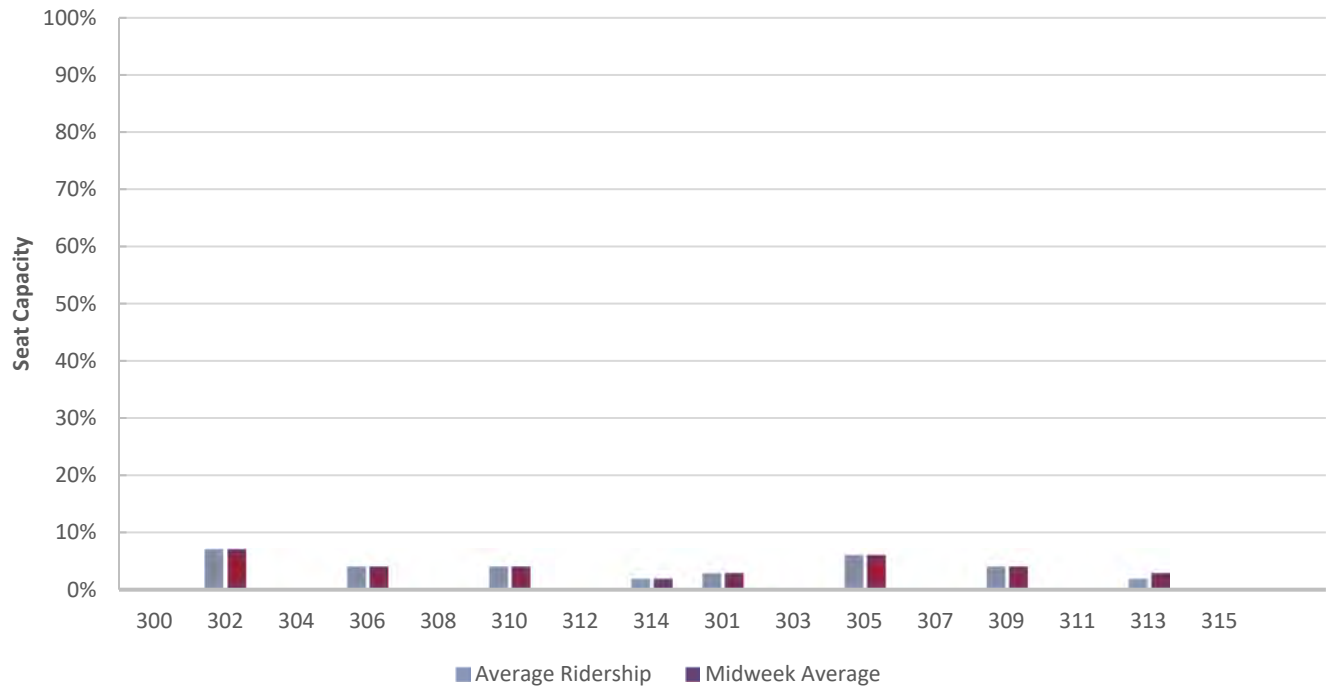
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	22
One-time courtesy	11
Per the request of the conductor	10
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	15
Total Waived	58

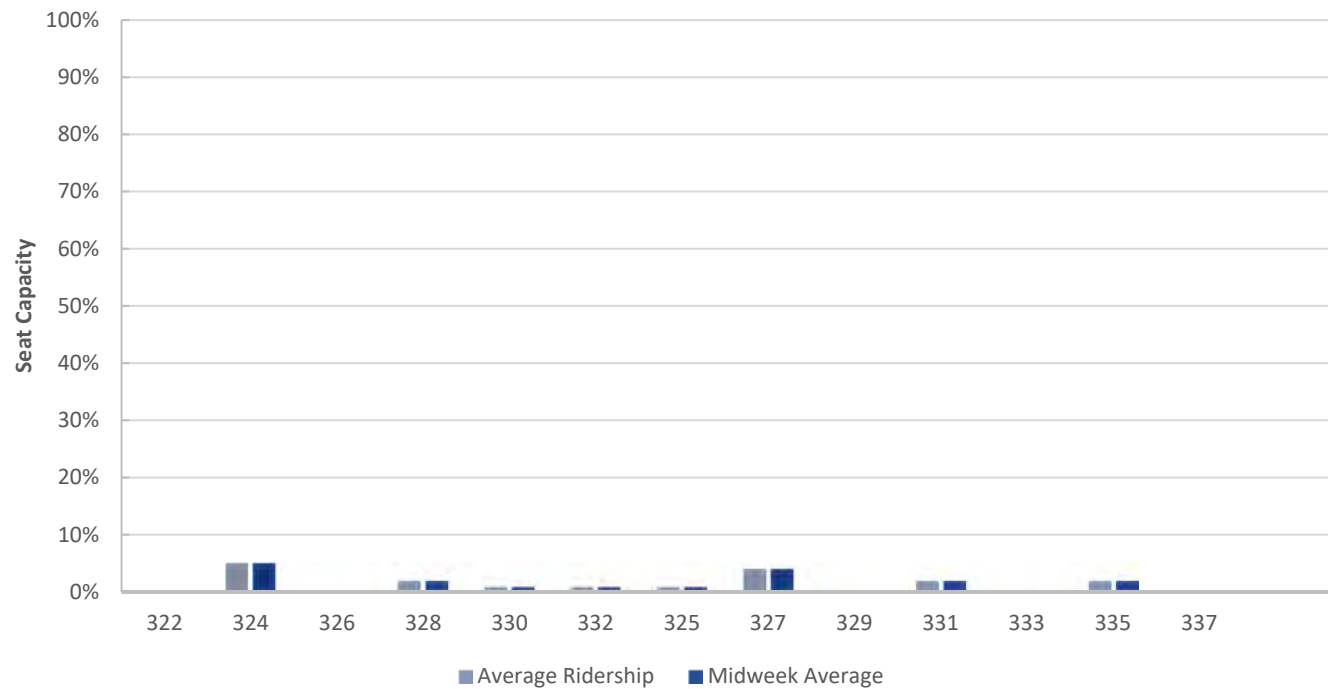
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

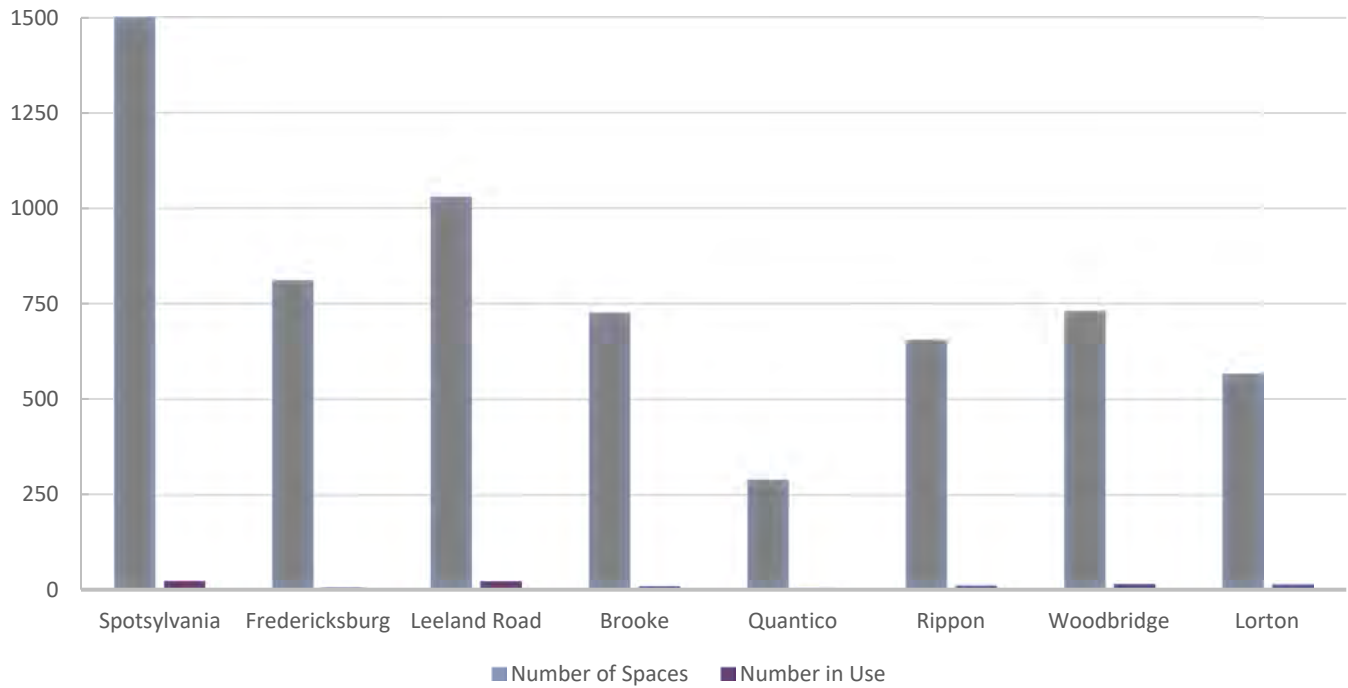


MANASSAS LINE

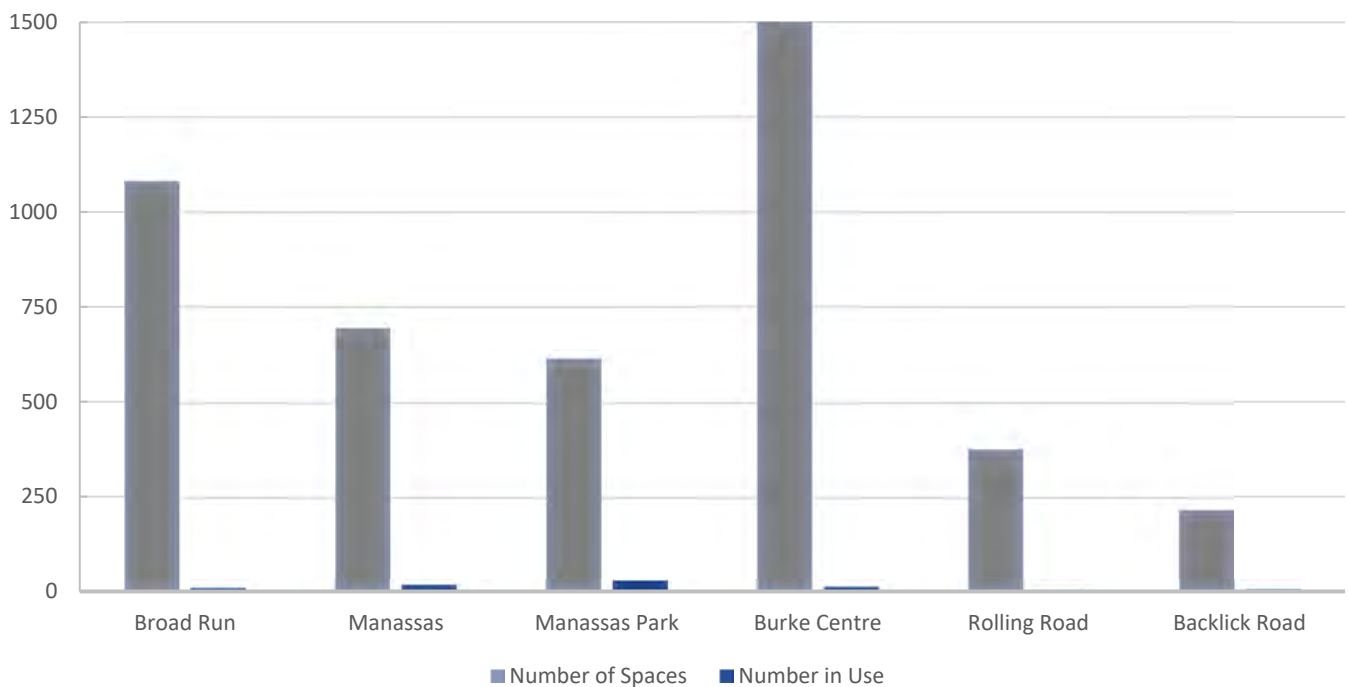


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT FOR MARCH 2020

Ridership and fare revenue in March were significantly impacted by the ongoing coronavirus (COVID-19) pandemic. We expect to report major ongoing impacts from the pandemic for the remainder of FY 2020.

Fare revenue through the first nine months of FY 2020 is approximately \$650,000 below budget (an unfavorable variance of -2 percent) and is 2.8 percent above the same period in FY 2019. Fare revenue for FY 2020 had been trending consistently above budget through February, but ridership fell precipitously in March in response to school and office closures and stay-at-home orders. Ridership declines were clearly observable during the week of March 9-13 and the decline increased substantially the following week.

On March 17, VRE transitioned to operating a 'S' schedule with only half as many trains in service. By March 31, total daily ridership was only 636, a decline of more than 95 percent from normal midweek ridership of approximately 20,000 trips.

The operating ratio through March is 56 percent, which is above VRE's budgeted operating ratio of 52 percent for the full twelve 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 March appears on the following page, including information on major revenue and expense categories.

Please note that these figures are preliminary and unaudited.



FY 2020 Operating Budget Report Month Ended March 31, 2020							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	2,978,368	3,824,683	32,031,790	32,683,651	(651,861)	-2.0%	43,810,000
Other Operating Revenue	32,854	19,643	205,866	167,857	38,009	22.6%	225,000
Subtotal Operating Revenue	3,011,222	3,844,325	32,237,656	32,851,508	(613,852)	-1.9%	44,035,000
Jurisdictional Subsidy (1)	-	-	17,767,748	17,767,748	-	0.0%	13,239,555
Federal/State/Other Jurisdictional Subsidy	2,692,257	2,747,061	24,148,155	24,690,753	(542,598)	-2.2%	32,665,351
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	103,642	43,651	1,138,330	373,016	765,314	205.2%	500,000
Total Operating Revenue	5,807,120	6,635,037	75,291,888	75,683,025	(391,136)	-0.5%	90,439,906
Operating Expenses							
Departmental Operating Expenses	5,144,249	6,673,303	57,661,455	63,364,504	5,703,049	9.0%	84,203,149
Debt Service	518,480	518,480	4,666,348	4,666,318	(30)	0.0%	6,221,757
Other Non-Departmental Expenses	-	1,310	27,000	11,190	(15,810)	0.0%	15,000
Total Operating Expenses	5,662,729	7,193,092	62,354,803	68,042,012	5,687,209	8.4%	90,439,906
Net income (loss) from Operations	144,392	(558,055)	12,937,086	7,641,013	5,296,073		-
Operating Ratio							
			56%	52%	Budgeted	52%	Goal
						50%	

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



INVESTMENT REPORT FOR MARCH 2020

VRE Investment Portfolio As of March 31, 2020

Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$ 20,463,976	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$ 57,700,162	Operating and capital reserve	1.35%
LGIP (Local Government Investment Pool)	LGIP	\$ 2,521,744	Proceeds from Woodbridge K&R Lot & RRIF CRP	1.35%
LGIP (Local Government Investment Pool)	LGIP	\$ 56,561	Revolving account for small liability claims	1.35%
LGIP (Local Government Investment Pool)	LGIP	\$ 24,117,292	Commuter Rail Operating and Capital (C-ROC) Fund	1.35%
VRA Debt Service Reserve Fund	U.S. BANK	\$ 2,066,359	VRA Bond Payable - Debt service reserve fund	Var.Rate
Insurance Trust Fund	DRM	\$ 10,307,194	Minimum required balance of \$10 million	1.65%
Total portfolio		\$117,233,288		

Notes:

PNC contract allows for earnings credit of 0.35% on average monthly balance as an offset to banking service costs. Earnings credit through March was 0.18%.

LGIP account earnings calculated based on the monthly average balance.

VRA Debt Service Reserve interest earnings are at multiple variable rates applicable to individual investments held by the money market fund.

Insurance trust fund rate based on interest earned through three quarters and annualized to the full fiscal year.

Percentage of portfolio:

Checking-PNC	17.5%
LGIP	72.0%
VRA Debt Service Reserve	1.8%
Insurance trust fund	8.8%



COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND QUARTERLY REPORT

Background

Dedicated C-ROC funding for VRE began on July 1, 2018. The C-ROC Fund receives \$15 million annually (\$1.25 million monthly) from gasoline taxes collected in the NVTC and PRTC regions. C-ROC funds are received from the Department of Motor Vehicles (DMV) and are held by NVTC/VRE in a separate account, in accordance with §33.2-1525.A of the Code of Virginia. The VRE Operations Board and the Commissions approve the projects that are to be funded in whole or in part by the C-ROC Fund, and VRE provides a quarterly report on the C-ROC Fund, including disbursements received, amounts expended, the purpose of the expenditures, and investment and interest earnings.

C-ROC Fund as of March 31, 2020

A summary of the C-ROC Fund is presented below. Due to lags in the determination of total gasoline tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total C-ROC funds received through December are less than total funds earned. As of March 31, 2020, seven (7) months of FY 2020 C-ROC funding has been received by NVTC/VRE.

C-ROC Fund as of 03/31/2020

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	C-ROC Account Balance
FY 2020 (Jul-Mar)	\$11,250,000	\$8,750,000	\$250,217	\$0	
Life to Date	\$26,250,000	\$23,750,000	\$367,292	\$0	\$24,117,292

As part of the adoption of the FY 2020 budget (and subsequently reaffirmed in the adoption of the FY 2021 budget), the VRE Operations Board and the Commissions approved the commitment of \$45 million in C-ROC funding to key capital projects – \$30 million for the L'Enfant Station and Fourth Track project and \$15 million for the Crystal City Station Improvements project. This commitment reflects three years of projected C-ROC funding (FY 2019 through FY 2021), and expenditures will be reflected above when construction commences on these projects.

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Installation of electrical conduits and conductors for Variable Messaging System (VMS) at Alexandria Station
2. Installation of anti-slip tape on Quantico Station pedestrian crossing



New VMS at Alexandria station

Projects scheduled to be completed this quarter:

1. Issuance of GEC Task Order for design of platform widening at L'Enfant 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 painting of Franconia-Springfield Station
5. Replacement of dead and damaged trees at Spotsylvania Station
6. Submission of IFB package for canopy roof replacement at Backlick Road Station
7. Submission of IFB package for replacement of tactile warning strips at various stations
8. Replacement of HVAC system at Alexandria Headquarters Suite 201

Projects scheduled to be initiated this quarter:

1. Issuance of GEC Task Order for design of minor structural repairs at Franconia-Springfield, Woodbridge, Rippon and Brooke Stations
2. Replacement of parking lot light fixtures at Spotsylvania Station
3. Issuance of GEC Task Order for design of renovations to Alexandria Headquarters

Ongoing projects:

1. Replacement of signage at Franconia-Springfield, Woodbridge and Leeland Road 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
- Overhaul of emergency generators
- Headquarters renovations

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 expect to publish the final environmental impact statement 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) design plan revisions for proposed third track
4. Lorton Station Second Platform (LOR) design close-out until planned future fourth track project
5. Rippon Station Improvements (RIP) preliminary design plans
6. Brooke Station Improvements (BKV) preliminary design plans
7. Leeland Road Station Improvements (LLR) preliminary 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 Quantico Station Improvements
11. IFB for construction of Lifecycle Overhaul & Upgrade Facility (LOU)
12. IFB for construction of Rolling Road Station Improvements
13. Request for proposals (RFP) advertised for LOU Construction Management

Ongoing projects:

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

Projects Progress Report Follows

PASSENGER

PROJECT	DESCRIPTION	PHASE						
		CD	PE	EC	RW	FD	CN	
Alexandria Station Improvements	Eliminate at-grade track crossing, add elevators, modify platforms.	◆	◆	◆	N/A	●		
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●		
	Extend and widen East Platform and elevate West Platform.	◆	◆	◆	N/A	●		
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track. ◆	◆	◆	◆	N/A	●		
Lorton Station Improvements	Construct new second platform with pedestrian overpass. ¹	◆	◆	◆	N/A	●		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Potomac Shores Station Improvements	New VRE station and parking in Prince William County provided by private developer.	◆	●	◆	N/A			
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●		
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ¹	◆	●	●	N/A			
Manassas Park Parking Improvements	Parking garage to increase parking capacity to 1,100 spaces.	◆	◆	●	N/A			
Rolling Road Station Improvements	Extend existing platform and rehabilitate existing station	◆	◆	◆	N/A	●	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A			
L'Enfant Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A			

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

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

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

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

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

ESTIMATED COSTS (\$)						STATUS		
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date		
31,875,014	31,875,014	-	2,382,759	2,193,257	90%	4th QTR 2020	●	Design underway. Stakeholder meetings held 3/1 and 4/3.
7,000,000	7,000,000	-	467,500	270,487	60%	2nd QTR 2019	●	Materials continue to be delivered. Assembly of cross-over has begun.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	●	Design work on east platform only; west platform improvements unfunded.
13,000,000	13,000,000	-	*	557,512	30%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
16,150,000	16,150,000	-	*	800,270	30%	4th QTR 2022	●	FD underway with anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
16,634,793	16,634,793	-	*	387,598	20%	4th QTR 2023	●	PE design/EC anticipated completion 4th QTR 2020. Ongoing coordination with DRPT projects.
No costs for VRE. Private developer providing station.					10%	TBD	●	Potomac Shores VRE Station design underway to include parking structure. 60% Re-Design Submittal received and
18,372,949	18,372,949	0	388,784	830,833	30%	TBD	●	SMART SCALE grant agreement pending. FD completion and Construction Procurement anticipated
23,391,019	23,391,019	-	*	388,945	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2020. Ongoing
15,527,090	15,527,090	-	*	358,117	20%	4th QTR 2023	●	DRPT LONP received; REF grant pending. PE design/EC anticipated completion 4th QTR 2020. Ongoing
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	●	Meeting held with Governing Body on 4/3. FD continues.
2,000,000	2,000,000	-	640,503	418,887	70%	3rd QTR 2020	●	Invitation for Bids (IFB) pending NS Construction Agreement and Fairfax County Building Permit.
49,940,000	19,098,463	30,841,537	1,584,619	397,848	30%	2nd QTR 2024	●	PE & EC initiated in Oct 2019 and anticipated completion 3rd QTR 2020.
70,650,000	62,465,721	8,184,279	130,501	65,150	50%	2nd QTR 2023	●	DRPT LONP received. Real estate research in progress under LONP.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PE	EC	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	◆

MAINTENANCE AND STORAGE FACILITIES

L'Enfant Train Storage Track - South	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility - Land Acquisition	Acquisition of 19.5 acres of land, construction of two storage tracks and related site improvements.	◆	N/A	N/A	●	N/A	N/A
New York Avenue Midday Storage Replacement Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

ROLLING STOCK

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

PLANNING, COMMUNICATIONS AND IT










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

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

STATUS: ◆ Completed ● Underway ■ On Hold

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

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

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	90%	3rd QTR 2018	 Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,699,610	60%	4th QTR 2019	 CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	TBD	 FD completion pending Final Electrical Design Coordination with REC. IFB anticipated 2nd Quarter 2020, upon
2,950,000	2,950,000	-	2,950,000	163,565	100%	1st QTR 2020	 Land acquisition has been completed.
89,666,508	89,666,508	-	3,588,305	2,257,455	90%	4th QTR 2021	 Preliminary design has been completed and continuing to collaborate with Amtrak on agreements.
75,264,693	75,264,693	-	69,457,809	47,915,644	99%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
14,191,833	14,191,833	-	10,294,079	7,984,451	95%	4th QTR 2018	 Implementation Completed. Final stabilization and familiarization phase in process.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024	 PE design and EC underway. Property acquisition due diligence underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	3rd QTR 2019	 Big Commerce/Moovel collaboration underway for web based ticketing portal. Uplift to new platform scheduled for mid-summer.

This page intentionally left blank



VIRGINIA RAILWAY EXPRESS

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

VRE.ORG





RESOLUTION #2411

SUBJECT: Authorize the Acting VRE CEO to Extend the Amended and Restated Operating/Access Agreement with CSX Transportation (CSXT)

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”) currently have an Amended and Restated Operating/Access Agreement with CSX Transportation relating to VRE operations in the Fredericksburg to Washington corridor, with the agreement ending June 30, 2020;

WHEREAS: In December of 2019, the Commonwealth of Virginia announced the Virginia Rail Improvement Plan which includes the acquisition of CSX Transportation right-of-way in the Commonwealth;

WHEREAS: During the 2020 Virginia General Assembly Session, the Virginia Passenger Rail Authority was established;

WHEREAS: The Virginia Passenger Rail Authority will manage the right-of-way acquired by the Commonwealth, including operating access agreements with VRE;

WHEREAS: VRE staff is currently working with the Commonwealth and CSX Transportation on agreements to continue VRE service consistent with the Virginia Rail Improvement Plan;

WHEREAS: Necessary funding has been incorporated into the FY 2021 budget to allow VRE to continue its operations over CSX Transportation tracks via this extension; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to execute an extension of the existing Restated and Amended Operating/Access Agreement with CSX Transportation through June 30, 2021 in a form approved by legal counsel.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

This page intentionally left blank.



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-A
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Rich Dalton

Date: May 15, 2020

Re: Recommend Authorization to Extend the Amended and Restated Operating/Access Agreement with CSX Transportation

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to execute a one-year extension of the existing Amended and Restated Operating/Access Agreement with CSX Transportation (CSXT) through June 30, 2021.

Summary:

VRE's current operating access agreement with CSXT expires June 30, 2020, and staff recommends extending the current agreement for one year. During the one-year extension, staff will work with the Department of Rail and Public Transportation (DRPT), CSXT and the new Virginia Rail Authority (VRA) to transition operating and access authority.

Background:

VRE has an Operating/Access Agreement with CSXT related to VRE operations in the Fredericksburg to Washington corridor. That agreement, entered into in 1994, has been amended and extended several times. In June 2011, a new amended and restated agreement was executed with a five-year term ending June 30, 2016.

In May of 2016, the VRE Operations Board recommended, and the Commissions subsequently authorized, the VRE CEO to execute an amendment to extend the current



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



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



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

agreement through June 30, 2017. In May of 2017, the VRE Operations Board recommended, and the Commissions subsequently authorized, the VRE CEO to execute an amendment to extend the current agreement through June 30, 2018. In April of 2018, the VRE Operations Board recommended, and the Commissions subsequently authorized, the VRE CEO to execute an amendment to extend the current agreement through June 30, 2019. In May of 2019, the VRE Operations Board recommended, and the Commissions subsequently authorized, the VRE CEO to execute an amendment to extend the current agreement through June 30, 2020.

In December of 2019, the Commonwealth of Virginia announced the Virginia Rail Improvement Program. One of the many elements of the program is the acquisition of CSXT right-of-way in the Commonwealth. During the 2020 Virginia General Assembly session, the VRA was established. Among its many responsibilities, the VRA will manage the right-of-way, including operating agreements, acquired by the Commonwealth. This extension will also include the implementation of new seasonal schedules for the Fredericksburg line afternoon trains to mitigate the effects of heat orders during the summer months.

Throughout the one-year extension period, VRE will continue to work with the Commonwealth, including DRPT and VRA, and CSXT on the necessary agreements to continue VRE operations, consistent with the Virginia Rail Improvement Plan. This extension will allow time to complete the agreements in FY 2021.

Fiscal Impact:

Funding is provided for in the approved FY 2021 budget for CSXT track access fees.

**Virginia Railway Express
Operations Board**

**Resolution
8A-05-2020**

**Recommend Authorization to Extend the Amended and Restated
Operating/Access Agreement with CSX Transportation**

WHEREAS, the Commissions currently have an Amended and Restated Operating/Access Agreement with CSX Transportation relating to VRE operations in the Fredericksburg to Washington corridor, with the agreement ending June 30, 2020; and,

WHEREAS, in December of 2019, the Commonwealth of Virginia announced the Virginia Rail Improvement Plan which includes the acquisition of CSX Transportation right-of-way in the Commonwealth; and,

WHEREAS, during the 2020 Virginia General Assembly session, the Virginia Rail Authority was established; and,

WHEREAS, the Virginia Rail Authority will manage the right-of-way acquired by the Commonwealth, including operating access agreements with VRE; and,

WHEREAS, VRE staff is currently working with the Commonwealth and CSX Transportation on agreements to continue VRE service consistent with the Virginia Rail Improvement Plan; and,

WHEREAS, necessary funding has been incorporated into the FY 2021 budget to allow VRE to continue its operations over CSX Transportation tracks via this extension;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

Resolution 8A-05-2020 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to execute an extension of the existing Restated and Amended Operating/Access Agreement with CSX Transportation through June 30, 2021 in a form approved by legal counsel.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary



RESOLUTION #2412

SUBJECT: Authorize the Acting VRE CEO to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the "Commissions") have an Access and Storage Agreement with Amtrak to access and store VRE trains at Washington Union Station;

WHEREAS: The current VRE access and storage agreement with Amtrak expires June 30, 2020;

WHEREAS: The current agreement includes access and mid-day storage at Washington Union Terminal;

WHEREAS: The current agreement includes an option for an additional five-year term;

WHEREAS: It was determined by VRE legal counsel the preferred approach was to develop a new agreement to include updated policies by the Northeast Corridor Commission in accordance with the Passenger Rail Investment and Improvement Act of 2008;

WHEREAS: A new agreement has been reached for a five-year term with an option to extend the term an additional five years upon advanced written notice to Amtrak;

WHEREAS: The new agreement will provide VRE with continued access and mid-day storage and other services at Washington Union Terminal; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to enter into a five-year agreement, with an option to extend for an additional five-year term subject to further approval by the Commissions, with Amtrak for access and mid-day storage at Washington Union Terminal in a form approved by legal counsel.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

This page intentionally left blank.



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-B
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Rich Dalton

Date: May 15, 2020

**Re: Recommend Authorization to Execute an Agreement with
Amtrak for Access and Storage at Washington Union
Terminal**

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to enter into a five-year agreement, with an option to extend for another five-year term, with Amtrak for access and mid-day storage at Washington Union Terminal.

Summary:

VRE's current agreement with Amtrak for access and storage at Washington Union Terminal expires on June 30, 2020. The Agreement, executed in 2015, included an option for an additional five-year term. The preferred method, as determined by VRE legal counsel, was to update the current agreement instead of amending. The majority of the updates reflect the implementation of policies by the Northeast Corridor Commission related to the Passenger Rail Investment and Improvement Act of 2008. The proposed agreement will be for five years with an option to extend for another five-year term. There are no material changes from the previous agreement relative to cost, general provisions and scope of work.

Background:

In 2015, VRE and Amtrak executed a five-year agreement with an option for VRE to extend for an additional five-year term. VRE and Amtrak legal counsel determined the preferred method to renew, or exercise the option term, was to update the existing agreement. Since



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



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



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

August of 2019, VRE and Amtrak staffs have met monthly to negotiate a new agreement. Both parties have now reached consensus on the terms of a new agreement that provides VRE with continued access into Washington Union Terminal (WUT) as well as the existing level of mid-day storage. The term of the agreement is for five-years with the option for VRE to extend for an additional five-year term upon advance notice to Amtrak. The current Agreement with Amtrak will expire on June 30, 2020.

The proposed agreement is like the previous agreement. The number of trains VRE can operate into and out of Washington Union Terminal is 7,600-8,000. If VRE operates below or above this level, a fixed rate per train will be assessed or credited. Access fees are established by the cost allocation methodology mandated by Section 212 of the 2008 Passenger Rail Improvement Act, consistent with the previous agreement. Storage rights will remain the same as they are today. Amtrak has the right to notify VRE in the event they require a reduction in the number of units stored by no more than twenty units per year. VRE may request extensions of time in order to complete its relocation to an alternative storage site. Amtrak also agrees to work with VRE to design and construct an alternative storage site.

During the mid-day layover, Amtrak will provide coach cleaning and limited maintenance of the equipment including locomotive daily inspections and use of ground power. Amtrak will also provide limited mechanical repairs on an as needed basis to correct defects that would otherwise prevent the movement of the equipment back to VRE maintenance and storage facilities. VRE will fund dedicated support personnel including one Trainmaster, one Station Manager, one Sr. Space and Equipment Control Analyst and a part time Assistant Superintendent of Mechanical. Partial reimbursement for other support personnel include a Financial Analyst and a Sr. Project Specialist. Other fees include general and administrative costs, management fees, train rescues, and qualifications training, as requested.

The Step-Up Program will be maintained for all VRE/Amtrak Cross Honor trains. The step-up fee, similar to support personnel and other fees, will be adjusted in accordance with the AAR Quarterly Index of Chargeout Prices and Wage Rates. The increase may be reduced in the event the Commonwealth participates in a different arrangement for permitting VRE passengers on VRE/Amtrak Cross Honor trains. Amtrak will continue to pay a prorated cost for Amtrak passengers using VRE station facilities.

Fiscal Impact:

The current budget for FY 2021 includes funding under the Amtrak Access and Storage for the first year. Funding for future years will be included in each proposed annual budget.

**Virginia Railway Express
Operations Board**

**Resolution
8B-05-2020**

**Recommend Authorization to Execute an Agreement with Amtrak for
Access and Storage at Washington Union Terminal**

WHEREAS, VRE's current access and storage agreement with Amtrak expires June 30, 2020; and,

WHEREAS, the current agreement includes access and mid-day storage at Washington Union Terminal; and,

WHEREAS, the current agreement includes an option for an additional five-year term; and,

WHEREAS, it was determined by VRE legal counsel the preferred approach was to develop a new agreement to include updated policies by the Northeast Corridor Commission in accordance with the Passenger Rail Investment and Improvement Act of 2008; and,

WHEREAS, a new agreement has been reached for a five-year term with an option to extend the term an additional five years upon advanced written notice to Amtrak; and,

WHEREAS, the new agreement will provide VRE with continued access and mid-day storage and other services at Washington Union Terminal;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board hereby recommends the Commissions authorize the Acting Chief Executive Officer to enter into a five-year agreement, with an option to extend for an additional five-year term subject to further

Resolution 8B-05-2020 continued

approval by the Commissions, with Amtrak for access and mid-day storage at Washington Union Terminal in a form approved by legal counsel.

Approved this 15th day of May of 2020

Jeanine Lawson
Secretary

Gary Skinner
Chairman

RESOLUTION #2413

- SUBJECT:** Authorize the Acting VRE CEO to Execute an Amendment for the Second Option Period and the First Year of the Second Option Period of the Contract with Keolis Rail Services Virginia, LLC for Operating Services for Commuter Rail
- WHEREAS:** On October 16, 2009, the VRE Operations Board approved a five-year contract, with two five-year option periods, with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS:** A contract amendment was approved on December 17, 2010 in the amount of \$2,085,000;
- WHEREAS:** On May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;
- WHEREAS:** On April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS:** On April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;
- WHEREAS:** On April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;
- WHEREAS:** On May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;
- WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities;
- WHEREAS:** On May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;
- WHEREAS:** On April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

WHEREAS: On April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557;

WHEREAS: On May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557;

WHEREAS: Approval of this resolution will award the second and final five-year option period; and

WHEREAS: The VRE Operations Board recommends the Commissions take the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to execute the second five-year option period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC authorizes the Acting VRE CEO to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$16,591,500 for the first year of the second option period, for a total Contract value not to exceed \$196,003,057 through June 30, 2021.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-C
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Rich Dalton

Date: May 15, 2020

Re: Recommend Authorization to Execute an Amendment for the Second Option Period and the First Year of the Second Option Period of the Contract for Operating Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving the second five-year option period and approving up to \$16,591,500 for the first year of the second option period, for a total contract value not to exceed \$196,003,057 through June 30, 2021.

Summary:

This action will authorize the award of the second and final five-year option period and continue the contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2021.

Background:

On October 16, 2009, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with KRSV for commuter rail operations and maintenance with two five-year option periods. The maintenance activities were later removed from this contract in 2016 and those services are now included in a separate contract with KRSV. The second option period for this contract, which now only covers operating services, will start July 1, 2020. This is the final five-year option period of the operating services contract.



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



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



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

The work performed under this contract includes providing certified locomotive engineers and conductors to operate VRE commuter rail trains. The contract also includes Federal Railroad Administration reporting and claims management. Below is a list of the amendments, contract modifications and proposed actions for this contract:

Date	Description	Amount	Authorized Value (Cumulative)
10-16-2009	1 st Contract Year & Mobilization	\$18,459,348	\$18,459,348
12-17-2010	Amendment (a)	\$2,085,000	\$20,544,348
5-20-2011	2 nd Contract Year	\$17,954,527	\$38,498,875
4-20-2012	3 rd Contract Year (b)	\$18,008,591	\$56,507,466
4-19-2013	4 th Contract Year	\$18,974,041	\$75,481,507
4-18-2014	5 th Contract Year (c)	\$20,115,047	\$95,596,554
5-15-2015	1 st Year of the First Option Period (6 th Contract Year)	\$20,931,000	\$116,527,554
5-20-2016	2 nd Year of the First Option Period (7 th Contract Year) (d)	\$15,463,003	\$131,990,557
4-21-2017	3 rd Year of First Option Period (8 th Contract Year)	\$15,416,000	\$147,406,557
4-20-2018	4 th Year of the First Option Period (9 th Contract Year)	\$15,718,000	\$163,124,557
5-17-2019	5 th Year of the First Option Period (10 th Contract Year)	\$16,287,000	\$179,411,557
5-15-2020	1 st Year of the Second Option Period (11 th Contract Year) (e)	\$16,591,500	\$196,003,057

(a) Amendment included service enhancements, higher than anticipated insurance costs; items included in the original negotiations, contingency funds, and removed the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000.

(b) FY 2013 budget amended mid-year for service enhancements resulting in the lengthening of two trains. This increased the FY 2013 contract budget amount to \$18,248,591. Authorization available from prior year approvals.

(c) FY 2015 budget includes adding the new Fredericksburg line train for half of the fiscal year.

(d) FY 2017 budget reflects the amended agreement removing the maintenance of equipment and facilities maintenance functions.

(e) Pending Approval

This action will increase the contract value by \$16,591,500 for a cumulative amount not to exceed \$196,003,057. The year over year increase is due to a contractually mandated increase of 2.46% based on the Consumer Price Index for the fixed cost components of the contract.

Fiscal Impact:

Funding for the first year of the second option period (11th year) is included in the approved FY 2021 operating budget. The total amount budgeted for train operations is \$16,591,500.

**Virginia Railway Express
Operations Board**

**Resolution
8C-05-2020**

**Recommend Authorization to Execute an Amendment for the Second
Option Period and the First Year of the Second Option Period of the
Contract for Operating Services for Commuter Rail**

WHEREAS, on October 16, 2009, the VRE Operations Board approved a five-year contract, with two five-year option periods, with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010 in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507; and;

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities; and,

WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

Resolution 8C-05-2020 continued

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and,

WHEREAS, on April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557; and,

WHEREAS, on May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557; and,

WHEREAS, approval of this resolution will award the second and final five-year option period; and,

WHEREAS, approval of this resolution will allow for continued train operations in FY 2021;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to execute the second five-year option period of the Contract for Operating Services for Commuter Rail; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$16,591,500 for the first year of the second option period, for a total Contract value not to exceed \$196,003,057 through June 30, 2021.

Resolution 8C-05-2020 continued

Approved this 15th day of May 2020

Jeanine Lawson
Secretary

Gary Skinner
Chairman



RESOLUTION #2414

- SUBJECT:** Authorize the Acting VRE CEO to Execute and Amendment for the Fifth Year of the Contract with Keolis Rail Services Virginia, LLC for Maintenance Services for Commuter Rail
- WHEREAS:** In 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC; and,
- WHEREAS:** The Contract start date and total authorization was amended in May of 2016;
- WHEREAS:** On April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;
- WHEREAS:** On April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638;
- WHEREAS:** On May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,103;
- WHEREAS:** The current contract authorization runs through June 30, 2020;
- WHEREAS:** The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2021; and
- WHEREAS:** The VRE Operations Board recommends the following action.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC by increasing the total Contract authorization by \$9,012,749, for a total amount not to exceed \$39,920,852 through June 30, 2021.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

This page intentionally left blank.



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-D
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Rich Dalton

Date: May 15, 2020

Re: Recommend Authorization to Execute an Amendment for the Fifth Year of the Contract for Maintenance Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$9,012,749, for a total amount not to exceed \$39,920,852, through June 30, 2021.

Summary:

This action will authorize contracted services for the maintenance, inspection and repair of VRE locomotives, passenger rail cars and maintenance facilities for FY 2021.

Background:

On January 15, 2015, the VRE Operations Board recommended, and the Commissions subsequently authorized, the Chief Executive Officer to execute a Contract with KRSV for Maintenance Services for Commuter Rail.

The work performed under this contract includes daily and periodic servicing, inspection and repairs of locomotives and passenger rail cars. Lifecycle maintenance and extensive rolling stock repair work are included in this contract through a task order process. In addition to locomotive and passenger rail car work, the scope of work includes inspection, maintenance and repair of facilities equipment including yard tracks and buildings. There are no material changes to the scope of work for the upcoming fiscal year.



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



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



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

On May 20, 2016, the VRE Operations Board recommended, and the Commissions subsequently authorized an amended start date for the first year of the Contract to July 1, 2016, and the total Contract amount for the first year of \$7,252,371. Below is a list of the amendments, contract modifications and proposed action for this Contract:

Date	Description	Amount	Authorized Value (Cumulative)
May 20, 2016	1 st Contract Year & Mobilization	\$7,252,371	\$7,252,371
April 21, 2017	2 nd Contract Year	\$7,092,267	\$14,344,638
April 20, 2018	3 rd Contract Year	\$7,674,000	\$22,018,638
May 17, 2019	4 th Contract Year	\$8,889,465	\$30,908,103
May 15, 2020 (a)	5 th Contract Year	\$9,012,749	\$39,920,852

(a) Pending Approval

This action will increase the contract value by \$9,012,749 for a cumulative amount not to exceed \$39,920,852, through the fifth year of the base five-year contract. The year over year increase is primarily due to a contractually mandated annual increase of 2.46% based on the Consumer Price Index.

Fiscal Impact:

Funding is provided for in both the FY 2021 Operating budget under 'Maintenance Services for Commuter Rail' and the Capital Improvement Program (CIP) for 'Asset Management – Rolling Stock Equipment' and 'Asset Management – Facilities,' which includes funding for the fifth year of this work.

FY 2021 Operating Budget: Maintenance Services for Commuter Rail	\$7,832,285
FY 2021 Capital Improvement Program: Asset Management – Rolling Stock Equipment and Asset Management – Facilities	\$1,180,464
Total	\$9,012,749

**Virginia Railway Express
Operations Board**

**Resolution
8D-05-2020**

**Recommend Authorization to Execute an Amendment for the Fifth Year
of the Contract for Maintenance Services for Commuter Rail**

WHEREAS, in 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC; and,

WHEREAS, the Contract start date and total authorization was amended in May of 2016; and,

WHEREAS, on April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, on April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638; and,

WHEREAS, on May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,103; and,

WHEREAS, the current Contract authorization runs through June 30, 2020; and,

WHEREAS, the increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2021;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia

Resolution 8D-05-2020 continued

Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC by increasing the total Contract authorization by \$9,012,749, for a total amount not to exceed \$39,920,852 through June 30, 2021.

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary



RESOLUTION #2415

SUBJECT: Authorize the Acting VRE CEO to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility

WHEREAS: The City of Manassas and the Commissions executed an agreement in October 2009 for the operation and maintenance of a joint use parking facility in the City of Manassas;

WHEREAS: The agreement was amended in July 2015 extending it for five years;

WHEREAS: Both parties wish to extend the agreement for an additional term of five years;

WHEREAS: Both parties wish to amend the agreement to permit the addition of designated bicycle storage inside the parking facility to be installed and maintained by the City of Manassas; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Acting VRE Chief Executive Officer to amend the agreement with the City of Manassas for the operation and maintenance of the Manassas Parking Facility to extend the agreement an additional five years and to allow the City of Manassas to add designated bicycle storage inside the parking facility.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC authorizes the Acting VRE CEO to include, within the amendment, a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term.

Approved this 4th day of June 2020.

Katie Cristol
Chair

Jeffrey C. McKay
Secretary-Treasurer

This page intentionally left blank.



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-E
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Rich Dalton

Date: May 15, 2020

Re: Recommend Authorization to Amend the Agreement with the City of Manassas for the Operation and Maintenance of the Manassas Parking Facility

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Acting Chief Executive Officer to amend the agreement with the City of Manassas for the operation and maintenance of the Manassas Parking Facility.

Summary:

Approval of this resolution will recommend the Commissions authorize the Acting Chief Executive Officer to amend the agreement with the City of Manassas for the operation and maintenance of the parking facility located in the City of Manassas. The amendment will permit the installation of fixed bicycle storage spaces and extend the term of the agreement for five years. The resolution will also authorize the amendment to include a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term.

Background:

In October 2009, the City of Manassas and the Commissions executed an agreement for the operation and maintenance of the parking facility adjacent to the Manassas train station. Maintenance costs are shared based on the percentage of spaces allocated to VRE and to the City.



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



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



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

In June 2015 the Commissions authorized execution of an amendment to the agreement extending it for five years and reallocating parking spaces between public parking and VRE commuter use. As a result, VRE commuter spaces increased by 100 and the second floor was re-designated for public use to support downtown retail.

The City of Manassas has developed a plan to install fixed bicycle lockers in the parking facility. Therefore, in addition to extending the agreement for an additional five years, the amended agreement will stipulate the cost to purchase, install and maintain the bicycle lockers will be at the sole expense and responsibility of the City of Manassas.

If authorized by the Operations Board and the Commissions, this resolution will allow the Acting Chief Executive Officer to amend the agreement with the City of Manassas to permit the installation of fixed bicycle storage spaces and extend the term for five years. The resolution will also authorize the amendment to include a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term.

Fiscal Impact:

This resolution will not increase the estimated annual operation and maintenance cost for the parking facility. The estimated cost for FY 2021 is \$100,200 for VRE's share of the operation and maintenance cost. This cost is included in the approved FY 2021 budget, and future costs for the operation and maintenance of the facility will be included in subsequent annual budgets.

**Virginia Railway Express
Operations Board**

**Resolution
8E-05-2020**

**Recommend Authorization to Amend the Agreement with the
City of Manassas for the Operation and Maintenance of the
Manassas Parking Facility**

WHEREAS, the City of Manassas and the Commissions executed an agreement in October 2009 for the operation and maintenance of a joint use parking facility in the City of Manassas; and,

WHEREAS, the agreement was amended in July 2015 extending it for five years; and,

WHEREAS, both parties wish to extend the agreement for an additional term of five years; and,

WHEREAS, both parties wish to amend the agreement to permit the addition of designated bicycle storage inside the parking facility to be installed and maintained by the City of Manassas;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions find that, in accordance with recently adopted amendments to budget bills HB 29 and 30, meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Operations Board to assemble in a single location on May 15, 2020, and that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are statutorily required or necessary to continue operations of the Operations Board and the discharge of the Operations Board's lawful purposes, duties, and responsibilities; and further find that meeting by electronic means is authorized because the items on the May 15, 2020 Operations Board Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Virginia Railway Express Operations Board to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Acting Chief Executive Officer to amend the agreement with the City of Manassas for the operation and maintenance of the Manassas Parking Facility to extend the agreement an additional five years and to allow the City of Manassas to add designated bicycle storage inside the parking facility; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to include, within the amendment, a provision allowing the agreement to be automatically extended for an additional five years, through June 2030, unless either party provides notice to the other of its request not to automatically extend the term..

Approved this 15th day of May 2020

Gary Skinner
Chairman

Jeanine Lawson
Secretary

Agenda Item #7: Washington Metropolitan Area Transit Authority (WMATA)



TO: Chair Cristol and NVTC Commissioners

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

DATE: May 28, 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.

At the June meeting the Commission will receive reports from the chairs of NVTC’s 3% Cap Working Group and the NVTC WMATA Committee, as well as the Virginia WMATA Board members.

A. WMATA COVID-19 Response

On March 13, WMATA implemented Phase 3 of its Pandemic Flu Plan. Phase 3 is the highest level of response and includes 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](#). Below are additional steps WMATA has taken to address the COVID-19 public health emergency:

- On April 23, WMATA announced it would [expand the Orange and Silver Line shutdown](#) to use the upcoming low ridership summer to maximum effect.
- On May 11, WMATA released a [recovery plan](#) that promotes safety first while ramping up regional mobility (this plan is further discussed in Section C below).
- On May 18, WMATA [required riders to wear cloth face coverings](#) when traveling on the system.

B. Report from the Chair of the 3% Cap Working Group

In mid-May NVTC staff sent formal invitations to members of the 3% Cap Working Group and began interviewing working group members to gather their input. The members of the working group are:

Chair: Katie Cristol, NVTC Chair, Arlington County

Vice Chair: Kate Mattice, NVTC Executive Director

Commonwealth Representative: Jennifer Mitchell, DRPT Director

Senior-Level Transportation Officials:

- Yon Lambert, City of Alexandria
- Dennis Leach, Arlington County
- Tom Biesiadny, Fairfax County
- Wendy Block Sanford, City of Fairfax
- Cindy Mester, City of Falls Church
- Joe Kroboth, Loudoun County

Private Sector Stakeholders:

- Clayton Medford, Northern Virginia Chamber of Commerce
- The Honorable Randy Minchew, former member of the Virginia House of Delegates
- Stewart Schwartz, Coalition for Smarter Growth
- Jason Stanford, Northern Virginia Transportation Alliance

The Commonwealth's [FY 2021 – FY 2022 budget](#) directs the NVTC chair to convene a working group to review the impact of Virginia's 3% cap on WMATA's operating assistance payment. The working group is tasked with reporting on the usefulness of the 3% operating cap on WMATA and whether any additional exceptions are needed. NVTC must convey a report to the chairs of the House Appropriations and Senate Finance and Appropriations Committees by November 10, 2020.

C. Report from the Chair of the NVTC WMATA Committee

The next NVTC WMATA Committee meeting is scheduled for July 16 at 6:00 p.m. The July committee meeting will include an update on how the Annual Report on the Performance and Condition of WMATA will reflect conditions presented by the COVID-19 public health emergency and an overview of the 3% Cap Working Group's discussions to date.

D. Report from the Virginia WMATA Board Members

▪ FY 2020 Budget Update and Revised FY 2021 Budget Recommendation

On May 14, the WMATA Finance and Capital Committee received a presentation on the FY 2020 Operating and Capital Budget and recommended adjustments to the FY 2021 Operating Budget. These adjustments include the programming of CARES Act funding to offset WMATA's revenue losses and COVID-19 related expenses.

FY 2020 Budget

WMATA's ridership and revenues declined significantly in the third quarter of FY 2020 as a result of the COVID-19 public health emergency with Metrorail and Metrobus ridership decreasing by 94% and 78% respectively. FY 2020 operating revenues declined by \$238 million, while COVID-19 related expenses increased by \$31 million for services and supplies. WMATA will use \$17 million in savings and \$221 million of CARES Act funding to balance the FY 2020 year-end operating budget.

WMATA estimates the FY 2020 capital program will be \$67 million under budget due to COVID-19 impacts on project delivery, and delayed activities are now expected to occur in FY 2021.

FY 2021 Budget

WMATA estimates an operating budget shortfall of \$457 million in FY 2021. Also, WMATA recognizes the difficult revenue picture faced by state and local governments and will provide a one-time subsidy credit of \$134.7 million to each funding jurisdiction (Figure 1). To close the budget shortfall and provide the subsidy credit, WMATA will use \$546 million of CARES Act funding and \$45 million in management actions in FY 2021.

This credit is in addition to the \$109 million operating subsidy credit to local transit providers who are not federal funding recipients that the WMATA Board approved on April 23.

Figure 1: Jurisdictional Operating Subsidy and Forecasted Credit

	FY2021 Approved Subsidy ¹	Subsidy Credit	Net Subsidy	% Change from Approved
District of Columbia	\$447,971,141	\$48,811,720	\$399,159,420	(10.9%)
Montgomery County	\$205,730,298	\$22,123,248	\$183,607,050	(10.8%)
Prince George's County	\$270,146,243	\$29,557,725	\$240,588,518	(10.9%)
Maryland Subtotal	\$475,876,541	\$51,680,973	\$424,195,568	(10.9%)
City of Alexandria	\$51,655,824	\$5,565,233	\$46,090,591	(10.8%)
Arlington County	\$86,497,475	\$9,184,239	\$77,313,237	(10.6%)
City of Fairfax	\$2,993,482	\$317,152	\$2,676,330	(10.6%)
Fairfax County	\$172,285,295	\$18,412,445	\$153,872,850	(10.7%)
City of Falls Church	\$3,522,838	\$385,236	\$3,137,603	(10.9%)
Loudoun County	\$5,506,922	\$368,403	\$5,138,519	(6.7%)
Virginia Subtotal	\$322,461,837	\$34,232,708	\$288,229,129	(10.6%)
Total Contribution	\$1,246,309,519	\$134,725,401	\$1,111,584,118	(10.8%)

Source: [WMATA Presentation on the FY2020 and FY2021 Budgets](#)

In addition, WMATA will defer all service and fare changes originally approved by the WMATA Board on April 2 for six months (Figure 2). The WMATA Board reserves the right to further defer these changes as may be necessary and appropriate in light of future conditions.

Figure 2: FY 2021 Deferred Service and Fare Changes

		Defer
Metrobus	Better Weekend Metrobus Service	✓
	Improve MetroExtra Service	✓
	Reduce Redundant and Less Productive Bus Service	✓
	Eliminate Metrobus Late Night Lifeline	✓
Metrorail	Better Weekend Metrorail Service	✓
	Restore Late Night Metrorail Service	✓
	Weekday Early Morning Metrorail Right-Sizing	✓
Fares	Fare Adjustments	✓

Source: [WMATA Presentation on the FY2020 and FY2021 Budgets](#)

WMATA will leverage station shutdowns to accelerate some projects and anticipates delays to impact the FY 2021 capital program.

The WMATA Board is anticipated to act on the revised FY 2021 budget at its May 28 meeting.

▪ COVID-19 Recovery Planning Update

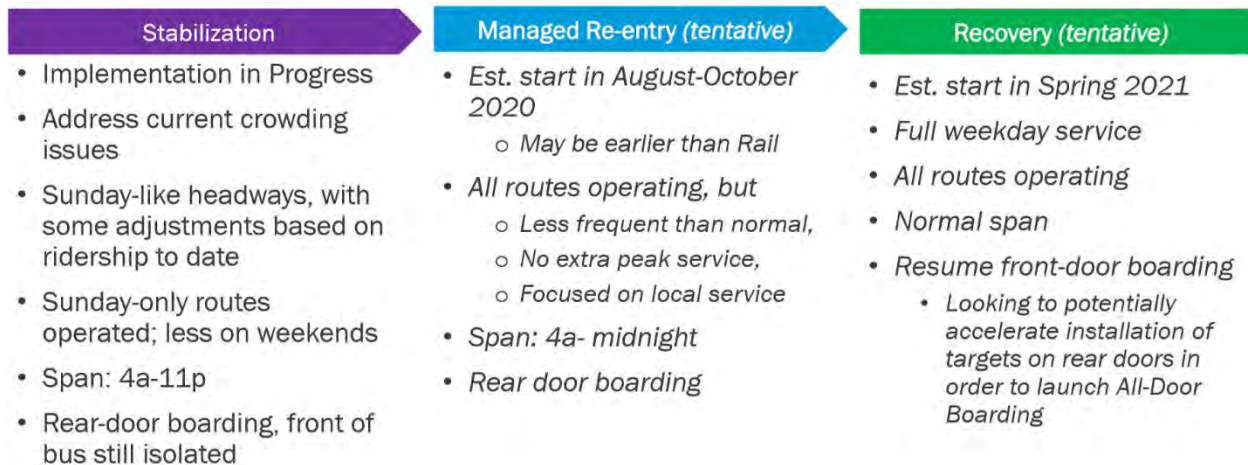
The WMATA Finance and Capital Committee [received a presentation on WMATA's COVID-19 recovery plan](#). Social distancing reduces capacity by approximately 80% on railcars and buses. In order to achieve optimal social distancing, WMATA must provide more service than ridership demands, and this service needs to be provided in advance. Generally, it takes nearly three months to implement new service plans but establishing pre-planned levels of service allows WMATA to reduce the implementation time to two months.

WMATA has developed three pre-planned service levels to provide as much service as possible within WMATA's anticipated workforce availability (Figures 3 and 4). These phases and service levels are subject to change.

- Stabilization Phase: WMATA anticipates implementing this service plan in May. During this phase, WMATA expects non-essential work travel to resume on a limited basis, while restaurants, bars and evening activities remain largely restricted. WMATA's goal is to provide sufficient capacity to accommodate 40,000 daily Metrorail trips and 85,000 daily Metrobus trips.
- Managed Re-Entry Phase: The managed re-entry phase is anticipated to be implemented between August and October as jurisdictions begin to relax social distancing policies. It is expected that businesses, schools, and childcare facilities will reopen and that large-scale telework is likely.
- Recovery Phase: The recovery phase is the return of pre-pandemic service levels when social distancing is no longer necessary. CDC guidance suggests that this phase is likely to occur in 2021.

Figure 3: WMATA's Phased Approach for Metrorail Service

Source: [WMATA Presentation on COVID-19 Recovery Plan](#)

Figure 4: WMATA's Phased Approach for Metrobus Service

Source: [WMATA Presentation on COVID-19 Recovery Plan](#)

▪ Planned Metrorail Work

The previously planned shutdown for this summer's [Platform Improvement Project](#) has been expanded to encompass all Metrorail stations west of Ballston. In addition to the Summer Platform Improvement Project, WMATA will address critical safety and state of good repair projects through short, localized shutdowns of Metrorail stations. WMATA has outlined June track work projects (Figure 5). Future projects will be planned on a rolling basis, with WMATA anticipating the subsequent month's events announced no later than the middle of the prior month. WMATA will coordinate each event with the jurisdictions to ensure alternative bus service is provided.

Figure 5: WMATA's June Track Work Plan

- **June 7-13:**
 - L'Enfant Plaza to Pentagon work zone
 - No stations closed
 - No Yellow Line service north of National Airport
- **June 14-20:**
 - L'Enfant Plaza to Anacostia/Pentagon work zone
 - Closed stations: Navy Yard and Waterfront
 - No Yellow Line service north of National Airport
- **June 21-27:**
 - L'Enfant Plaza to Shaw-Howard/Pentagon work zone
 - Closed Stations: Archives, Gallery Place-Chinatown (Lower), and Mt. Vernon-Convention Center
 - No Yellow Line service north of National Airport
- **June 28-July 12:**
 - U Street to Ft. Totten work zone
 - Closed Stations: Columbia Heights and Georgia Ave



Source: [WMATA Presentation on COVID-19 Recovery Plan](#)

▪ Silver Line Phase 2 Update

On May 14, the WMATA Safety and Operations Committee [received an update on the status of Silver Line Phase 2](#). In September 2019, there were 12 major quality issues on the project identified. Four of these quality issues have been resolved, five are being addressed and three are pending resolution. In addition, the automatic train control (ATC) tie-in at Wiehle-Reston East Station was delayed due to insufficient ATC software safety certifications. However, WMATA has expanded its summer Platform Improvement Project to close the entire Silver Line to perform required ATC testing. WMATA has not set a target revenue service date for the project. The unresolved issues and delays in completing the tie-in work at Wiehle-Reston East will determine the timeline for WMATA's acceptance of the project.

▪ Extension of FY 2020 CFA and DC LCFA

The WMATA Board [approved a one-year extension of the FY 2020 Capital Funding Agreement \(CFA\)](#) with the WMATA compact jurisdictions and a one-year extension of the FY 2020 District of Columbia Local Funding Agreement (LCFA). The FY 2021 CFA extension provides the terms and conditions for the receipt of the jurisdictions' share of the \$1.88 billion FY 2021 capital budget and remains largely the same as the FY 2020 agreement. The DC LCFA provides additional detail regarding the definition of capital projects and debt as well as the District's anti-deficiency requirements.

▪ Parking Fee Waiver During Summer 2020 Platform Improvement Project

The WMATA Board [approved a parking fee waiver at West Falls Church Metro Station](#) during the expanded platform summer construction project. The 2020 Summer Platform Project was expanded to take advantage of the low ridership during the COVID-19 public health emergency and to enable the completion of the automatic train control integration required by the Silver Line construction. The estimated revenue loss associated with the free parking is \$254,000, and

this loss will be offset by the transfer of capital funding designated for revenue losses due to major capital projects. There is no anticipated operating subsidy impact to the jurisdictions.

- Metrobus Fare Waiver Extension

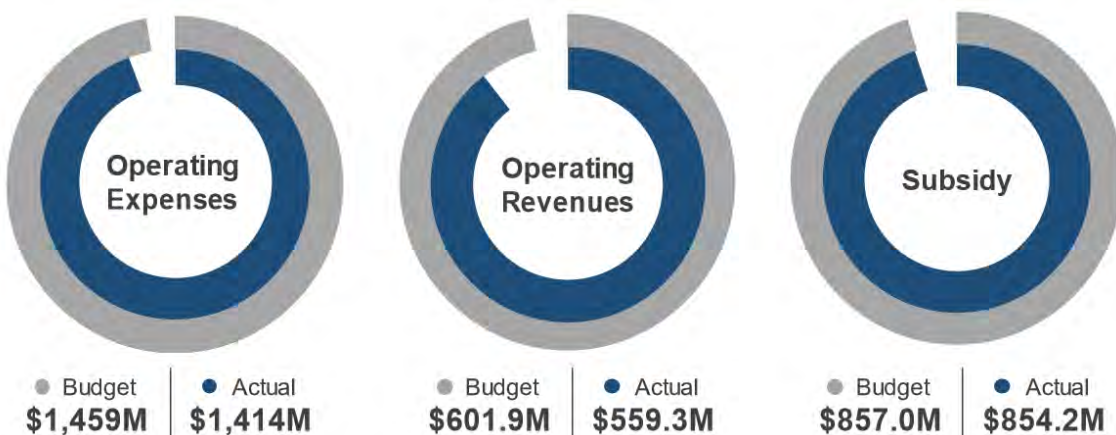
The WMATA Board [approved an extension to the emergency waiver of Metrobus fares](#) due to COVID-19 public health emergency. The WMATA Board will take further action to reinstate fare collection and front door boarding as appropriate and upon a recommendation from the General Manager. WMATA implemented rear-door only boarding on Metrobus following Board approval of an emergency fare waiver on March 23. Since Metrobus fare collection equipment is only located near the operator, rear-door only boarding can only be implemented with a suspension of fare collection. The revenue loss is estimated to be \$35.7 million through the end of FY 2020, and WMATA anticipates the revenue loss to be offset through CARES Act Funding. There is no anticipated operating subsidy impact to the jurisdictions. As part of the recovery plan, WMATA is exploring adding rear-door fare collection equipment.

E. Other WMATA News

- FY 2020 Q3 Financial Report

WMATA [released its financial report for Q3 FY 2020](#). WMATA's operating budget remained favorable by \$2.8 million through the third quarter of FY 2020 despite the sharp decrease in ridership and revenue due to the COVID-19 public health emergency. WMATA's operating expenses through the third quarter were \$45.3 million less than budget. Operating revenues were \$559.3 million through the third quarter or \$42.6 million below budget (Figure 6). Revenue losses were offset by savings from labor and materials expenses.

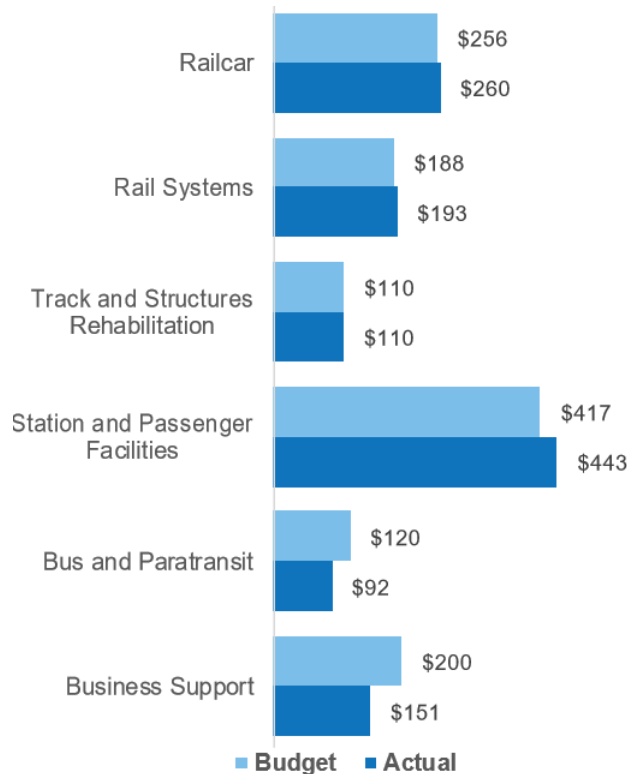
Figure 6 YTD Q3 FY 2020 Operating Results



Source: [WMATA Q3 FY2020 Financial Report](#)

The FY 2020 capital budget forecast as of the end of Q3 (March 2020) totals \$1.822 billion, \$83 million more than budget (Figure 7).

Figure 7: FY 2020 YTD Capital Budget vs Actual by Investment Category

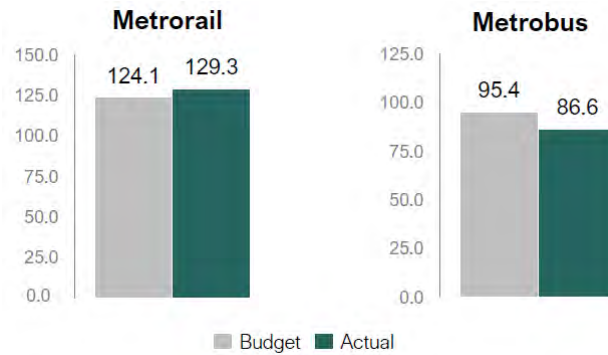


Source: WMATA Q3 FY2020 Financial Report

▪ Q3 FY 2020 Performance Report

WMATA released its [Metro Performance Report for Q3 FY 2020](#), detailing system-wide performance from July 2019 – March 2020. Notably, service-related changes in response to the COVID-19 public health emergency had a significant impact on WMATA's operations at end of the third quarter.

WMATA acknowledged that ridership levels are skewed due the significant reduction in Metrorail and Metrobus service since March 16 in response to the pandemic. Total ridership (all modes) of 217.6 million for the first three quarters of FY 2020 is 1.6% below the budget forecast level of 221.2 million and 1.2% below the same period in FY 2019. However, Metrorail ridership increased by 2% compared to the same period in FY 2019 and was 4% above the budget forecast. Metrobus ridership decreased by 5% compared to the same period in FY 2019 and was 9% below the budget forecast.

Figure 8: Q3 FY 2020 Metrorail and Metrobus Ridership (in millions)

Source: WMATA Q3 FY2020 Performance Report

On-time performance (OTP) measures were reported from July 1, 2019 – March 15, 2020. Before WMATA's COVID-19 response, 77% of Metrobuses were on-time. Buses serving customers along seven high-frequency Metrobus routes were 66% on-time while 78% of schedule-based buses were on-time. Metrobus on-time performance data is unavailable during the pandemic due to technological challenges related to service deviating from the traditional schedule.

Prior to WMATA's COVID-19 response, Metrorail customers completed 90% of their trips on-time during the first three quarters of FY 2020, exceeding the target of 88%. Weekday customer on-time performance (OTP) response increased to 93%, the highest recorded in the past 10 years. Weekend customer OTP in quarter three declined three percentage points to 85% from 88% in quarter two, but still showed improvement relative to quarter one. Numerous performance statistics were impacted by WMATA's COVID-19 response, and these are statistics are provided in the appendix of the Metro Performance Report.

This page intentionally left blank.

Agenda Item #8: Department of Rail and Public Transportation (DRPT)



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 2020

SUBJECT: Department of Rail and Public Transportation (DRPT)

At the June meeting DRPT Director Jennifer Mitchell will give her report, including an update on the impacts of the COVID-19 public health emergency on state transit funding. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.

This page intentionally left blank.



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: May 26, 2020

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

The CTB met remotely on May 20. The CTB received an update on the FY20 Six Year Improvement Program (SYIP) during its workshop. DRPT is recommending carrying FY20 operating assistance levels forward for the first quarter of FY21 and reevaluating in September 2020. One quarter of the FY20 NVTC WMATA capital and operating allocation, totaling just under \$40 million, is also being made available on July 1. DRPT is recommending one critical capital item, debt service payments by PRTC for VRE parking facilities, be funded at this time. DRPT will continue to evaluate all other capital requests that were received for FY21, prioritizing those capital items that have a direct impact on service provision in FY21. There were no DRPT action items on the business meeting agenda.

Additionally public hearings for the FY21-26 SYIP have not been rescheduled and there still is no schedule for SYIP adoption. Updated revenue forecasts are not available and projected revenues are anticipated to be dramatically lower than the current SYIP.

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 FY21 funding.

DRPT has been working with staff of the transit and Transportation Demand Management (TDM) service providers along the Metrorail Orange Line on supplemental local transportation mitigation strategies that will receive state funding to mitigate the impacts of WMATA's Summer 2020 Platform Improvement Program (PIP) work. In response to the announcement that the Summer 2020 PIP will also include a shutdown of five Metrorail Silver Line stations, DRPT solicited, accepted and reviewed revised mitigation strategy proposals. Similar to 2019, DRPT will award mid-cycle grants for selected local mitigation strategies and will fund those strategies at 80% state funding with a 20% local match being required. Review of grant applications is

DRPT.Virginia.gov

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

complete and DRPT has begun the process of awarding the mid-cycle grants using funding that was programmed for this purpose in the FY20 SYIP.

May 21 was Celebrate Transportation Day in Virginia. DRPT, our [sister](#) state agencies, and the [Governor's office](#) sponsored a virtual event to honor transportation heroes who keep the Commonwealth moving.

Service on the Virginia Breeze intercity bus program remains suspended. Customers who had booked trips prior to April 30 are allowed to reschedule their travel at no cost for any date prior to September 8, 2020. DRPT is continuing to evaluate conditions and collaborate with the service contractor to determine a feasible re-launch date for service as well as introduce new service that will provide transportation options for underserved areas of the Commonwealth.

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 welcomed a new Public Relations & Marketing Specialist, Haley Glynn, in April. She comes to DRPT from AAA Mid-Atlantic where she was the Traffic Safety Community Relations Specialist. Previously she worked as a marketing and project manager educating youth about traffic safety initiatives for the Virginia State Police (VSP) and as a research analyst studying traffic safety at the Virginia Tech Transportation Institute. She is an alumna of Virginia Commonwealth University (VCU).

DRPT staff in both Alexandria and Richmond are still advised to telework until further notice per Governor Northam's Stay-at-Home order. Out of state travel for conferences and training is postponed, and non-essential business travel is discouraged for state employees. Additionally in anticipation of a significant budget shortfall, DRPT is reducing discretionary spending and is subject to a hiring freeze.

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

TDATE: May 28, 2020

SUBJECT: Virginia Passenger Rail Authority

At the June meeting Chair Cristol will report that the Executive Committee provided names of potential individuals to serve on the newly established Virginia Passenger Rail Authority (VPRA) ([SB 890, 2020](#)) to the Commonwealth for consideration. The nominees included former elected officials, and leaders in transportation, planning and finance.

NVTC and PRTC have the opportunity to provide lists of recommended names to represent their jurisdictions on the Authority for consideration by the Governor, who will appoint the 12 non-legislative citizen board members. The non-legislative citizen members are subject to confirmation by the General Assembly.

The Virginia Passenger Rail Authority will be governed by a 15-member board:

- Twelve non-legislative citizen members:
 - three members who reside within the boundaries of the Northern Virginia Transportation District (NVTC);
 - three members who reside within the boundaries of the Potomac and Rappahannock Transportation District (PRTC);
 - two members who reside within the boundaries of the Richmond Metropolitan Transportation Authority;
 - two members who reside within the boundaries of the Hampton Roads Transportation Accountability Commission; and
 - two members who reside within the boundaries of Planning District 5, 9, 10 or 11;
- An Amtrak designee (non-voting);
- The VRE Chief Executive Officer (non-voting); and
- The DRPT Director, who will serve as chair and only vote in the event of a tie.

The Virginia Passenger Rail 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.

This page intentionally left blank.

TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: May 28, 2020

SUBJECT: Transit Technology Program

At the June meeting the Commission will receive an overview of the proposed update to NVTC's Northern Virginia Regional Fare Collection Strategic Plan and be briefed on the status of fare collection activities related to the COVID-19 public health emergency.

A. Northern Virginia Regional Fare Collection Strategic Plan Update

The [Northern Virginia Regional Fare Collection Strategic Plan](#) (Strategic Plan) established goals and objectives for the [NVTC Regional Fare Collection program](#) to support regional partners in modernizing fare payment and collection technology. The Strategic Plan is meant to be periodically updated to keep pace with new developments and evolving regional partner needs. Since Commission adoption of the initial Strategic Plan in 2018, there have been considerable changes to fare collection in the region.

The Strategic Plan update is timely and will include planning for new challenges presented by the COVID-19 public health emergency, closer integration with WMATA's fare collection modernization initiatives, and examine opportunities to update the scope ongoing efforts identified in the 2018 Strategic Plan.

▪ **COVID-19 Public Health Emergency**

To prepare for post-pandemic operations, NVTC's Strategic Plan update will plan for fare payment strategies allowing riders a safe return to transit and provide details on how NVTC will coordinate partner agencies. As the largest transit provider in the region, WMATA recently released a [COVID-19 Recovery Plan](#), which includes fare payment related strategies that could be incorporated by Northern Virginia's local transit operators:

- **"Contactless" Fare Payment** – The planned WMATA SmarTrip app will allow customers to conduct SmarTrip transactions (including add-value and pass purchase) on a mobile app rather than at a ticket-vending machine, bus farebox, or retail outlet. DASH and VRE's mobile payment apps also provide similar "contactless" payment options.
- **Rear-Door Fare Payment** – WMATA is looking at the potential to update bus fareboxes to allow for rear-door SmarTrip targets. Providing rear-door payment capabilities once fare

collection resumes will support riders' ability to maintain social distance and enhance safety for drivers.

DASH applied for a FY 2021 DRPT grant for an all-door boarding feasibility study, possibly leading to a pilot implementation. [Note that the Department of Public Rail and Transportation (DPRT) may not be making grant funding decisions until later this calendar year.]

- **Pass Products** – Since post-pandemic commuters and employers may continue more flexible commuting and work schedules, WMATA is considering pass products for commuters who telework more frequently.
- **Back-End Technologies** – WMATA plans to build back-end systems that enable accurate internal analysis and customer-facing information. Northern Virginia transit providers will need to upgrade and invest in technology to integrate with WMATA's systems.

NVTC will continue to work closely with and support WMATA and the Northern Virginia transit providers as they adapt to the new challenges and opportunities following COVID-19.

▪ **Closer Integration with WMATA's Fare Collection Modernization Initiatives**

In April 2020, WMATA shared a staff-level fare payment strategy overview with NVTC staff and regional partners that includes long-term program goals and business objectives related to modernizing fare payment/collection operations and technology for WMATA and its regional partners.

Since WMATA drives the fare collection approach for the entire region, the NVTC Strategic Plan update will reflect a closer alignment and collaboration between WMATA, NVTC, and Northern Virginia's transit providers to support the implementation of and investment in a long-term, reliable fare collection system.

▪ **Review Ongoing Efforts Identified in the 2018 Strategic Plan**

The Strategic Plan update will examine ongoing efforts outlined in the 2018 Strategic Plan and recommend changes as necessary to ensure alignment with new and emerging fare collection needs. Some ongoing efforts include installing driver control unit (DCU) upgrades, exploring regional mobile ticketing, supporting WMATA's procurement of new bus fareboxes and new SmarTrip app, exploring off-board and all-door payment strategies, and strategically seeking grant funding to support NVTC's fare collection efforts.

The update is being completed within NVTC's existing and fully funded DRPT technical assistance grant. The update is scheduled for completion in September, with a Commission briefing in the fall.

B. COVID-19 Impacts on Regional Fare Collection

As the COVID-19 public health emergency continues to affect all aspects of travel in the region, NVTC and regional partners are working to protect the health and safety of transit employees, customers and the public. To maintain safety for the immediate term, the region's transit agencies have implemented some operational safety measures, including:

- **Rear-Door Boarding** – Passengers board at rear doors to provide a safe distance from drivers. However, front door boarding is permitted to accommodate individuals with disabilities or those needing assistance. All Northern Virginia bus operators have implemented rear-door boarding where practicable.
- **Temporary Fare Elimination** – With the exception of OmniRide commuter buses, Northern Virginia bus operators have temporarily eliminated fares, enhancing safety by eliminating passenger contact with fareboxes and operators.

NVTC is monitoring transit technology and policy best practices at transit agencies domestically and internationally. Elsewhere in the United States, some transit agencies have implemented other policies to adapt to COVID-19:

- **Cash Suspension** – Where fares are still being collected, some transit agencies are limiting fare transactions to non-cash media only.
- **Free Transit to/from Hospitals and Other Essential Workplaces** – Some transportation network companies are partnering with transit agencies to provide rides for essential workers.
- **Fare Inspection Suspension** – Where fares are still being collected, inspection has been eliminated to reduce interaction of fare inspectors and customers.
- **Free Cancellation of Transit Passes** – Some agencies have allowed for passengers to cancel long-term transit passes without penalties.

NVTC continues to monitor the evolution of fare collection challenges and opportunities created by the COVID-19 public health emergency and will provide regular updates to Northern Virginia transit providers and jurisdictional stakeholders.

This page intentionally left blank.

TO: Chair Cristol and NVTC Commissioners

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

DATE: May 28, 2020

SUBJECT: NVTC Transit Resource Center

At the June meeting, the Commission will receive an update on the FY 2020 3rd Quarter Transit Performance and the FY 2020 Year-To-Date (YTD) 3rd Quarter Parking Utilization. The update will highlight changes in ridership and review changes to transit operations across Northern Virginia due to the COVID-19 public health emergency.

Why is ridership data collection so important to transit?

Transit ridership data is vital since the data is used to allocate both Federal Transit Administration (FTA) and Virginia Department of Rail and Public Transportation (DRPT) transit funding. The FTA collects data through the National Transit Database (NTD) and uses it to allocate federal transit formula funds to WMATA. DRPT collects ridership data from transit operators across the Commonwealth and uses it to distribute operating assistance.

A. FY 2020 3rd Quarter (January through March) Transit Ridership Report and Service Changes

The FY 2020 3rd Quarter Ridership report (January to March 2020 compared to January to March 2019) is the first reporting period to capture the impact of the COVID-19 on the area's transit systems. This period also includes the ridership impact in 2019 from the federal government shutdown.

Compared to the 3rd quarter of last fiscal year, overall transit ridership (rail, bus, and paratransit) decreased by approximately 10%. For non-Metrorail modes, 3rd quarter ridership decreased slightly less with an 8% decrease. Table 1 shows the 3rd quarter bus ridership boardings by system, compared to last year's 3rd quarter.

For all transit modes in Northern Virginia, January ridership showed an increase of 16% over the same period last year, reflecting the impacts of the government shutdown which ended on January 25, 2019 and the return to a more regular commuting pattern for January 2020. Ridership data for February showed a 7% increase over the same period last year. March ridership began the month with strong ridership, but due to the impacts of COVID-19, the second half of the month showed dramatic decreases in ridership and travel demand. March ridership decreases in Northern Virginia ranged from 30% to 50% compared to last year.

Table 1: Transit Boardings in Virginia by System

System	3rd Quarter FY 2019	3rd Quarter FY 2020	% Change
Arlington Transit	655,703	659,303	1%
Alexandria DASH	833,956	767,507	-8%
Fairfax County Connector	1,926,510	1,792,502	-7%
Fairfax City CUE	145,101	128,099	-12%
Loudoun County Transit	389,269	368,221	-5%
OmniRide	546,670	524,812	-4%
Virginia Railway Express	1,016,731	920,999	-9%
Metrobus	3,768,895	3,364,491	-11%
Metro Access	83,311	64,610	-22%
Total	9,366,146	8,590,544	-8%

Source: OLGA and WMATA

As stay at home orders began around the middle of March, transit providers in Northern Virginia responded by decreasing levels of service (except the City of Fairfax's CUE service) as well as implementing operational changes (Table 2) such as rear door boarding and elimination of fare collection. OmniRide instituted a 10-person limit on all buses meaning that any increase in demand will require additional vehicles to be put in service. Overall, weekday bus service levels have decreased approximately 60% in Northern Virginia, slightly greater than pre-COVID-19 weekend service.

Table 2: Transit Operational Changes Due to COVID-19

System	Rear Door Boarding	Elimination of Fares
Arlington Transit	April 17	April 17
Alexandria DASH	March 20	March 20
Fairfax County Connector	April 11	March 24
Fairfax City CUE	March 19	March 19
Loudoun County Transit	March 30	March 30
OmniRide	March 25	March 25
Metrobus	March 24	March 23

Source: NTD Data Collection Activities FY2020

As shown in Table 3, WMATA also closed some Virginia Metrorail stations and reduced train frequency on all rail lines in order to match demand.

Table 3: Metrorail Station Closures

Station	Date of Closure
Arlington Cemetery	March 19
Clarendon	March 26
East Falls Church	March 26
Eisenhower Ave	March 26
Greensboro	March 26
McLean	March 26
Van Dorn	March 26
Virginia Square-GMU	March 26

Source: WMATA

Starting in the middle of March, the method of how ridership data is collected has been forced to evolve. Previously, data collection was based primarily on farebox data. Since COVID-19 operational changes went into effect, some operators have installed automatic passenger counters on rear doors and all operators have drivers manual tally the number of boardings.

It is important to note that all data collection methods have some systematic error. It can be expected that the different methods in collecting and recording the data might have different results. However, the trends and patterns, regardless of the current methods being deployed in the field, are expected to adequately capture the data necessary for planning and programming activities.

With respect to ridership data reported to the Federal Transit Administration's (FTA) National Transit Database (NTD) program, which is important since NTD data is used to calculate Federal funding support for WMATA, data collection waivers for this year may be submitted. That decision will be made in coordination with each jurisdiction and NVTC's NTD consultant team.

B. FY 2020 3rd Quarter (January through March) Metrorail Station Entries

Table 4 shows, compared to the same period last year, an approximately 11% decrease in total Metrorail Virginia station entries for the 3rd quarter of the fiscal year. Like other transit modes in the region, January and February had significant increases over last year. January 2020's rail ridership reflects an increase due to the government shutdown which ended on January 25, 2019. March rail ridership shows a significant decrease compared to the same period last year due to the COVID-19 restrictions that were put in place throughout March, Metrorail station closures, and significantly reduced demand.

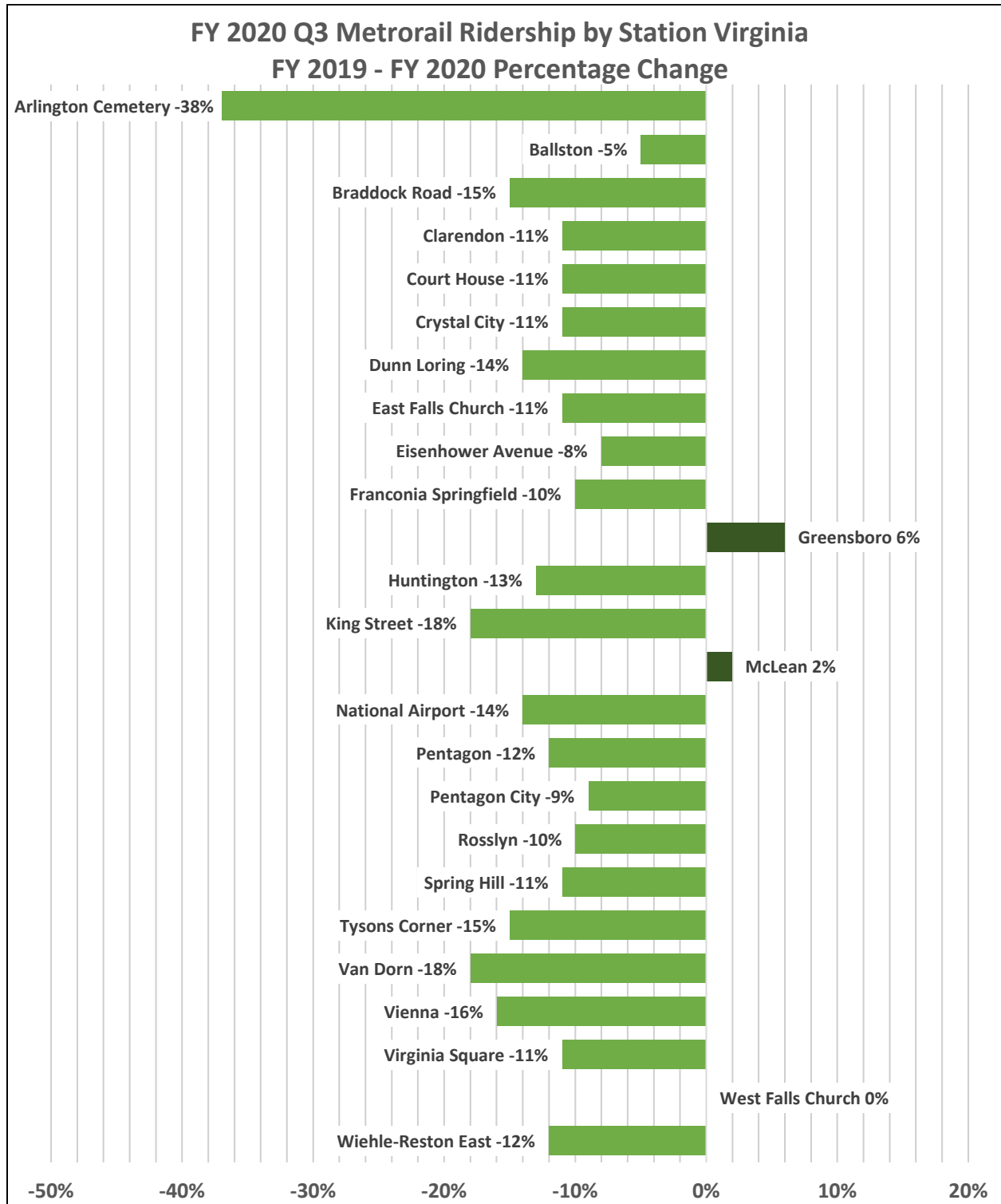
Table 4: WMATA Metrorail Virginia Station Entries

	3rd Quarter FY 2019	3rd Quarter FY 2020	% Change
Weekday Average	135,395	118,373	-13%
Saturday Average	47,096	40,782	-13%
Sunday Average	31,813	29,543	-7%
Total	9,691,134	8,608,442	-11%

Source: WMATA

Figure 1 and Table 5 present the station level data. Only two stations on the Silver Line showed an increase as compared to last year. All other Virginia stations shows a decrease in ridership.

Figure 1



Source: WMATA. Ridership is based on station entries



**Table 5: Metrorail Ridership by Station in Virginia
3rd Quarter FY 2020**

Line/Station	Year	January	February	March	Total	Percent Change FY19 - FY20
Silver						
Greensboro	FY19	31,445	29,863	32,480	93,788	6%
	FY20	42,623	38,281	18,545	99,449	
McLean	FY19	45,136	44,364	48,961	138,461	2%
	FY20	62,120	54,675	23,961	140,756	
Spring Hill	FY19	24,533	23,424	27,773	75,730	-11%
	FY20	28,447	25,386	13,814	67,646	
Tysons Corner	FY19	81,445	75,211	88,450	245,106	-15%
	FY20	89,344	80,680	38,936	208,960	
Wiehle-Reston East	FY19	159,828	159,987	189,675	509,490	-12%
	FY20	193,168	171,481	84,362	449,011	
Total Silver Line	FY19	342,387	332,849	387,339	1,062,575	-9%
	FY20	415,702	370,502	179,618	965,822	
Orange						
Dunn Loring	FY19	80,959	80,794	92,182	253,935	-14%
	FY20	93,699	83,660	40,568	217,928	
West Falls Church	FY19	49,668	53,233	60,128	163,029	0%
	FY20	69,117	62,015	32,363	163,495	
Vienna	FY19	177,483	187,362	214,940	579,785	-16%
	FY20	209,762	191,696	87,717	489,175	
Total Orange Line	FY19	308,111	321,389	367,250	996,749	-13%
	FY20	372,578	337,371	160,648	870,597	
Silver/Orange						
Ballston	FY19	210,467	210,276	232,778	653,521	-5%
	FY20	255,698	241,169	120,788	617,655	
Clarendon	FY19	109,963	105,607	118,343	333,913	-11%
	FY20	124,323	116,249	54,993	295,566	
Court House	FY19	147,176	143,921	161,103	452,201	-11%
	FY20	168,319	158,710	76,488	403,517	
East Falls Church	FY19	81,478	83,031	96,074	260,583	-11%
	FY20	103,542	84,815	42,542	230,900	
Rosslyn	FY19	293,057	289,477	331,288	913,822	-9%
	FY20	356,379	319,132	159,007	834,518	
Virginia Square	FY19	85,999	86,065	95,173	267,237	-11%
	FY20	100,047	94,136	44,277	238,460	
Total	FY19	928,141	918,378	1,034,759	2,881,278	-9%
	FY20	1,108,309	1,014,212	498,095	2,620,616	

Source: WMATA. Ridership is based on station entries



Line/Station	Year	January	February	March	Total	Percent Change FY19 - FY20
Blue						
Arlington Cemetery	FY19	15,321	11,225	39,248	65,795	-38%
	FY20	15,485	14,505	10,914	40,905	
Franconia Springfield	FY19	119,212	123,000	144,675	386,886	-10%
	FY20	149,277	128,062	69,683	347,022	
Van Dorn	FY19	54,120	55,040	60,783	169,943	-18%
	FY20	57,459	51,855	29,391	138,705	
Total	FY19	188,653	189,266	244,706	622,624	-15%
	FY20	222,221	194,422	109,988	526,631	
Yellow						
Eisenhower Avenue	FY19	31,124	36,747	44,980	112,851	-8%
	FY20	43,351	39,430	21,027	103,807	
Huntington	FY19	133,815	140,345	156,540	430,700	-13%
	FY20	152,455	138,609	81,723	372,786	
Total	FY19	164,939	177,092	201,520	543,551	-12%
	FY20	195,805	178,038	102,750	476,593	
Blue/Yellow						
Braddock Road	FY19	99,570	95,550	106,163	301,283	-15%
	FY20	107,008	96,883	51,529	255,421	
Crystal City	FY19	229,812	231,251	271,624	732,687	-11%
	FY20	275,804	253,114	123,809	652,727	
King Street	FY19	130,540	132,538	160,572	423,651	-18%
	FY20	141,054	132,230	75,772	349,055	
National Airport	FY19	130,117	121,626	171,112	422,855	-14%
	FY20	147,703	136,101	79,099	362,903	
Pentagon	FY19	283,811	277,540	298,793	860,143	-12%
	FY20	317,067	285,718	154,308	757,093	
Pentagon City	FY19	255,181	267,611	320,946	843,738	-9%
	FY20	318,423	299,087	153,473	770,983	
Total	FY19	1,129,031	1,126,116	1,329,210	3,584,357	-12%
	FY20	1,307,058	1,203,133	637,990	3,148,181	
Total Virginia Stations	FY19	3,061,262	3,065,088	3,564,784	9,691,134	-11%
	FY20	3,621,673	3,297,680	1,689,089	8,608,442	

Source: WMATA. Ridership is based on station entries



C. FY 2020 3rd Quarter Parking Utilization Report

Virginia Metrorail parking facilities experienced a large decline in usage due to the COVID-19 public health emergency, as both bus and rail services were reduced in the second half of March. In addition, surface parking lots were closed in March at East Falls Church, West Falls Church and Vienna to allow construction staging for the 2020 summer shutdown on the Orange Line. These stations are expected to be closed for approximately seven to nine months.

Table 6 and Figure 2 provide an overview of the parking utilization year to date. The parking data represents utilization for an average weekday year to date. Therefore, parking lot closures or reductions in capacity are not fully represented in the lot capacity, especially for middle of the month or temporary work closures. The objective of the utilization data is to provide a metric to understand the parking dynamics and provide an overall snapshot of how the parking facilities are operating at the station located in Northern Virginia.

Table 6: WMATA Virginia Parking Facility Usage (Average Weekday) - 3rd Quarter FY 2020

Station	2019 Capacity	2019 % Usage	2019 Average	2020 Capacity	2020 % Usage	2020 Average	% Change (2019-2020)
Huntington*	2,732	75%	2,049	2,732	66%	1,803	-12%
West Falls Church	2,009	56%	1,125	1,275	56%	714	-37%
Dunn Loring	1,964	45%	884	1,964	41%	805	-9%
Vienna**	4,719	73%	3,445	4,719	70%	3,303	-4%
Franconia	5,069	56%	2,839	5,069	52%	2,636	-7%
Van Dorn	361	101%	361	361	84%	303	-16%
East Falls Church	422	115%	422	422	91%	384	-9%
Wiehle-Reston East	2,300	95%	2,185	2,300	85%	1,955	-11%
Total¹	19,576	77%	13,310	18,842	68%	11,903	-11%

Source: WMATA

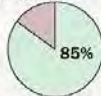
*Huntington South Garage closed August 2018

**Garage rehab at Vienna, 450 spaces

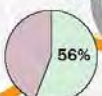
¹Starting on March 15, surface parking lots closed East Falls Church, West Falls Church and Vienna Stations for “pre-construction” activity in preparation for Metro 2020 summer shutdown on the Orange Line

**FY 2020 YTD
WMATA Virginia Parking Utilization Rate
(Average Weekday)**

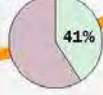
Wiehle-Reston East



West Falls Church-VT/UVA



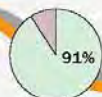
Dunn Loring-Merrifield



Vienna/Fairfax-GMU



East Falls Church*



Legend

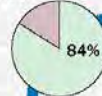


% FY2020 YTD Utilized Parking by Station

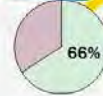
Station	FYTD20 Lot Capacity
Huntington	2,732
West Falls Church-VT/UVA	1,275
Dunn Loring-Merrifield	1,964
Vienna/Fairfax-GMU	4,719
Franconia-Springfield	5,069
Van Dorn Street	361
East Falls Church	422
Wiehle-Reston East	2,300
Northern Virginia Total	18,842

* East Falls Church overutilization caused by parking usage turnover

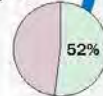
Van Dorn St



Huntington



Franconia-Springfield



TO: Chair Cristol and NVTC Commissioners

FROM: Kate Mattice

DATE: May 28, 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 reports on the start of the summer shutdown of nine Northern Virginia Metrorail stations, the revised proposed budget for WMATA and the launch of virtual meetings for NVTC, due to the COVID-19 public health emergency.

B. NVTC Financial Report

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

This page intentionally left blank.

Executive Director Newsletter

June 2020



In the nearly three months since states and cities first issued stay at home orders due to the COVID-19 public health emergency, the world of public transit has been turned upside down. We've seen ridership drop to about 30% of normal on our region's buses and just 10% for Metrorail and VRE. Congress allocated billions of dollars in emergency relief for transit and the Commonwealth of Virginia has provided additional millions to keep essential operations moving.

What comes next? No one can say for certain. But we do have a clearer picture about the questions we need to ask. What will commuting look like as businesses slowly reopen? Telework and staggered work times have been touted for years as congestion-fighting tools. Will they finally gain widespread adoption in the wake of the pandemic?

How many people will return to transit? A recently analysis by Metro predicts that it would take a year for ridership to return to pre-pandemic levels. Social distancing measures could impose capacity limits on trains and buses for months to come. In the meantime, will that lead more people to drive to work, exacerbating the kind of gridlock we've been working for years to reduce?

And what about the money needed to sustain public transit systems? Metro and our regional providers depend on fares paid by riders, as well as support from the federal government, states and local municipalities. The American Public Transportation Association recently began lobbying for second round of federal spending, warning that the financial hit to transit agencies could be long-lasting.

As we try to answer these questions, I can assure you that NVTC will continue to work closely with our jurisdictions and transit providers to support them and we'll continue to plan for the future, knowing that Northern Virginia will continue to be a vibrant and growing region that needs an effective transportation network.

Executive Director

Contents

Virginia Orange and Silver Line stations closed for summer construction	2
WMATA introduces revised budget proposal	3
Smooth launch for virtual Commission meeting	3
Transit agencies adopt mandatory mask policies .	4
NVTC swears in new Commissioner from Arlington	4

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



NoVaTransit.org
NoVaRides.org
[@NoVaTransit](https://twitter.com/NoVaTransit)
[@NoVaTransit](https://www.facebook.com/NoVaTransit)



Key Dates

- June 11 - WMATA Board
- June 16 & 17 - Commonwealth Transportation Board
- June 19 - VRE Operations Board
- June 25 - WMATA Board
- July 2 - NVTC Commission

Virginia Orange and Silver Line stations closed for summer construction

Four Orange Line stations and five Silver Line stations closed Memorial Day weekend as part of Metro's Platform Improvement Project. In April, Metro announced that it was dramatically expanding the number of stations it planned to close this summer. The agency said it was taking advantage of historically-low ridership, driven by the COVID-19 public health emergency, to complete needed tie-in work for Phase 2 of the Silver Line. That's in addition to the rebuilding work that had previously been announced for the Orange Line stations west of Ballston. Some demolition work at those stations started in April. Metro published photos showing workers removing tiles, concrete and ceiling tiles. The summertime closures mark the second year of rebuilding efforts. Last summer, Metro rebuilt six Blue and Yellow Line stations in Northern Virginia.



West Falls Church Station (above); East Falls Church Station (below). Photos: WMATA



Metro has established free shuttle service for passengers who still need to use transit during the shutdown. The agency also promises to add buses if ridership rises during the course of the summer. At the same time, Fairfax Connector is urging riders to utilize its express buses.

Metro has not set a reopening date for the stations. While last year's closures ended just after Labor Day, the agency says social distancing requirements for construction workers could impact the amount of time it takes to rebuild the stations. Information and regular updates about station closures, shuttle buses and construction progress can be found on the Platform Improvement Project [website](#).

Separately, Metro will close the Yellow Line bridge over the Potomac River from June 7 to June 27. That means riders heading to Washington will have to switch to the Blue Line.



Metro introduces revised budget proposal

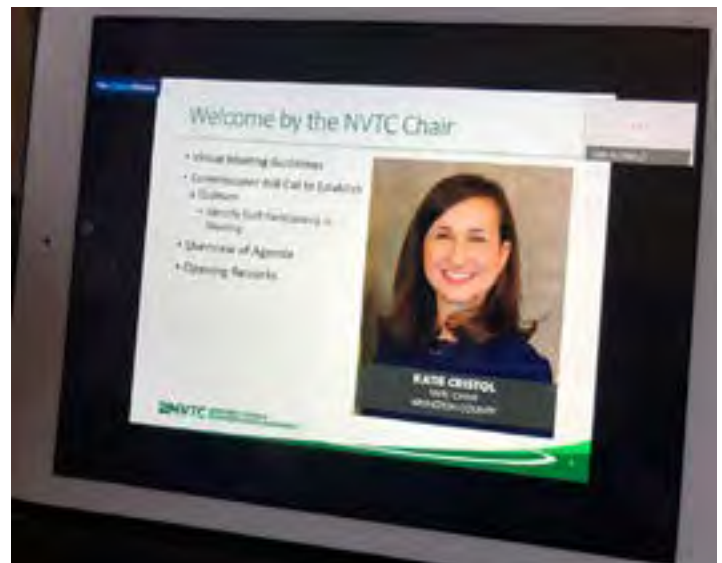
Metro unveiled a new FY 2021 budget proposal that takes into account the sharp falloff in revenue resulting from the COVID-19 pandemic. This proposal replaces the budget previously approved by the Metro Board of Directors. It includes \$45 million in cuts and also delays some measures already approved by the Board. Metro anticipates using \$438 million from the emergency relief bill known as the CARES Act to replace money lost to the rapid decline in the number of passengers using Metrorail and Metrobus. Metro Board Chair Paul Smedberg recently told ALXNow that the federal relief month has helped stabilize the system, adding "We're very sensitive to how jurisdictions are having to deal with things financially. They, ultimately for the most part, are the ones paying the bill." NVTC will continue to work closely with Virginia's representatives on the Metro Board as budget discussions move forward.

Meanwhile, the American Public Transportation Association (APTA) urges Congress and the administration to provide another \$23.8 billion in emergency relief for public transit, on top of the \$25 billion included in the CARES Act. "Without significant additional emergency funding, we will not be able to serve our essential riders, as well as help our communities recover both economically and socially," said APTA President and CEO Paul P. Skoutelas in a news release. A bill introduced in the U.S. House provides \$15.75 billion for transit. The Senate has not indicated when it might consider the bill.

Smooth launch for virtual Commission meeting

In May, NVTC conducted the first-ever virtual Commission meeting in the organization's more than half-century history. After canceling the April meeting due to concerns about COVID-19, we were able to resume the important policy-making work of the Commission. A state budget amendment, signed by Gov. Ralph Northam in April, allows NVTC and similar bodies to conduct remote meetings during a declared emergency. IT

June 2020

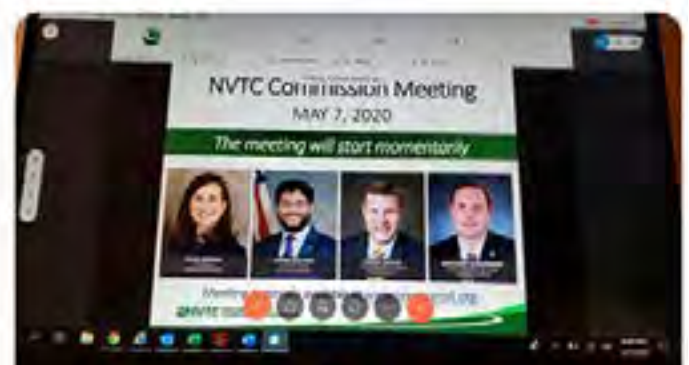


Manager Melissa Walker led the charge in finding the right platform to accommodate the large number of Commissioners and staff members who needed to take part in the meeting. She settled on WebEx, a web-based conferencing system that provides security for meetings and allows us to broadcast them on YouTube, satisfying Virginia's public meetings requirements. An NVTC WMATA Committee meeting the previous week provided a kind of test run for the technology, proving that it would be effective for the Commission meeting.



Canek Aguirre
@CanekForCouncil

Tune in: first virtual
@NoVaTransit meeting has
started
youtu.be/J7mwkY-Caxk #NVTC



Executive Director Newsletter

Board Secretary Rhonda Gilcrest and others put an enormous amount of work into making sure Commissioners were prepared for this new medium and that the meeting moved as smoothly as possible. NVTC staff produced detailed slides for each item on the meeting agenda, which were shown on the screen to allow Commissioners and the public to follow along with the discussion.

Chair Katie Cristol tweeted after the meeting, "Chairing a 28-person virtual meeting via YouTube-streamed phone call, made considerably less daunting by the terrific, adaptive work of the @NoVaTransit staff team to transition this Commission online, with no loss in transparency. TY!"

NVTC expects to use the same technology for the June 4, 2020 Commission meeting.

Transit agencies adopt mandatory mask policies

Face coverings are now mandatory while riding trains and buses that serve Northern Virginia. In mid-May Metro said General Manager Paul J. Wiedefeld accepted a recommendation of the transit authority's Pandemic Task Force that face coverings or masks be required when traveling on Metro. Metro started "strongly recommending"



riders wear face coverings in April. "Every person who wears a face covering on Metro is helping to keep others safe, and this is especially important for Metro's frontline employees. In the age of COVID-19, we all share a responsibility for frontline worker safety, and that's what this is all about," Wiedefeld said in a news release. Metro said it was following CDC guidelines in strengthening the

guidance to require masks. Fairfax Connector, ART, DASH and other providers quickly followed suit in adding the face covering requirement.



NVTC swears in new Commissioner from Arlington

Chair Katie Cristol swore in fellow Arlington County Board Member Matt de Ferranti as NVTC's newest Commissioner during the May Commission Meeting. Mr. de Ferranti was elected to the Arlington Board in 2018. He previously served on Arlington Public Schools Budget Advisory Council and in other community positions.

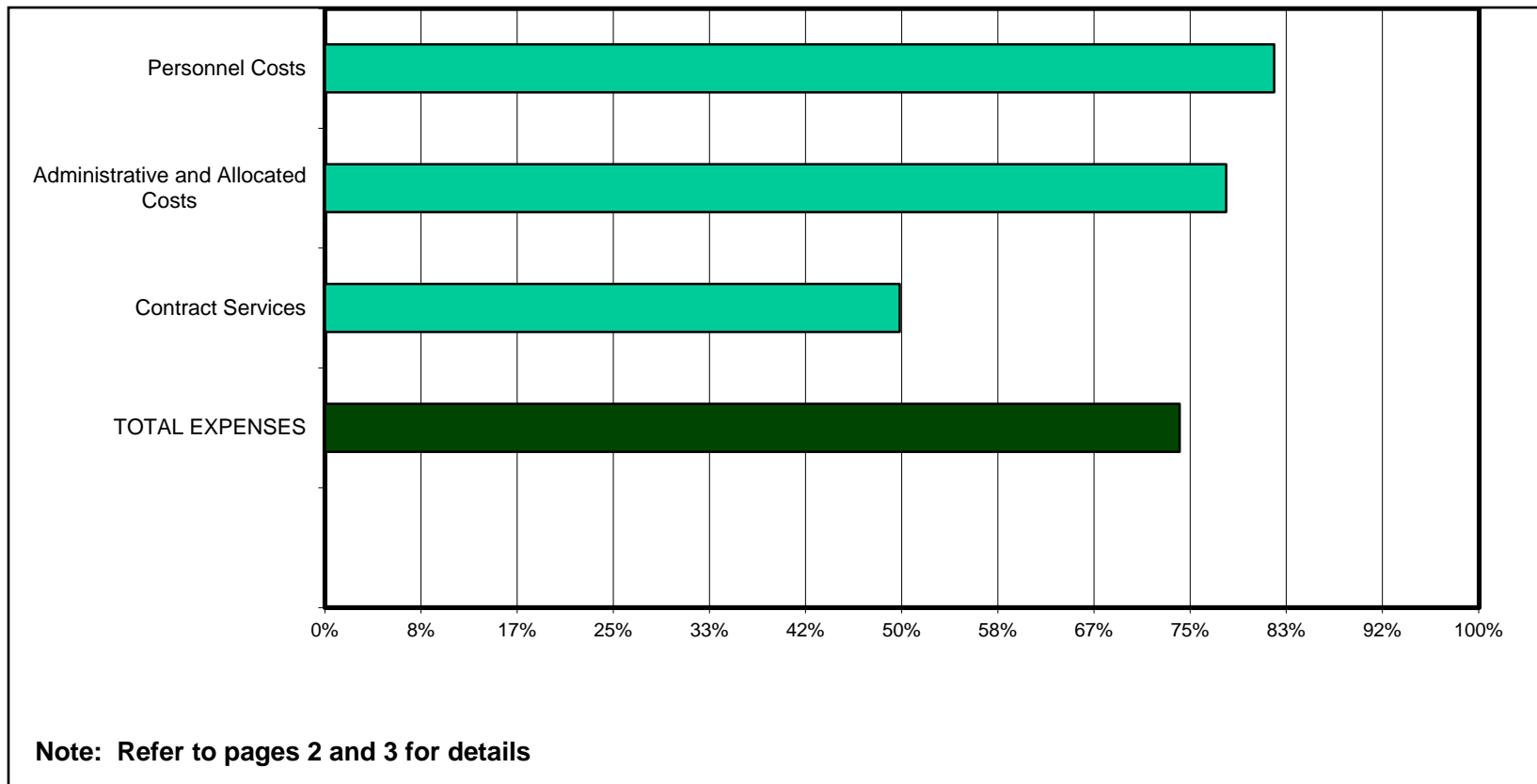


Northern Virginia Transportation Commission

Financial Reports

April, 2020

Percentage of FY 2020 NVTC Administrative Budget Used
April 2020
(Target 83.3% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April 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	\$ 164,695.48	\$ 1,567,329.52	\$ 1,881,500.00	\$ 314,170.48	16.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>164,695.48</u>	<u>1,567,329.52</u>	<u>1,881,500.00</u>	<u>314,170.48</u>	<u>16.7%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,726.60	108,188.22	128,000.00	19,811.78	15.5%
Group Health Insurance	11,499.74	112,696.18	169,300.00	56,603.82	33.4%
Retirement	13,761.00	126,920.00	148,100.00	21,180.00	14.3%
Workmans & Unemployment Compensation	1,722.00	3,528.62	6,000.00	2,471.38	41.2%
Life Insurance	204.06	5,364.00	6,900.00	1,536.00	22.3%
Long Term Disability Insurance	813.62	7,959.45	9,100.00	1,140.55	12.5%
Total Benefit Costs	<u>38,727.02</u>	<u>364,656.47</u>	<u>467,400.00</u>	<u>102,743.53</u>	<u>22.0%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	9,351.27	17,800.00	8,448.73	47.5%
<i>Rents:</i>	<i>31,799.63</i>	<i>243,379.30</i>	<i>303,700.00</i>	<i>60,320.70</i>	<i>19.9%</i>
Office Rent	30,403.13	223,425.88	283,400.00	59,974.12	21.2%
Parking & Transit Benefits	1,396.50	19,953.42	20,300.00	346.58	1.7%
<i>Insurance:</i>	<i>198.60</i>	<i>5,780.00</i>	<i>6,800.00</i>	<i>1,020.00</i>	<i>15.0%</i>
Public Official Bonds	100.00	2,100.00	2,000.00	(100.00)	-5.0%
Liability and Property	98.60	3,680.00	4,800.00	1,120.00	23.3%
<i>Travel:</i>	<i>58.03</i>	<i>33,861.75</i>	<i>42,800.00</i>	<i>8,938.25</i>	<i>20.9%</i>
Conference / Professional Development	-	20,972.13	26,200.00	5,227.87	20.0%
Non-Local Travel	-	2,203.04	4,300.00	2,096.96	48.8%
Local Travel, Meetings and Related Expenses	58.03	10,686.58	12,300.00	1,613.42	13.1%
<i>Communication:</i>	<i>1,162.19</i>	<i>13,065.79</i>	<i>13,800.00</i>	<i>734.21</i>	<i>5.3%</i>
Postage	-	1,467.07	1,400.00	(67.07)	-4.8%
Telephone and Data	1,162.19	11,598.72	12,400.00	801.28	6.5%
<i>Publications & Supplies</i>	<i>335.19</i>	<i>26,780.95</i>	<i>25,600.00</i>	<i>(1,180.95)</i>	<i>-4.6%</i>
Office Supplies	32.74	3,449.89	2,700.00	(749.89)	-27.8%
Duplication and Paper	302.45	9,879.56	10,900.00	1,020.44	9.4%
Public Engagement	-	13,451.50	12,000.00	(1,451.50)	-12.1%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,101.98	16,908.40	36,500.00	19,591.60	53.7%
Furniture and Equipment (Capital)	-	4,782.12	14,600.00	9,817.88	67.2%
Repairs and Maintenance	50.00	582.50	1,000.00	417.50	41.8%
Computer Operations	1,051.98	11,543.78	20,900.00	9,356.22	44.8%
 <i>Other General and Administrative:</i>	 594.76	 7,218.33	 9,300.00	 2,081.67	 22.4%
Memberships	128.67	1,310.86	1,400.00	89.14	6.4%
Fees and Miscellaneous	466.09	5,907.47	6,400.00	492.53	7.7%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>36,100.38</u>	<u>356,345.79</u>	<u>456,300.00</u>	<u>99,954.21</u>	<u>21.9%</u>
 <u>Contracting Services</u>					
Auditing	-	23,175.00	23,800.00	625.00	2.6%
Contract Services and Support - Commuter Choice	40,607.75	335,131.63	690,500.00	355,368.37	51.5%
Contract Services and Support - Other	4,041.67	45,541.70	120,000.00	74,458.30	62.0%
Legal	2,916.67	29,166.70	35,000.00	5,833.30	16.7%
Total Contract Services	<u>47,566.09</u>	<u>433,015.03</u>	<u>869,300.00</u>	<u>436,284.97</u>	<u>50.2%</u>
 Total Gross G&A Expenses	<u>\$ 287,088.97</u>	<u>\$ 2,721,346.81</u>	<u>\$ 3,674,500.00</u>	<u>\$ 953,153.19</u>	<u>25.9%</u>

NVTC
RECEIPTS and DISBURSEMENTS
April 2020

April 2020

			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
1	Alexandria	G&A contribution		\$ 9,754.00			
1	DRPT	Capital grant receipt - Arlington					13,707.00
7	DRPT	Capital grant receipt - Arlington					132,240.00
7	DRPT	Technical assistance - Fare collection project			7,268.00		
8	DRPT	Offset funding assistance - Arlington					420,926.00
8	DRPT	Offset funding assistance - Fairfax					1,848,416.00
15	DRPT	Capital grant receipt - Arlington					34,551.00
15	VRE	Staff support		7,190.46			
15	AIG	Refund		7.38			
15	PRTC	Expense reimbursement		1,305.48			
15	City of Fairfax	G&A contribution		2,483.00			
15	Staff	Expense reimbursement		8.48			
20	VDOT	I-66 toll revenues				1,013,093.00	
20	DRPT	Offset funding assistance - Alexandria					493,396.00
24	DRPT	Capital and operating assistance - WMATA					13,251,467.00
23	DRPT	Capital grant receipt - VRE			14,807.00		
23	AIG	Refund		110.82			
23	PRTC	Local match - WMATA post shutdown		16,911.25			
24	Commuter Choice	Project reimbursements			308,699.00		
27	DRPT	Capital grants receipts - VRE			1,486,441.00		
29	DRPT	Post shutdown - Fairfax					188,638.00
30	Banks	Investment earnings		11.61	104.77	37,895.31	112,735.18
			-	37,782.48	1,817,319.77	1,050,988.31	16,496,076.18
DISBURSEMENTS							
1-30	Various	G&A expenses	(202,588.97)				
1	WMATA	Metrobus operating					(22,399,329.00)
	WMATA	Metroaccess operating					(3,789,733.00)
	WMATA	Metrorail operating					(23,392,916.00)
	WMATA	CIP					(5,646,445.00)
	WMATA	Project planning					(209,993.00)
	WMATA	Debt service					(3,836,359.00)
9	Arlington	Other operating					(420,926.00)
15	SIR	Consulting - Commuter Choice outreach	(40,607.75)				
23	VRE	Grant revenue			(14,807.00)		
23	Kimley-Horn	Consulting - Fare collection project	(14,947.00)				
24	NVTC	I-66 Commuter Choice project reimbursements				(308,699.00)	
27	VRE	Grant revenue			(1,486,441.00)		
30	Banks	Service charges	(56.32)	(20.79)			
			(258,200.04)	(20.79)	(1,501,248.00)	(308,699.00)	(59,695,701.00)
TRANSFERS							
24	Transfer	From LGIP to checking	220,000.00		(220,000.00)		
			220,000.00	-	(220,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ (38,200.04)	\$ 37,761.69	\$ 96,071.77	\$ 742,289.31	\$ (43,199,624.82)

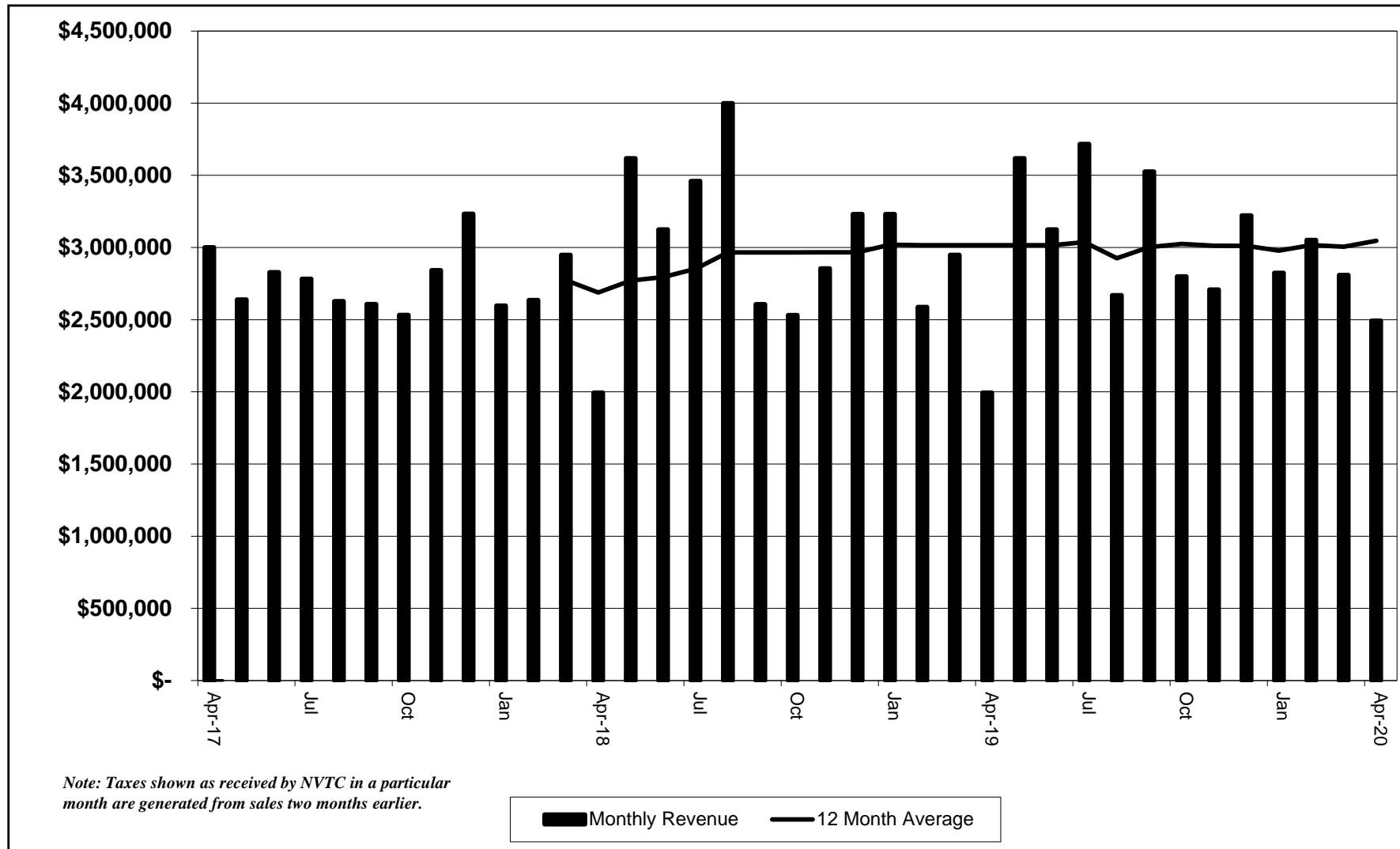
**NVTC
INVESTMENT REPORT
April 2020**

Type	Rate	Balance 3/31/2020	Increase (Decrease)	Balance 4/30/2020	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 132,808.77	\$ (38,200.04)	\$ 94,608.73	\$ 94,608.73	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.160%	69,269.45	37,761.69	107,031.14	107,031.14	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	1.009%	236,367,092.26	(42,361,263.74)	194,005,828.52	199,079.37	46,383,208.83	108,788,733.05	38,634,807.27	
		<u>\$ 236,569,170.48</u>	<u>\$ (42,361,702.09)</u>	<u>\$ 194,207,468.39</u>	<u>\$ 400,719.24</u>	<u>\$ 46,383,208.83</u>	<u>\$ 108,788,733.05</u>	<u>\$ 38,634,807.27</u>	

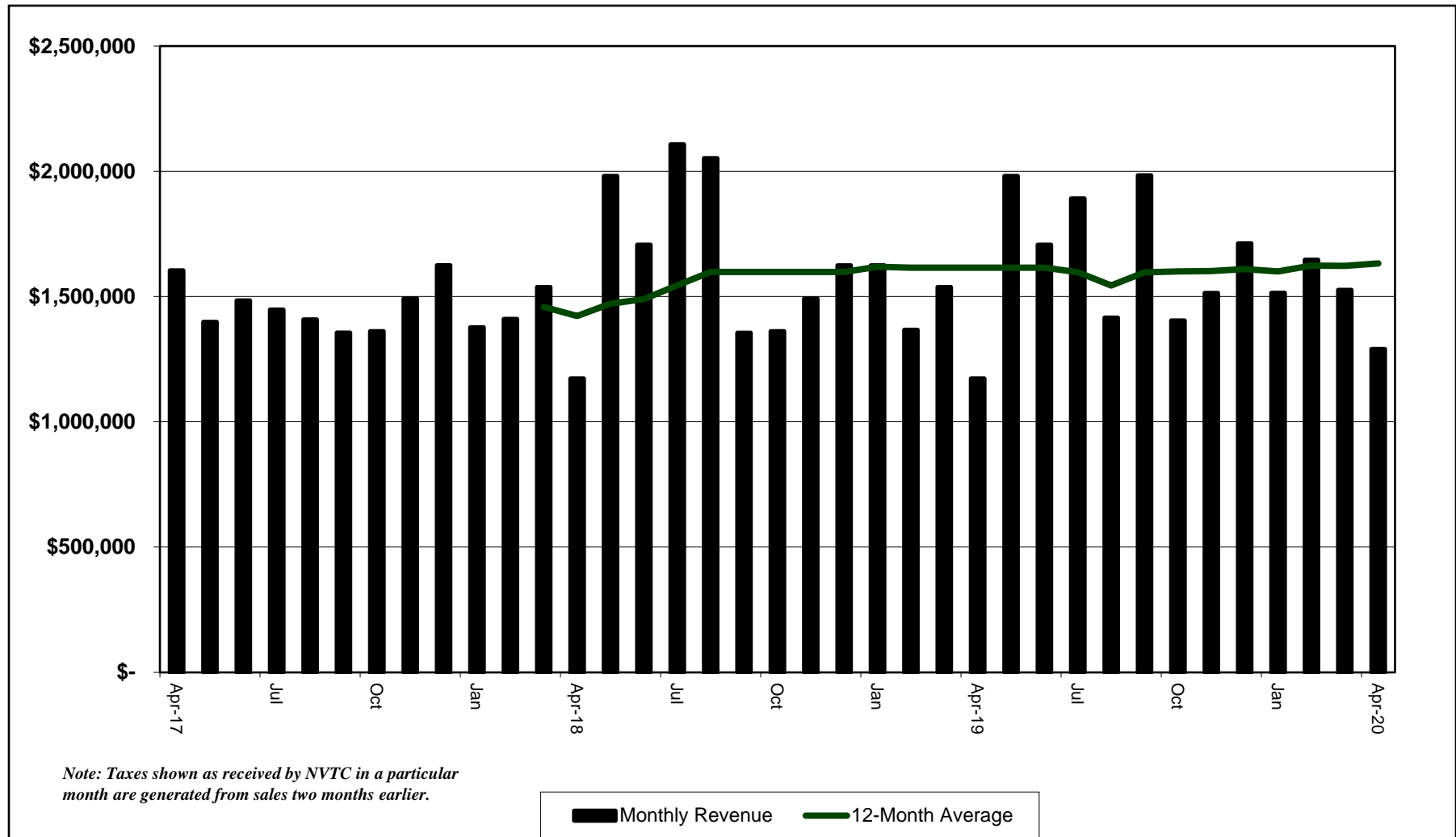
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

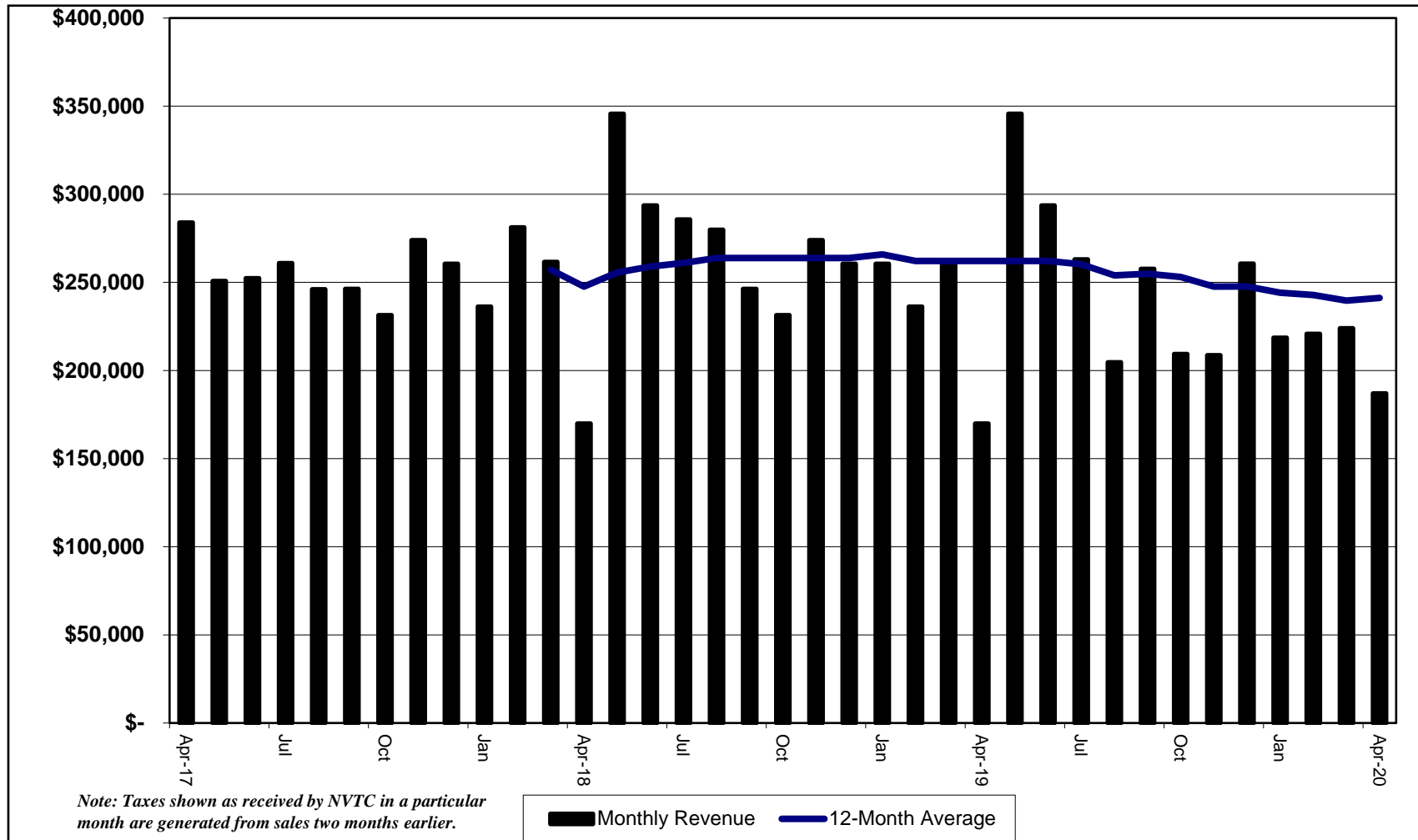
FISCAL YEARS 2017-2020



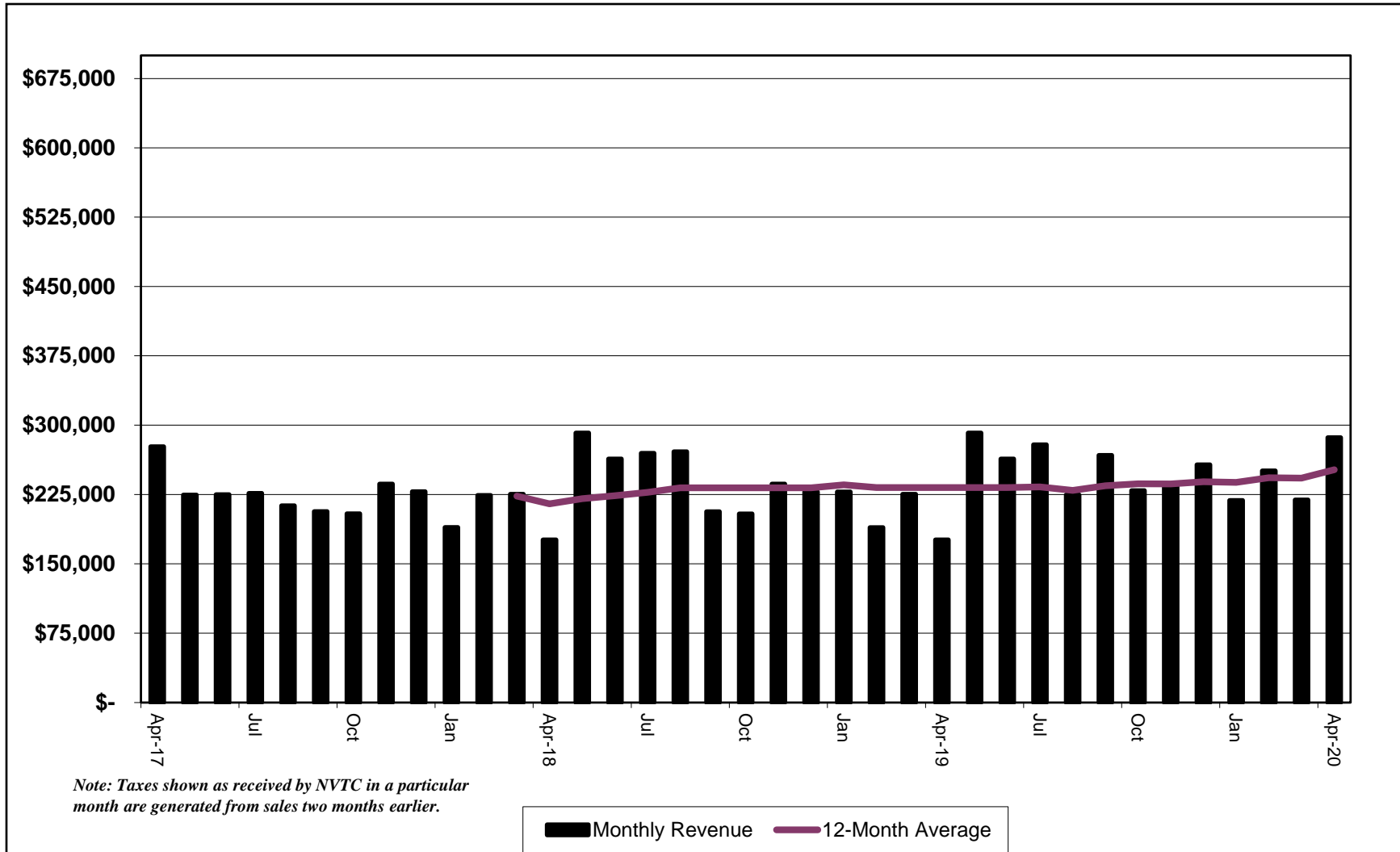
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2017-2020



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



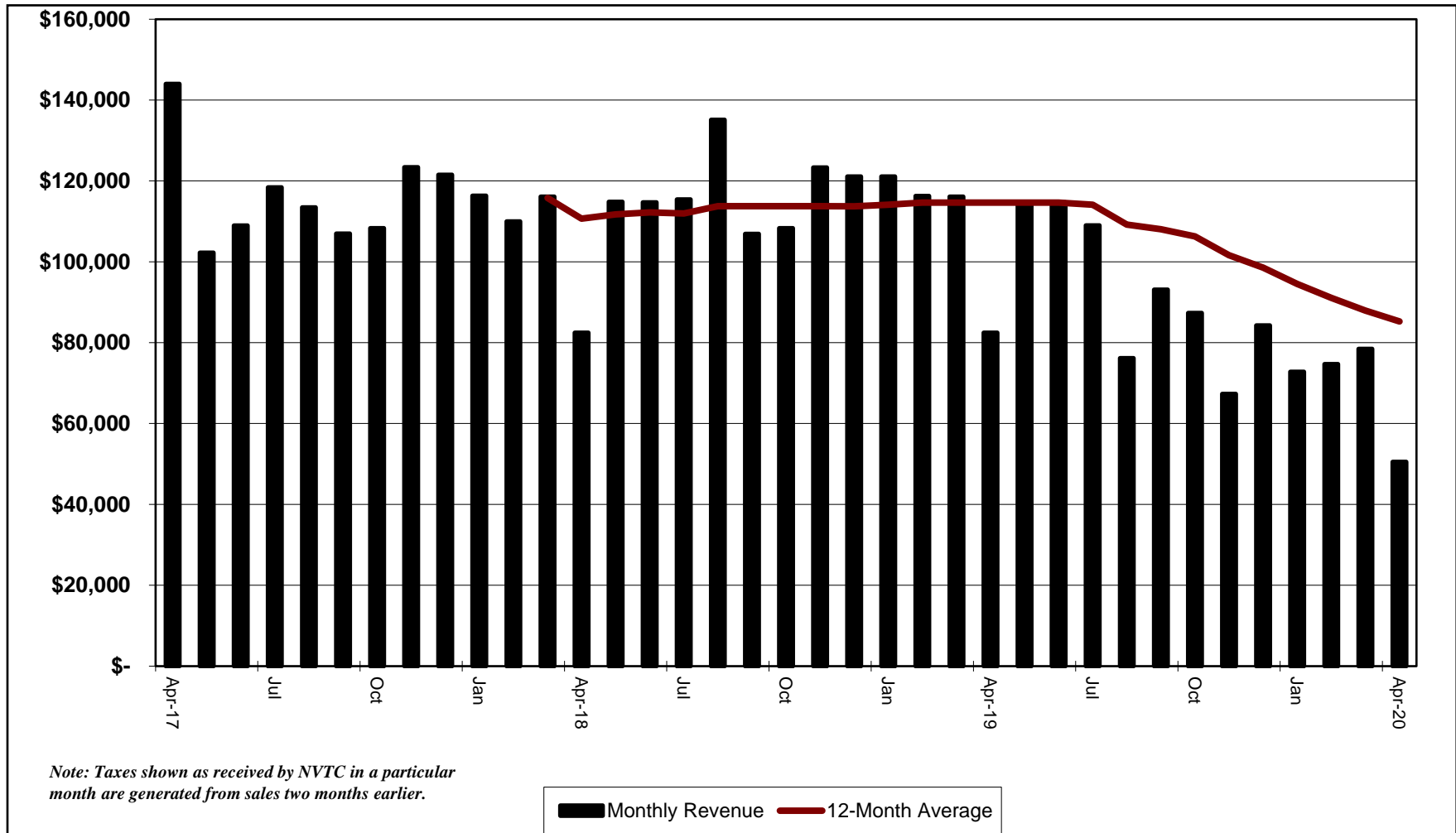
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2017-2020



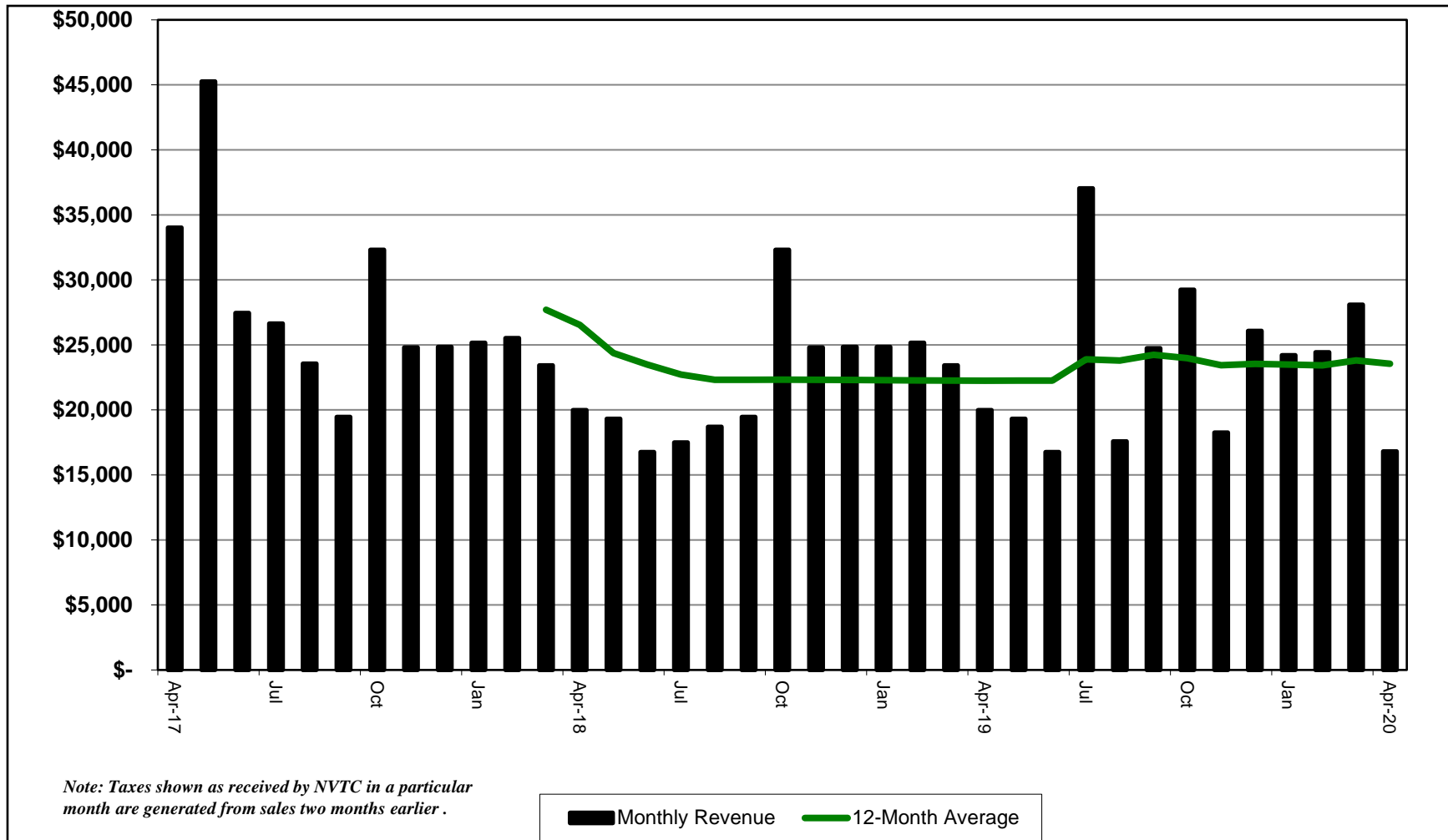
NVTC MONTHLY GAS TAX REVENUE

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

