



# Commission Meeting Materials

*July 2021 – In-Person Meeting*



**novatransit.org**

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**NVTC's July 1, 2021 meeting will be an in-person meeting.** Jurisdictional staff and the public are still encouraged to watch the meeting via the audio live stream through YouTube and Facebook Live.

## Action Items

- Letter of Endorsement for a Fairfax County RAISE Application
- VRE Grant Submission for the L'Enfant Station and Fourth Track Project for FY2021 RAISE Funding Consideration

## Other Meeting Highlights

- Public Comment Received
- Remarks by US Representative Don Beyer
- Zero-Fare/Reduced-Fare Transit Roundtable
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

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**NVTC COMMISSION MEETING  
THURSDAY, JULY 1, 2021  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd., Arlington, VA 22201  
Public Streaming Via YouTube  
7:00 p.m.**

**AGENDA**

***NVTC is returning to in-person meetings.** NVTC will continue with its current safety protocols until further notice. We ask that all attendees wear a face mask that must cover both the nose and mouth. Commissioners are asked to wear a mask when not speaking or actively eating. NVTC encourages non-participating staff and the public to continue to watch the meeting via the [NVTC YouTube Link](#).*

**6:30 p.m. Boxed Dinners Available for Commissioners Only**

**7:00 p.m. Commission Meeting –First Floor Large Conference Room**

*NVTC will continue receiving public comment. Persons wishing to provide **written public comments** should submit them by **3:00 p.m. on Thursday, July 1** via [NVTC's website](#). Comments will be provided to Commissioners prior to the July 1 meeting.*

1. Opening Remarks
  - Public Comments Received
2. Remarks by U.S. Representative Don Beyer
3. **ACTION ITEM: Approve the Minutes of the June 3, 2021 NVTC Meeting**
4. **ACTION ITEM: Authorize the Chair to Send a Letter of Endorsement for Fairfax County RAISE Application**
5. Zero-Fare and Reduced-Fare Transit Roundtable
  - A. NVTC Briefing on Options for Zero-Fare/Reduced-Fare Transit in Northern Virginia
  - B. Alexandria / DASH Case Study
  - C. DRPT Transit Ridership Incentive (TRIP) Program

6. Washington Metropolitan Area Transportation Authority (WMATA)

- A. WMATA COVID-19 Response
- B. Report from the Virginia WMATA Board Members
- C. Other WMATA News
- D. Report from the Chair of the NVTC WMATA Committee

7. Virginia Railway Express (VRE)

- A. VRE COVID-19 Response
- B. VRE CEO Report and Minutes
- C. **ACTION ITEM: Approve Resolution #2454: Authorize the VRE CEO to Submit the L'Enfant Station and Fourth Track Project to USDOT for FY 2021 RAISE Funding Consideration**

8. Department of Rail and Public Transportation (DRPT)

9. Executive Director Report

- A. Executive Director Newsletter
- B. Financial Report

**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** June 24, 2021  
**SUBJECT:** Remarks by U.S. Representative Don Beyer

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At the July meeting U.S. Representative Don Beyer will join the Commission virtually to make some remarks and have a discussion with the Commission.

[Congressman Don Beyer](#) is serving his fourth term as the U.S. Representative from Virginia's 8th District, representing Arlington County, City of Alexandria, City of Falls Church and parts of Fairfax County. He serves as the chairman of Congress' Joint Economic Committee, a member of the House Committee on Ways and Means, and a member of the House Committee on Science Space and Technology, where he chairs the Space Subcommittee. He is a co-chair of the New Democrat Coalition's Climate Change Task Force.

**MINUTES**  
**NVTC COMMISSION MEETING – JUNE 3, 2021**  
**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  
Walter Alcorn  
Katie Cristol  
Matt de Ferranti  
Adam Ebbin  
Eileen Filler-Corn  
John Foust  
Libby Garvey  
Paul Krizek  
Matt Letourneau  
Jeff McKay  
David Meyer  
Dalia Palchik  
David Reid  
Paul Smedberg  
David Snyder  
Mike Turner  
James Walkinshaw

Members Not Present

John J. Bell  
Elizabeth Bennett-Parker  
Richard Sullivan

Staff Present via Electronic Participation

Kate Mattice, Executive Director  
Andrew D’huyvetter  
Allan Fye  
Rhonda Gilchrest  
Dan Goldfarb  
Patricia Happ  
Scott Kalkwarf  
Ben Owen

Zachary Smith  
Aimee Perron Siebert  
Melissa Walker  
Steve MacIsaac (legal counsel)  
Rich Dalton (VRE)  
Greg Potts (WMATA)  
Tim Roseboom (DRPT)



## Opening Remarks

Chair Cristol welcomed everyone to the June 3, 2021 NVTC meeting. She stated that given the ongoing COVID-19 public health emergency, the 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. NVTC staff followed the procedures and guidelines in the legislation to give notice to the Commission, staff and the public.

Chair Cristol reviewed the procedures and instructions for the electronic meeting, including that all votes will be conducted by roll call vote. The only visual component of the meeting is the presentation slides which are being shown on Webex for Commissioners and on YouTube livestream for the public. Commission Secretary Rhonda Gilcrest then called the roll and confirmed a quorum was present.

Chair Cristol stated that for tonight's meeting she suggests several block votes. She proposed that following separate votes on the consent agenda and minutes, the Commission will hear each of the staff presentations for action items 4A, 5 and 6 and then vote those actions as a block. There would also be another block vote for the five VRE action items. Commissioners had no objections to this approach.

Chair Cristol also provided an update on the July meeting. She stated that based upon the feedback of Commissioners, NVTC will aim to hold the July 1<sup>st</sup> Commission meeting in-person at the NVTC conference space with public and staff continuing to watch via YouTube. There will be a WebEx option, but Commissioners were encouraged to come in-person. If the governor's executive order on the state of emergency is modified, NVTC may need to have an in-person quorum.

## Consent Agenda

Chair Cristol stated that there is one action on the Consent Agenda to approve Resolution #2446: Finding Need to Conduct the June 3, 2021 NVTC Meeting Electronically.

Before the vote, Ms. Mattice reported that one comment was received and provides support for NVTC's efforts to further the Envision Route 7 Bus Rapid Transit. She noted that the Commission will be taking action on the next phase of study on the Route 7 BRT corridor later in the agenda. The comment was provided to Commissioners prior to the meeting.

Mr. Aguirre moved, with a second by Mr. Reid, 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, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, Letourneau, McKay, Meyer, Palchik, Reid, Smedberg, Snyder, Turner and Walkinshaw. (Ms. Filler-Corn did not participate in the vote.) (A copy of Resolution #2446 is attached.)

## Minutes of the May 6, 2021 NVTC Commission Meeting

Mr. Ebbin moved, with a second by Mr. Smedberg, to approve the minutes of the May 6, 2021 meeting. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Meyer, Palchik, Reid, Smedberg, Snyder, Turner and Walkinshaw.

### Commuter Choice

Chair Cristol stated that there is one Commuter Choice action to approve Resolution #2447: Approve the Commuter Choice on the I-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements.

Ms. Mattice reminded Commissioners that staff presented the Commission with the proposed list of projects of the second round of I-395/95 Commuter Choice funding at its May meeting. NVTC received a total of 40 comments during the public comment period; all supported one or more of the projects being proposed. The action would formally approve the proposed list of 13 projects and NVTC oversight and administration funding, totaling \$22.7 million in Commuter Choice funding. The recommended Program of Projects is as follows:

<b>Recommended Program of Projects for Round Two (FY 2022-FY 2023) Funding for Commuter Choice on the I-395/95 Corridor</b>			
	<b>Project Name</b>	<b>Applicant</b>	<b>Funding Request</b>
1	Renewal of Enhanced Bus Service from Dale City to Ballston	OmniRide	\$291,831
2	New Park and Ride Lot in Massaponax	Spotsylvania Co.	\$1,100,000
3	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	Fairfax County	\$1,386,000
4	Renewal of Bus Service from Staffordboro to the Pentagon	OmniRide	\$704,773
5	Renewal of Bus Service from Staffordboro to Downtown D.C.	OmniRide	\$968,308
6	Enhanced Bus Service from Van Dorn Metro to the Pentagon	DASH	\$5,734,000
7	Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	OmniRide	\$541,169
8	Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	OmniRide	\$434,776
9	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	FRED Transit	\$1,218,800
10	Enhanced Bus Service from Mark Center to Potomac Yard	DASH	\$3,650,000
11	TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive	OmniRide	\$604,800
12	Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station	Fairfax County	\$2,496,529
13	Horner Road Park and Ride Lot Expansion	Prince William Co.	\$2,800,000
	<i>Program Administration and Oversight for FY 2022-FY 2023</i>	NVTC	<i>\$800,000</i>
		<b>TOTAL</b>	<b>\$22,730,986</b>



Joint Commission Working Group Chair McKay thanked the working group for meeting and having a good discussion and great collaboration with PRTC. He also acknowledged staff's expert work on evaluating the projects and working with the jurisdictional partners.

Chair Cristol reminded Commissioners that the Commission will take action as a block vote at the conclusion of Agenda Item #6.

#### NVTC FY 2022 General and Administrative Budget and Work Plan

Chair Cristol reminded Commissioners that they acted earlier in the year to delay the approval of the budget and Work Plan due to the uncertainties surrounding the current environment and jurisdictions' own budgets resulting from the pandemic. She reminded the Commission that staff presented the budget and Work Plan at the May meeting.

Ms. Mattice stated that the Commission is asked to approve the FY 2022 General and Administrative Budget and Work Plan. The budget was developed with a conservative approach to maintain a near zero growth in budget while covering our fixed costs and ensuring we had the resources to retain our strong professional staff. The details of the budget request and justifications for each line item are included in the meeting materials as well as the FY 2022 Work Plan.

There were no questions from Commissioners. Chair Cristol reminded Commissioners that the Commission will take action as a block vote at the conclusion of Agenda Item #6.

#### Revisions to the NVTC Electronic Participation Policy to Align with Current Law

Ms. Mattice explained that NVTC has an electronic participation policy that governs how and when Commissioners can participate remotely. The policy aligns with the Freedom of Information Act (FOIA) and open meeting legislation for public bodies. The policy needs to be revised to reflect changes in these laws enacted during the 2021 General Assembly Session. The proposed NVTC Electronic Participate Policy has been updated to reflect the following changes, which would go into effect July 1, 2021:

- Adds the addition of an allowable circumstance if a member is unable to attend the meeting due to a family member's medical condition.
- Clarifies that electronic participation is limited to two meetings per calendar year OR 25% of the meetings, whichever is greater. For NVTC this means that each Commissioner can participate remotely for two Commission or Committee meetings per year for any personal reason.
- Adds language regarding electronic participation during a local declared state of emergency.

In response to a question from Mr. Ebbin, Ms. Perron Siebert confirmed that allowable circumstances for a family member's medication condition is an unlimited number. Chair Cristol

acknowledged Ms. Bennett-Parker for her hard work to spearhead getting the legislative changes for family medical conditions.

Chair Cristol called for a motion for a block vote. Mr. McKay moved, with a second by Mr. Reid, to approve the following actions:

- Approve Resolution #2447: Approve the Commuter Choice on the I-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- Approve the FY 2022 General and Administrative Budget and Work Plan
- Approve the Revisions to the 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, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Meyer, Palchik, Reid, Smedberg, Snyder, Turner and Walkinshaw. (A copy of Resolution #2447 is attached.)

#### Transit Resource Center

Request for Proposals for Envision Route 7 Phase IV Mobility Analysis Study. Ms. Mattice reminded Commissioners that staff provided an overview at the May meeting of the planned regional Bus Rapid Transit for the Route 7 corridor. The Commission is being asked to authorize staff to issue a Request for Proposals (RFP) Envision Route 7 Phase IV Mobility Analysis Study. The project, funded by the Department of Rail and Public Transit (DRPT) with local contributions by Arlington County, Fairfax County, City of Alexandria and City of Falls Church, will provide a key next step in the project planning process. The study will focus on Tysons to Seven Corners and will determine the travel time benefits of travelers provided by the BRT; understand the traffic impacts of a BRT in both dedicated and mixed traffic lanes; and include a comprehensive public outreach and stakeholder engagement process for people who live and work along the corridor. Staff will bring the contract award back for Commission approval and work is anticipated to start in the fall.

Mr. Snyder stated that this project will improve equity and the environment, as well as provide assistance to the businesses and communities throughout the BRT corridor. He thanked NVTC staff and all the local elected officials for supporting this project.

Mr. Snyder moved, with a second by Mr. Foust, to authorize the executive director to issue an RFP for the Envision Route 7 Phase IV Mobility Analysis Study. The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Foust, Garvey, Krizek, Letourneau, McKay, Meyer, Palchik, Reid, Smedberg, Snyder, Turner and Walkinshaw. (Ms. Filler-Corn did not participate in the vote.)

## Washington Metropolitan Area Transit Authority

Report from Virginia WMATA Board Members. Mr. Smedberg reported that the end of May marked the completion of Virginia's portion of the Platform Improvement Project with the re-opening of the Arlington Cemetery Station. This summer the platform reconstruction work will move to Maryland with the reconstruction of four rail stations north of Fort Totten on the Green and Yellow Lines.

Mr. Smedberg stated that the WMATA Finance and Capital Committee convened on June 2 to discuss different service changes and fare options for the full WMATA Board to consider as restrictions begin to lift around the region and schools and employers make plans for the fall. Specifically, the Board members were asked to consider what level of service should Metro provide and should service look different from before the pandemic; how should WMATA balance revenue, ridership, and equity goals; and how should federal relief funds be applied through FY 2024.

Mr. Smedberg stated that WMATA staff presented the committee with information on various travel trends that informed their proposals. According to WMATA staff, data and ridership surveys indicate continued uncertainty about the future of commuting patterns and travel during peak periods. To encourage riders to return to transit, staff proposed improving frequencies on rail and bus throughout the day. For Metrorail, staff proposed extended rail hours to midnight, 7 days a week and eventually extending Friday and Saturday hours to 1:00 a.m.; running eight-car trains; and 5- to 10-minute headways during the traditional rush hour periods and 12-minute headways throughout the day. For Metrobus, WMATA staff proposed to restore additional bus routes and improved frequencies of 12 minutes or less on 20 lines and 20 minutes or less on 16 lines.

Mr. Smedberg noted that the majority of restored Metrobus routes will be in Maryland and D.C., but the Virginia WMATA Board members have communicated the lack of restored service for Virginia. If there are additional routes that the jurisdictions would like restored, they should communicate this to him or Mr. Letourneau before WMATA staff makes a final recommendation to the Board on June 10.

Mr. Smedberg also reviewed some of the proposed fare changes that were deferred from the original FY 2021 budget for the WMATA Board to consider. The deferred fare changes could take effect this fall if approved at the June 10 meeting. Longer term, staff asked the Board to consider broader changes to the fare structure such as creating a zone fare structure, developing group or family passes, lowering the minimum or maximum fare on rail, and low-income fare passes.

Mr. Letourneau gave an overview of WMATA's ridership projections, which include a projection of a 50-55% return to pre-COVID levels in FY 2023 and 70-75% return in FY 2024. In his opinion, the FY 2023 projections are reasonable, but he is not sure that type of growth will happen between FY 2023 and FY 2024. He has asked WMATA staff to do more analysis on this. He noted that under these ridership scenarios it is anticipated there will be an operating deficit in FY 2024 (approximately \$190 - \$240 million) even after applying the remainder of COVID relief federal funding. As discussions continue about fare reductions and service changes, Mr. Letourneau

stated that it is important to recognize there are costs associated with those changes. He provided more information about potential fare strategies and the timing of implementation. Chair Cristol observed that if Commissioners have strong opinions on the direction WMATA is taking on fares, they should participate in the NVTC WMATA Committee meeting.

Chair Cristol thanked Mr. Smedberg and Mr. Letourneau for their advocacy and collaboration with jurisdictional staff concerning the briefing of bus routes in Maryland and the District where service is increasing before unfreezing Northern Virginia Metrobus routes. Virginia has an interest in fairness and bringing back service. Ms. Garvey thanked both WMATA Board members regarding the bus issue especially for advocating for the Route 16Y service. She noted that if the region wants to get people back to using transit, it needs to be convenient for them. She also stated that this could be the time to relook at fare structure.

Mr. Smedberg also acknowledged WMATA staff for their help in resolving the bus issue. Mr. Letourneau stated that he has submitted a request to WMATA to reactivate several routes that are highest priority for the Virginia jurisdictions, which would be restored in two waves (September and then in December 2021). Mr. Alcorn stated that NVTC needs to keep an eye on the disconnect of Metrobus service levels and subsidies, with Maryland and the District getting more service restoration than Virginia. Hopefully, it will begin to balance out. He also asked if projections have been updated on such things as the bus transfer proposal. Mr. Smedberg noted that some analysis has been done and Mr. Letourneau stated that he hopes the WMATA Board will see more detailed information next week. Mr. Smedberg stated that the ultimate goal is to move towards a more seamless system between bus and rail, as well as regional services. With the help of Mr. D'huyvetter, Mr. Letourneau was able to confirm that the budget projections for the full transfer discount would be \$4.9 million for FY 2022. Commissioners also had a discussion about the process of ridership projections and equity issues related to the Silver Line Phase 2.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Aguirre stated that at the May 20 WMATA Committee meeting, the committee received an update on staff's approach to the 2021 Annual Report on the Performance and Condition of WMATA as well as staff's upcoming work on the 3% Cap Working Group companion document. The committee was supportive of staff's approach for the 2021 annual report but stressed that it will be important to approach this report with a lot of flexibility since the region is entering into a post-COVID recovery period. Mr. Aguirre announced that the next WMATA Committee is scheduled for June 30, where the committee will continue its discussions on the 2021 annual report, get an update from the 3% cap working group's work for 2021, as well as updates from WMATA Board members. He encouraged all Commissioners to attend.

### Transit Technology Program

NVTC Transit Technology Program Manager Patricia Happ gave an update. She stated that NVTC and its partners have worked hard over the past several months regarding fare boxes, mobile payments and SmarTrip application improvements. NVTC has assisted partners with over 120 farebox equipment upgrades; assisted with new procurement of new fareboxes which will be available in 2022; and assisted with on-board, garage and off-board equipment. The SmarTrip

app for the iPhone and Apple Watch was released in 2020. The Google Play/Android app is in the testing phase and should be available in the near future. Miss Garvey asked about rear door boardings. Ms. Happ replied that part of the new farebox procurement includes rear door validators, which will be available starting next summer.

### Virginia Railway Express

Chair Cristol stated that there are five VRE actions items this month, which will be voted on as a block vote. There were no objections. Since Ms. Bennett-Parker was unable to join the meeting, Chair Cristol asked Mr. Dalton to also introduce the action items after his CEO Report.

VRE CEO Report. Mr. Dalton reported that VRE ridership continues to increase. VRE is seeing average daily ridership numbers above 2,000 with an estimated increase of 75 new riders a day. On June 1 VRE returned to a full schedule. Systemwide on-time performance for the month of May was 87%. Most of the delays happened in the last two weeks of May and were the result of random reasons and not systemic problems. Reasons for delays include signal outages, weather related incidents, one mechanical issue, interference from Amtrak and the freight railroads, and maintenance-of-way work by the host railroads. VRE staff meets every morning with the host railroads (Norfolk Southern, Amtrak, and CSX) and its operator (Keolis) to review delays and look for opportunities for improvement. Mr. Dalton also announced that VRE will participate in the 26<sup>th</sup> annual Heritage Railway Festival in the City of Manassas on June 5. VRE will not run excursion trains but will have a railcar on display.

VRE Contract for Maintenance Services. Mr. Dalton stated that the Commission is asked to approve Resolution #2448 to authorize the VRE Chief Executive Officer to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving the first five-year option period and approving up to \$8,980,774 for the first year of the first option period, for a total contract value not to exceed \$48,901,626 through June 30, 2022.

VRE Contract for Operating Services. Mr. Dalton stated that the Commission is asked to approve Resolution #2449 to authorize the VRE Chief Executive Officer to execute an amendment for the second year of the second option period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC, by approving up to \$16,787,500 for the second year of the second option period, for a total contract value not to exceed \$212,790,557 through June 30, 2022.

VRE Railcar Purchase. Mr. Dalton stated that the Commission is asked to approve Resolution #2450 to authorize the VRE Chief Executive Officer to execute a contract with Alstom Transportation Inc. of New York, New York, for 21 new passenger railcars in the amount of \$80,594,822, plus a 5% contingency, for a total amount not to exceed \$84,624,563. The contract will be for the design, manufacture, and delivery of a base order of 21 new multilevel passenger railcars.

VRE Right-of-Way Easement Agreement. Mr. Dalton stated that the Commission is asked to approve Resolution #2451 to authorize the VRE CEO to enter into a Right-of-Way Easement Agreement with the Rappahannock Electric Cooperative (REC) for an electric utility easement at Crossroads Maintenance and Storage Facility for the Lifecycle Overhaul and Upgrade Facility Electric Service.

VRE Amended FY 2022 Operating Budget. Mr. Dalton stated that the Commission is asked to approve Resolution #2452 to adopt the amended FY 2022 VRE Operating Budget. The budget was originally adopted by the Commissions in January 2021. Since that time, the federal government has approved additional pandemic relief funds for transit providers, and VRE is incorporating a portion of these revenues into the FY 2022 Operating Budget. Total planned expenditures in FY 2022 are unchanged, and the budget remains balanced, with all expenditures funded by reasonably expected revenue sources. The budget will eliminate the operating portion of the \$18.3 million total jurisdictional subsidy. The pandemic relief funding will offset the operating portion of the subsidy, which represents approximately 74% of the total or \$13.5 million. VRE will not seek track access fee reimbursement from the Commonwealth in FY 2022. The pandemic relief funds will offset \$15.6 million of state reimbursements.

Mr. Dalton explained that if the amended budget is approved by the Commissions, the jurisdictions can make their first-half FY 2022 subsidy contributions to VRE on July 1, 2021, at the lower amended amount.

The Commission then watched a two-minute video about the new railcars.

Chair Cristol called for a motion for the block vote for the five VRE actions. Mr. Walkinshaw moved, with a second by Mr. Reid, to approve the following block of actions:

- Approve Resolution #2448: Authorize the VRE CEO to Execute an Amendment for the First Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- Approve Resolution #2449: Authorize the VRE CEO to Execute an Amendment for the Second Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- Approve Resolution #2450: Authorize the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 New Passenger Railcars
- Approve Resolution #2451: Authorize the VRE CEO to Enter into a Right-of-Way Easement Agreement with the Rappahannock Electric Cooperative (REC) for an Electric Utility Easement at Crossroads Maintenance and Storage Facility for the Lifecycle Overhaul and Upgrade (LOU) Facility Electric Service
- Approve Resolution #2452: Adopt the Amended FY 2022 VRE Operating Budget

The block vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Foust, Garvey, Krizek, Letourneau, McKay, Meyer, Palchik, Reid, Smedberg, Snyder, Turner and Walkinshaw. (Copies of the resolutions are attached.)



### DRPT Report

Chair Cristol stated that since DRPT Director Mitchell was unable to attend tonight's meeting, she asked Mr. Roseboom to give the DRPT Report. Mr. Roseboom stated that DRPT is receiving public comment on the Transit Ridership Incentive Program (TRIP) until June 18. DRPT anticipates issuing the FY 2022 call for projects in July. DRPT plans to brief NVTC on the TRIP program at the July 1 meeting. He also reported that the Virginia Passenger Rail Authority passed its FY 2022 budget and authorized its executive director to sign the CSX agreements.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed upcoming meetings and noted that the NVTC WMATA Committee is scheduled to meet on June 30 at 6:00 p.m. The next Commission meeting will be Thursday, July 1<sup>st</sup> at 7:00 p.m. NVTC will have the honor of Rep. Don Beyer joining the Commission at the beginning of the meeting to share some remarks. The rest of the meeting will be focused on presentations and discussions on NVTC's reduced- and zero-fare white paper which will include policy considerations and funding opportunities. The July Commission meeting will provide the first opportunity for Commissioners to meet in person at NVTC's offices (first floor conference room) as well as provide access via WebEx. If the Governor's executive order on the state of emergency is lifted, NVTC will be returning to in-person meetings. Staff will be happy to provide accommodations to those Commissioners who may need to join remotely in accordance to the new electronic meeting policy passed this evening.

Ms. Mattice noted that the Financial Report for April 2021 was provided to Commissioners in their meeting materials. There were no questions from Commissioners.

### Adjournment

Without objection, Chair Cristol adjourned the meeting at 8:17 p.m.

Approved this 1<sup>st</sup> day of July 2021.

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Katie Cristol  
Chair

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Dalia Palchik  
Secretary-Treasurer



## **RESOLUTION #2446**

**SUBJECT:** Finding Need to Conduct the June 3, 2021 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 3, 2021, to discuss and transact the business of the Commission listed on the June 3, 2021 Commission Meeting Agenda.

**BE IT FURTHER RESOLVED** that NVTC that hereby finds that meeting by electronic means is authorized because the items on the June 3, 2021 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.

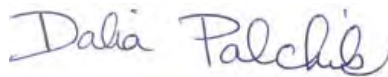
**BE IT FURTHER RESOLVED** that NVTC hereby finds that the items on the June 3, 2021 Commission Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Northern Virginia Transportation Commission as essential to the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 3<sup>rd</sup> day of June 2021.



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Katie Cristol  
Chair



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Dalia Palchik  
Secretary-Treasurer



## RESOLUTION #2447

**SUBJECT:** Approve the Commuter Choice on the I-395/95 Corridor Round Two Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements

**WHEREAS:** Under the *Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes* (MOA), NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) are responsible for selecting and administering multimodal projects under Commuter Choice on the I-395/95 Corridor;

**WHEREAS:** The principal objective of the Commuter Choice program is to support projects that meet goals identified in the MOA, which are to (1) maximize person throughput and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;

**WHEREAS:** According to the *Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds*, NVTC staff is responsible for Commuter Choice project evaluation; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;

**WHEREAS:** From November 2020 to January 2021, NVTC conducted a Commuter Choice on the I-395/95 Corridor Round Two call for projects for the FY 2022-FY 2023 period, which yielded 13 eligible applications that support the program goals with a total funding request of \$22.7 million, inclusive of NVTC's administrative and oversight costs;

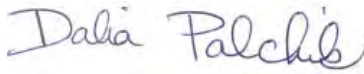
**WHEREAS:** Approximately \$30 million in funding is expected to be available over the two years of the Round Two program, which could accommodate all of the eligible proposals;

**WHEREAS:** Based upon technical evaluation results and the concurrence of the NVTC-PRTC Joint Commission Working Group, staff recommends approval of the Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) Program of Projects that includes 13 projects and NVTC's administrative costs, totaling \$22,730,986 (Table 1 attached);

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) Program and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action, contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable authorization.

**BE IT FURTHER RESOLVED** that NVTC hereby authorizes the executive director, or her designee, to execute the Standard Project Agreements for the Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) Program following approval by the Commonwealth Transportation Board.

Approved this 3<sup>rd</sup> day of June 2021.



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Dalia Palchik  
Secretary-Treasurer



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Katie Cristol  
Chair

**Table 1: Recommended Commuter Choice on the I-395/95 Corridor  
Round Two (FY 2022-FY 2023) Program**

	<b>Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) Project Name</b>	<b>Applicant</b>	<b>Funding Request</b>
1	Renewal of Enhanced Bus Service from Dale City to Ballston	OmniRide	\$291,831
2	New Park and Ride Lot in Massaponax	Spotsylvania County	\$1,100,000
3	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	Fairfax County	\$1,386,000
4	Renewal of Bus Service from Staffordboro to the Pentagon	OmniRide	\$704,773
5	Renewal of Bus Service from Staffordboro to Downtown D.C.	OmniRide	\$968,308
6	Enhanced Bus Service from Van Dorn Metro to the Pentagon	DASH	\$5,734,000
7	Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	OmniRide	\$541,169
8	Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	OmniRide	\$434,776
9	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	FRED Transit	\$1,218,800
10	Enhanced Bus Service from Mark Center to Potomac Yard	DASH	\$3,650,000
11	TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive	OmniRide	\$604,800
12	Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station	Fairfax County	\$2,496,529
13	Horner Road Park and Ride Lot Expansion	Prince William County	\$2,800,000
	<i>Program Administration and Oversight for FY 2022-FY 2023</i>	NVTC	\$800,000
	<b>TOTAL</b>		<b>\$22,730,986</b>





## **RESOLUTION #2448**

**SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the First Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC

**WHEREAS:** In 2015, the VRE Operations Board recommended, and the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the "Commissions") approved, a five-year contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);

**WHEREAS:** The contract start date and total authorization was amended in May of 2016;

**WHEREAS:** On April 21, 2017, the VRE 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 VRE 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 VRE 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:** On May 15, 2020, the VRE Operations Board recommended, and the Commissions subsequently approved, the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852;

**WHEREAS:** The current contract authorization runs through June 30, 2021;

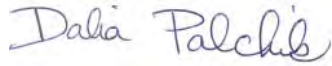
**WHEREAS:** The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2022; and

**WHEREAS:** The VRE Operations Board recommends the following Commission action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail for the first option period of five years.

**BE IT FURTHER RESOLVED** that NVTC that hereby authorize the VRE CEO to amend the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC by increasing the total contract authorization by \$8,980,774 for the first year of the first five-year option period, for a total contract value not to exceed \$48,901,626 through June 30, 2022.

Approved this 3<sup>rd</sup> day of June 2021.



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Dalia Palchik  
Secretary-Treasurer



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Katie Cristol  
Chair



## **RESOLUTION #2449**

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Second Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** On October 16, 2009, the VRE Operations Board approved a 5-year contract 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, 2019, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557;

**WHEREAS:** On May 15, 2020, the Operations Board approved the second and final option period;

**WHEREAS:** On May 15, 2020, the Operations Board approved the first year of the second option period through June 30, 2021, in an amount of \$16,591,500, for total contract value not to exceed \$196,003,057;

**WHEREAS:** Approval of this resolution will allow for continued VRE train operations in FY 2022; and

**WHEREAS:** The VRE Operations Board recommends the following action.

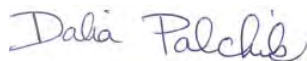
**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$16,787,500 for the second year of the second option period, for a total contract value not to exceed \$212,790,557 through June 30, 2022.

Approved this 3<sup>rd</sup> day of June 2021.



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Katie Cristol  
Chair



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Dalia Palchik  
Secretary-Treasurer



## RESOLUTION #2450

**SUBJECT:** Authorize the VRE CEO to Execute a Contract with Alstom Transportation Inc. of New York, New York, for 21 New Passenger Railcars

**WHEREAS:** VRE has identified a need to purchase additional passenger railcars to increase seating capacity;

**WHEREAS:** The purchase of additional passenger railcars is part of a program of projects to increase capacity and ridership on both the Fredericksburg and Manassas lines;

**WHEREAS:** VRE worked with Chicago Metra to incorporate VRE's requirement within their Request for Proposals for the purchase of additional passenger railcars to increase capacity for both organizations;

**WHEREAS:** On June 19, 2019 an addendum was issued to Metra's Request for Proposals identifying it as a joint procurement with VRE and three proposals were subsequently received in response to the solicitation on November 8, 2019;

**WHEREAS:** Following a comprehensive evaluation process conducted by Metra and VRE, it was determined that the proposal from Alstom Transportation Inc. received in response to the Request for Proposals was technically compliant and selected as the highest ranked;

**WHEREAS:** The VRE 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; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a contract with Alstom Transportation Inc. of New York, New York for the purchase of 21 New Passenger Railcars in the amount of \$80,594,822, plus a 5% contingency of \$4,029,741, for a total amount not to exceed \$84,624,563.

Approved this 3<sup>rd</sup> day of June 2021.

A handwritten signature in blue ink that reads "Dalia Palchik".

Dalia Palchik  
Secretary-Treasurer

A handwritten signature in blue ink that reads "Katie Cristol".

Katie Cristol  
Chair



## RESOLUTION #2451

**SUBJECT:** Authorize the VRE CEO to Enter into a Right-of-Way Easement Agreement with Rappahannock Electric Cooperative for LOU Facility Electric Service

**WHEREAS:** VRE has adopted a lifecycle maintenance strategy for its rolling stock;

**WHEREAS:** VRE is in the process of constructing a new building at the Crossroads Maintenance and Storage Facility fully dedicated to lifecycle maintenance activities;

**WHEREAS:** The VRE Operations Board previously approved execution of a contract with Clark Construction Group, LLC for construction of the Lifecycle Overhaul and Upgrade Facility, and construction began in December 2020;

**WHEREAS:** New electric service is required for the Lifecycle Overhaul and Upgrade Facility and the associated yard expansion;

**WHEREAS:** Rappahannock Electric Cooperative is in the process of bringing a feeder line to the Crossroads Maintenance and Storage Facility in order to provide the new service required for the Lifecycle Overhaul and Upgrade Facility and the corresponding storage yard expansion; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a Right-of-Way Easement Agreement with the Rappahannock Electric Cooperative for an electric utility easement at Crossroads Maintenance and Storage Facility for the Lifecycle Overhaul and Upgrade Facility electric service.

Approved this 3<sup>rd</sup> day of June 2021.

A handwritten signature in black ink, appearing to read "Katie Cristol", is written above a horizontal line.

Katie Cristol  
Chair

A handwritten signature in blue ink, appearing to read "Dalia Palchik", is written above a horizontal line.

Dalia Palchik  
Secretary-Treasurer





## RESOLUTION #2452

**SUBJECT:** Adopt the Amended FY 2022 VRE Operating Budget

**WHEREAS:** The FY 2022 VRE Operating and Capital Budgets were adopted by the Operations Board in December 2020 and by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the "Commissions") in January 2021;

**WHEREAS:** The FY 2022 VRE Operating Budget includes federal pandemic relief funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to supplement reduced passenger fare revenues;

**WHEREAS:** Subsequent to the budget adoption action by the Operations Board in December 2020, additional federal pandemic relief for transit providers was signed into law through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA);

**WHEREAS:** By utilizing these additional federal funds, VRE can provide relief to local and state funding partners in FY 2022;

**WHEREAS:** VRE, the Commissions, and the local jurisdictions wish to reflect these new pandemic relief revenues in the FY 2022 budget prior to the start of the fiscal year on July 1, 2021;

**WHEREAS:** Total planned expenditures in FY 2022 remain unchanged, and the budget remains balanced, with all expenditures funded by reasonably expected revenue sources; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby adopts the amended FY 2022 VRE Operating Budget.

Approved this 3<sup>rd</sup> day of June 2021.

A handwritten signature in black ink, appearing to read "Katie Cristol", is written above a horizontal line.

Katie Cristol  
Chair

A handwritten signature in blue ink, appearing to read "Dalia Palchik", is written above a horizontal line.

Dalia Palchik  
Secretary-Treasurer

**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** June 24, 2021  
**SUBJECT:** Letter of Endorsement for a Fairfax County RAISE Application

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**ACTION ITEM: Authorize the Chair to Send a Letter of Endorsement for a Fairfax County RAISE Application**

At the July meeting the Commission will be asked to authorize the chair to send a letter of endorsement for a Fairfax County grant application to the U.S. Department of Transportation (USDOT) for funding consideration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program.

The RAISE grant will allow Fairfax County to implement BRT along Richmond Highway, a vital corridor connecting residents and commuters to major transportation hubs and employment centers.

The project includes approximately 7.4 miles of both median and mixed traffic running BRT from the Huntington Metrorail Station along North Kings Highway and Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir, the largest employment center in Fairfax County. Nine new transit stations, facilities for bicycles and pedestrians, and roadway improvements for vehicle travel will also be constructed as part of the project.

Furthermore, the project directly responds to Northern Virginia's transportation goals by making improvements to the existing transportation network, enhancing connectivity to job opportunities throughout the region and enabling more sustainable, mixed-use development along the corridor.



July 1, 2021

**Chair**

Hon. Katie Cristol

**Vice Chair**

Hon. Canek Aguirre

**Secretary-Treasurer**

Hon. Dalia A. Palchik

**City of Alexandria**

Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

**Arlington County**

Hon. Katie Cristol

Hon. Matt de Ferranti

Hon. Libby Garvey

**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. John J. Bell

Hon. Adam Ebbin

**House of Delegates**

Hon. Eileen Filler-Corn

Hon. Paul Krizek

Hon. David Reid

Hon. Richard "Rip" Sullivan, Jr.

**Executive Director**

Katherine A. Mattice

The Honorable Pete Buttigieg  
 Secretary of Transportation  
 U.S. Department of Transportation  
 1200 New Jersey Ave, SE  
 Washington, DC 20590

Re: Fairfax County's RAISE Grant Application for the Richmond Highway Bus Rapid Transit Project

Dear Secretary Buttigieg:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to express support for Fairfax County's application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants program for the Richmond Highway Bus Rapid Transit (BRT) project.

The RAISE grant will allow Fairfax County to implement BRT along Richmond Highway, a vital corridor connecting residents and commuters to major transportation hubs and employment centers.

The project includes approximately 7.4 miles of both median and mixed traffic running BRT from the Huntington Metrorail Station along North Kings Highway and Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir, the largest employment center in Fairfax County. Nine new transit stations, facilities for bicycles and pedestrians, and roadway improvements for vehicle travel will also be constructed as part of the project.

Furthermore, the project directly responds to Northern Virginia's transportation goals by making improvements to the existing transportation network, enhancing connectivity to job opportunities throughout the region and enabling more sustainable, mixed-use development along the corridor.

Thank you for your consideration of this application as it directly responds to the region's goals and priorities outlined in the RAISE grant application. We look forward to BRT along Richmond Highway and its improvements to safety, reduction in travel times for transit users, motorists, and cyclists and the increased economic competitiveness of Fairfax County and Northern Virginia.

Best Regards,

Katie Cristol  
 NVTC Chair

**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice and Allan Fye  
**DATE:** June 24, 2021  
**SUBJECT:** Zero-Fare and Reduced-Fare Transit Roundtable

---

At the July meeting the Commission will receive three presentations from NVTC, DASH and DRPT as part of a roundtable discussion regarding zero-fare and reduced-fare programs.

**A. NVTC Briefing on Options for Zero-Fare/Reduced-Fare Transit in Northern Virginia**

NVTC Director of Programs and Policy Allan Fye will provide an overview of zero-fare and reduced-fare options that bus providers in Northern Virginia could consider as well as a summary of implementation, policy and funding considerations.

**B. Alexandria/DASH Case Study**

DASH General Manager/CEO Josh Baker will provide an overview of the effort it took to make DASH the first transit agency in Northern Virginia and the Commonwealth to go fully zero-fare.

**C. DRPT Transit Ridership Incentive (TRIP) Program**

DRPT Chief of Public Transportation Jennifer DeBruhl will provide an overview of the new [Transit Ridership Incentive \(TRIP\) program](#) which was created during the historic revamp of transportation funding in Virginia. The TRIP program is a competitive grant program that provides funding to support zero-fare and reduced-fare programs in the five largest metropolitan areas in Virginia.

**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice, Andrew D’huyvetter and Zachary Smith  
**DATE:** June 24, 2021  
**SUBJECT:** Washington Metropolitan Area Transit Authority

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At the July meeting the Commission will receive reports from the Virginia WMATA Board members and the chair of the NVTC WMATA Committee.

#### **A. WMATA COVID-19 Response**

On March 13, 2020 WMATA implemented Phase 3 of its Pandemic Flu Plan, which 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. The passage of three federal relief bills provided WMATA with the funding to address immediate needs related to the pandemic, providing necessary funding to avoid layoffs and service cuts, increase employee and rider protections, and maintain a basic level of transit service partially through FY 2021. These funds have also enabled WMATA to support longer term relief and recovery.

On June 6, 2021 WMATA expanded late-night service and the restored service on Metrobus routes in Virginia, Maryland and the District of Columbia to support the region’s recovery and bring Metrobus service to 85% of pre-pandemic service levels. On June 10 the WMATA Board approved additional service and fare changes to take effect in the fall of 2021 as employers and schools begin to prepare to return in the fall.

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

##### ▪ Service and Fare Changes

On June 10, 2021 the WMATA Board [approved service improvements and fare changes](#) to support the region's economic recovery from the COVID-19 pandemic and encourage more riders to return to transit. Additional federal relief funding enabled WMATA to offset revenue losses associated with these service and fare changes. The improvements approved by the WMATA Board include:

##### *Metrorail Improvements*

- **More frequent all-day service, including weekends:** Trains will operate every six minutes on the Red Line and every 12 minutes on all other lines, seven days a week during off-peak hours.
- **Better peak service:** On weekdays, trains will operate every five minutes on the Red Line



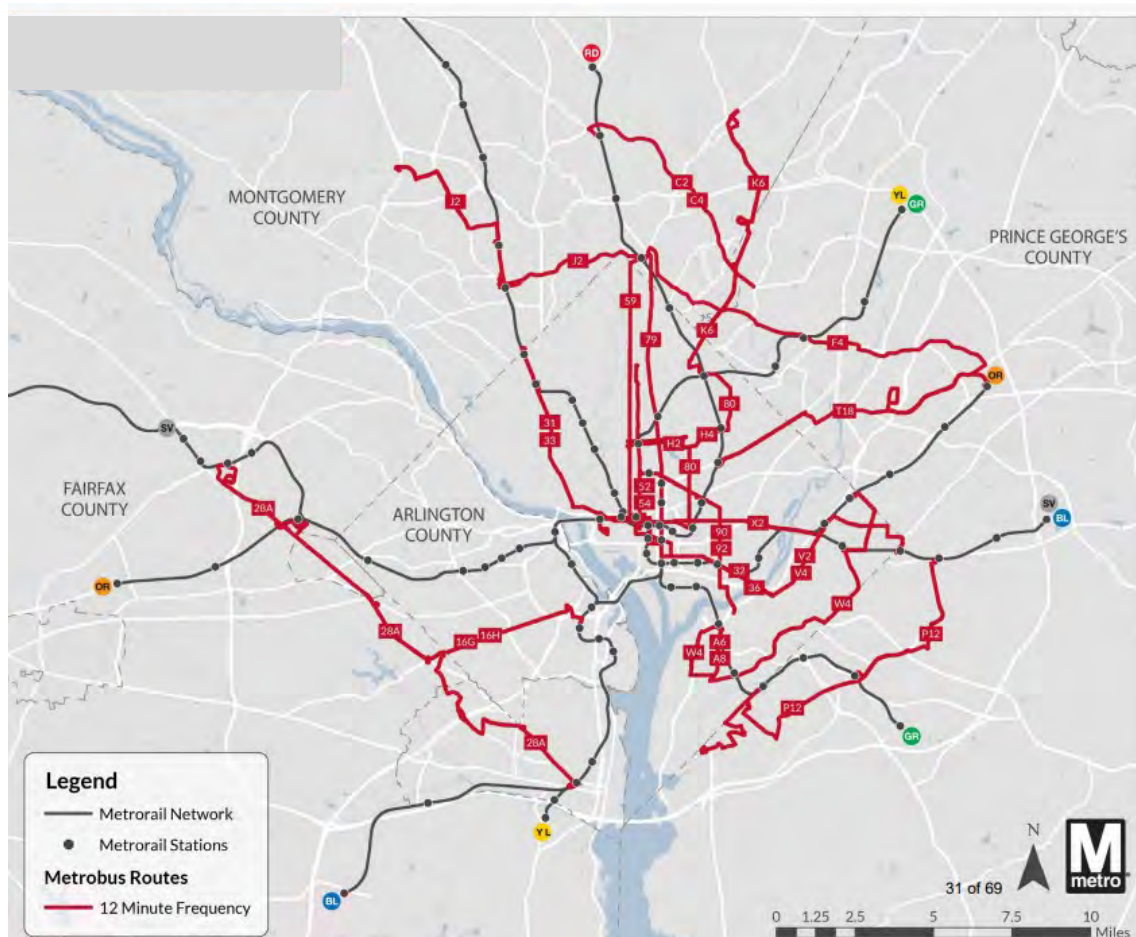
and every 10 minutes on all other lines during peak hours.

- **Improved late night service and hours:** Metrorail will extend operating hours to midnight, seven days a week, and eventually to 1:00 a.m. on Fridays and Saturdays. After 9:30 p.m., late night train frequencies will improve to every 10 minutes on the Red Line and every 15 minutes on all other lines.

#### *Metrobus Improvements*

- **Twenty Metrobus lines will operate every 12 minutes or better:** In Virginia, the 16G, 16H and 28A will operate every 12 minutes or better, 7:00 a.m. – 9:00 p.m., seven days a week. This represents a service increase of 21% for the 16G/H and 94% for the 28A (Figure 1).

**Figure 1: Frequent Bus Service Concept (12 minutes or better)**

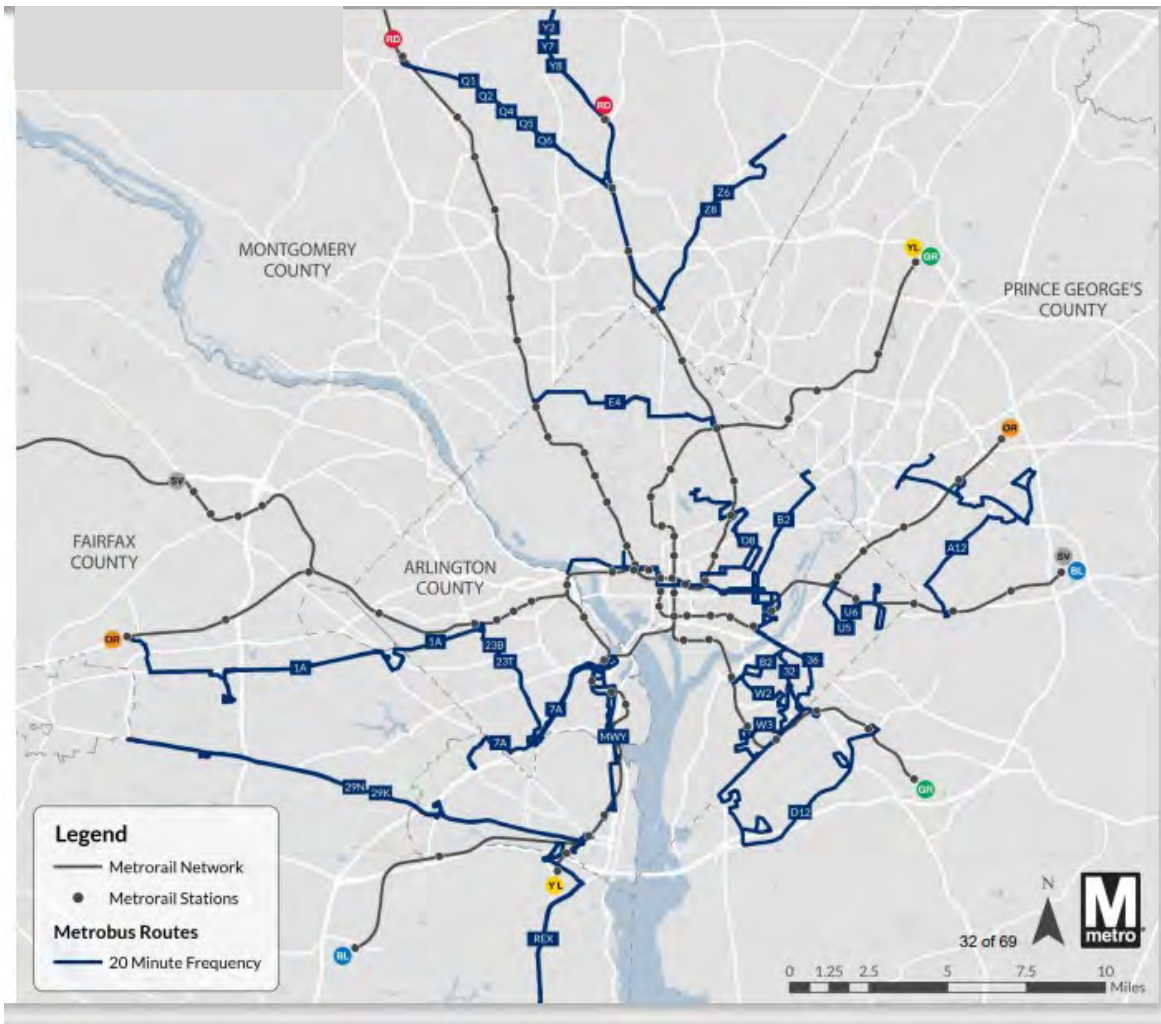


Source: [June 2, 2021 WMATA Finance and Capital Committee Meeting](#)

- **Sixteen bus lines will be operating every 20 minutes or better:** In Virginia, the 1A, 7A, 23B/23T, 29K/29N, Metroway, and REX will operate every 20 minutes or better, 7:00 a.m. – 9:00 p.m., seven days a week (Figure 2).



**Figure 2: Frequent Bus Service Concept (20 minutes or better)**



Source: [June 2, 2021 WMATA Finance and Capital Committee Meeting](#)

- **Restoration and/or improved service on additional Metrobus routes:** Additional improvements or adjustments will be made in September to the 1B, 1C, 2B, 3Y, 7M, 8W, 10A, 11C, 16Y, 17K, 18G/H/J, 21C, 22F and 28F. WMATA will also make service changes associated with the implementation of the Alexandria Transit Vision Plan on the 7A, 7F, 7W, 25B and 28A (and eliminate the 7Y).

#### *Fare Changes*

- **Flat fare of \$2 on Metrorail on weekends**
- **Free bus transfers to and from Metrorail:** The transfer discount from between bus and rail is increased from \$0.50 to \$2.00. This provides free transfers from any bus to Metrorail and from Metrorail to Metrobus. Local transit agencies provide their own transfer discount from Metrorail to their buses and may choose to match this new fare policy.
- **The 7-day regional bus price is lowered in price to \$12**
- **Offer short-term promotional discounts on WMATA's combination rail/bus passes:** The 1-day, 3-day and 7-day unlimited bus and rail passes, and the 7-day short-trip unlimited passes will be discounted 50% and the unlimited monthly rail and bus pass will be

discounted 40% for a 30-day promotional period beginning after Labor Day.

- **Local transit providers will be added to WMATA unlimited combo pass products:** Pending the negotiation and implementation of a revenue sharing agreement with interested local transit providers, these agencies will be included in the monthly unlimited pass, the 1-day, 3-day and 7-day unlimited pass, and the 7-day short-trip unlimited pass.

In light of these fare and service changes, the FY 2022 Operating Budget will increase from \$2.07 billion to \$2.08 billion, which is offset by an additional \$14.3 million in federal relief funding from the American Rescue Plan Act of 2021 (ARPA) above the FY 2022 Operating Budget approved in April 2021. The fare and service changes are anticipated for implementation in the latter half of 2021, with most changes being scheduled to start around Labor Day (Figure 3).

**Figure 2: Anticipated Implementation Schedule of Approved Metrorail Service Changes**

July 2021	September 2021	Late Fall 2021
<ul style="list-style-type: none"> <li>• <b>Extended Hours:</b> Open until 12 AM, 7 days a week</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Improved Weekday Peak Service:</b> 6-minute (Red Line) and 10-minute (All other Lines) headways</li> <li>• <b>Improved Weekday Off Peak Service:</b> 6-minute (Red Line) and 12-minute (All other Lines) headways</li> <li>• <b>Additional Late-Night Service:</b> 10-minute (Red Line) and 15-minute (All other Lines) headways after 9:30 p.m., 7 days a week</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Extended Hours:</b> Open until 1 AM on Friday and Saturday</li> <li>• <b>Extended Hours:</b> Open at 7AM on Sunday to match Saturday opening</li> <li>• <b>Improved Weekend Service:</b> 6-minute (Red Line) and 12-minute (All other Lines) headways</li> </ul>

Source: [June 10, 2021 WMATA Board of Director's Meeting](#)

Some Metrobus service remains unrestored or below pre-pandemic levels on routes in Virginia, and WMATA staff will continue to monitor ridership and trends to consider possible adjustments (Figure 4).

**Figure 4: Remaining Deferred VA Metrobus Service**

<b>Routes Remaining Suspended</b>	4A, 7C, 7P, 8S, 10E, 10N, 16L, 17L, 21D
<b>Routes with Segments Remaining Unserved</b>	7Y, 8Z, 11Y, 16C, 17H, 18G, 18H, 28G
<b>Routes Remaining at June 2021 peak period frequencies (below pre-pandemic levels)</b>	2A, 4B, 5A, 16C, 22A/C

Source: [June 10, 2021 WMATA Board of Director's Meeting](#)

#### *FY 2023 and FY 2024 Look Ahead*

WMATA staff also provided a preliminary outlook of the FY 2023 and FY 2024 Operating Budgets using different ridership projections and staff proposed federal funding allocations (Figure 5). WMATA anticipates using ARPA funding to cover any budget gaps in FY 2023, but in FY 2024 WMATA staff project a funding gap of \$475.2 million if 75% of pre-pandemic level of ridership

returns. Based on this scenario, WMATA would use the remaining ARPA funds in FY 2024, but there would still be a funding gap of \$216.9 million.

**Figure 5: Operating Budget Outlook through FY 2024**

<i>\$ in Millions</i>	<b>FY2021 Budget</b>	<b>FY2022 Budget</b>	<b>FY2022 Adjusted</b>	<b>FY2023 Projection 55% Restored</b>	<b>FY2024 Projection 75% Restored</b>
Revenue <sup>1</sup>	\$180.6	\$237.3	\$228.8	\$428.1	\$563.7
Expense	\$1,934.1	\$2,069.9	\$2,075.6	\$2,211.0	\$2,265.0
<b>Operating Deficit</b>	<b>(\$1,753.5)</b>	<b>(\$1,832.5)</b>	<b>(\$1,846.9)</b>	<b>(\$1,782.9)</b>	<b>(\$1,701.3)</b>
Subsidy <sup>2</sup>	\$1,111.6	\$1,109.7	\$1,109.7	\$1,190.4	\$1,226.1
<b>Funding Gap</b>	<b>(\$642.0)</b>	<b>(\$722.9)</b>	<b>(\$737.2)</b>	<b>(\$592.4)</b>	<b>(\$475.2)</b>
Relief Funding	\$642.0	\$722.9	\$737.2	\$592.4	\$258.2
<b>Remaining Gap</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$216.9)</b>

<sup>1</sup> FY2023 and FY2024 revenue do not include fare initiatives proposed for FY2022

<sup>2</sup> FY2023 subsidy assumes 3 percent growth as well as legislative exclusions for SVL2 Add-Back and full year of Potomac Yard station

Source: [June 10, 2021 WMATA Board of Director's Meeting](#)

WMATA staff will continue to monitor ridership and regional trends to consider additional service changes.

#### *Longer-Term Fare Policy Considerations*

WMATA staff will work with the Board to consider longer-term fare policy changes in the fall during the FY 2023 budget development process (Figure 6). WMATA staff have proposed the following Fare Policy Principles for Board consideration:

- **Customer Focused:** Customer-focused fare policies and systems position Metro as an attractive transportation choice.
- **Simple and Convenient:** Simple, intuitive and convenient fares are expected to improve market positioning.
- **Equitable:** Equitable fares are practices to promote broad access to regional mobility.
- **Seamless:** Seamless customer experience across modes and operators promotes regional mobility.
- **Built to Drive Ridership:** Drive ridership while balancing revenue and cost-effectiveness.

**Figure 6: Potential Long-Term Fare Strategy Options for Consideration**

Rail	Bus
Off-Peak All Day (\$2 to \$3.85)	\$1 Bus Fare
Zone Fares (e.g., DC, Inside Beltway, Outside Beltway)	
Lower Min (\$2) or Max (\$6) Fare	
Free or Cheaper Parking	
Group/Family Passes	
	Discounted Low Income Fare
	Cheaper Passes and More Regional Pass Options
	Fare Capping (Daily, Weekly, Monthly)
	MetroAccess Fare Simplification

Source: [June 10, 2021 WMATA Board of Director's Meeting](#)

▪ Sustainability Vision and Goals and Metrobus Fleet Strategy

On June 10 the WMATA Executive Committee [received a presentation on the final draft of WMATA's sustainability vision and principles and the Metrobus Fleet Strategy](#). The sustainability vision and principles are a key part of WMATA's Transit Equity Framework. In addition, jurisdictions across the region and the federal government have considered or adopted climate goals and policies with a focus on public transit and the expected growth of electric and lower emission vehicles. The final draft vision and principles are intended to provide a framework for policy and investment decisions while recognizing sustainability as a core value for cost-effective and data driven decisions.

## Vision

WMATA provides a sustainable transportation system that meets the needs of people, communities, and businesses in the region, and fosters social wellbeing, equity, economic prosperity, and environmental stewardship.

## Principles

1. Develop and implement an action plan with specific priorities, strategies and targets to advance sustainability at WMATA and in the region.
2. Recognize that investments and operational decisions change lives. Make those decisions intentionally to address historical, social, environmental, economic disparities, and racial and social injustice.
3. Build, operate and maintain a resilient transportation system to improve livability, the environment, public health, equity and access to opportunity.
4. Leverage the special nature of WMATA's service and its unique market position to advance regional goals.
5. Make cost-effective and data-driven business decisions that provide WMATA and its partners with the best return on their investment.



6. Advance the region's efforts by leading transparent and authentic collaboration with stakeholders and community partners.
7. Foster a culture of continuous improvement by growing staff capacity and leveraging regional expertise and innovation.
8. Establish measurable performance indicators to track implementation and successes of WMATA's strategies and actions.

The Metrobus Fleet Strategy is WMATA's plan for the Metrobus fleet and facilities. As part of a revised Metrobus Fleet Strategy, WMATA staff recommend that the WMATA Board adopt the proposed zero-emission fleet goals:

- Purchase only lower-emission and electric buses in the next bus vehicle procurement
- Transition to 100% zero-emission bus purchases by 2030
- 100% zero-emission bus fleet by 2045

In 2017 the WMATA Board adopted the current Metrobus Fleet Strategy of new bus purchases to be a 50/50 split of diesel and compressed natural gas buses (Figure 7). The current procurement contract has two years remaining, and the next five-year procurement will launch in FY 2022 with deliveries expected to begin in FY 2024.

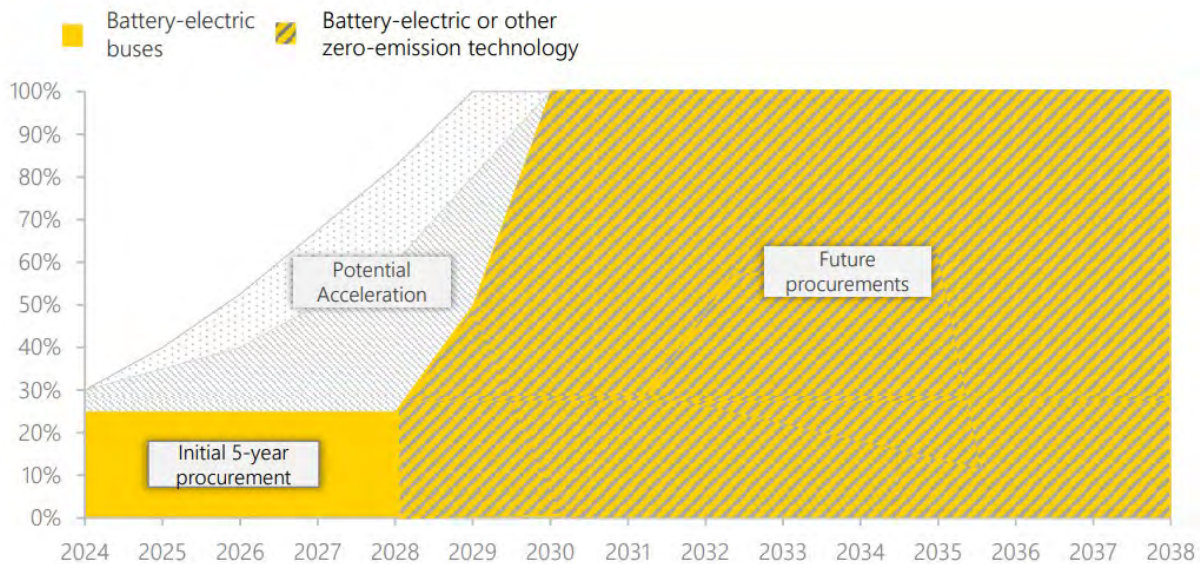
**Figure 7: Current Metrobus Fleet by Vehicle Technology**

Propulsion Technology	Bus Count	Buses as Share of Total Fleet
Diesel-Electric Hybrid	848 buses	55%
Compressed Natural Gas	443 buses	29%
Diesel	249 buses	16%
Electric	1 bus	< 1%

Source: [June 10, 2021 WMATA Executive Committee Meeting](#)

The Metrobus Fleet Strategy proposes a mix of electric and lower-emission vehicles, such as compressed natural gas and hybrid-electric, purchases during the transition period to zero-emission buses (Figure 8). To achieve this, WMATA staff propose to begin the adoption of electric buses with the next bus procurement in FY 2022 and to 100% electric or other zero-emission technologies by 2030. By 2045, the entire fleet would be zero-emission.

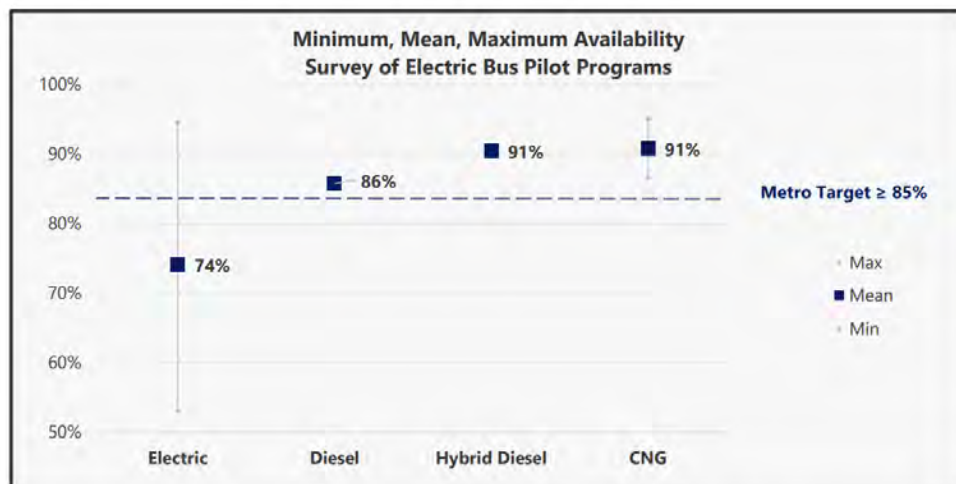
**Figure 8: Electric or Other Zero-Emission Technology as a Share of New Procurements**



Source: [June 10, 2021 WMATA Executive Committee Meeting](#)

Under the proposed Metrobus Fleet Strategy, WMATA would procure 100 new buses per year and undertake a midlife overhaul of 100 buses. This approach would provide a stable average fleet age to support the Metrobus fleet's reliability and performance. Electric vehicles have not demonstrated consistent reliability compared to traditional vehicles, though improvements to battery-electric are expected to improve in the future (Figure 9).

**Figure 9: Bus Availability\* by Vehicle Type**



Survey of publicly available industry test and evaluation data  
5 manufacturers (4 electric), 96 buses (49 electric), 6 peer agencies

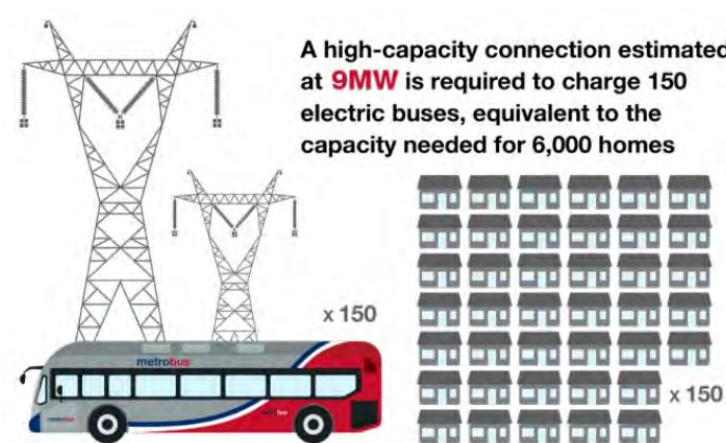
\*Bus availability refers to the amount of days a bus is available for service divided by the amount of days a bus is scheduled for service.

Source: [June 10, 2021 WMATA Executive Committee Meeting](#)

Metrobus facilities are not currently configured to support an electric bus fleet. WMATA could potentially leverage active projects at the Northern and Bladensburg bus facilities to prepare for zero-emission vehicles, but other existing facilities like Andrews Federal Center, Four Mile and Shepherd Parkway would require retrofitting and the Western facility would potentially need to be replaced.

In addition, WMATA requires nine mega-watts of high-capacity electricity to support a garage of 150 electric buses, which exceeds the capacity of existing localized grid connections (Figure 10). As such, WMATA staff is engaging local electric utilities on electrification needs. WMATA is also developing a pilot program at the Shepherd Parkway Bus Facility to deploy, test and evaluate 10 standard-length electric buses and two articulated buses. The pilot will begin in FY 2023 and is expected to be completed by mid-FY 2024.

**Figure 10: Electric Utility Support Requirements**



Source: [June 10, 2021 WMATA Executive Committee Meeting](#)

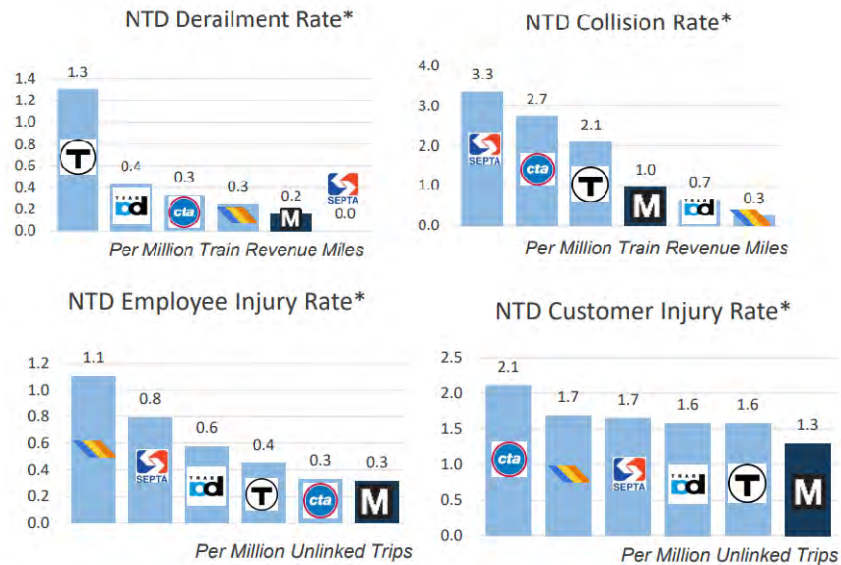
The proposed Metrobus Fleet Strategy will require increased capital costs. The average electric vehicle is approximately \$300,000 more than a conventional bus, and the average infrastructure cost per electric vehicle is \$400,000 per bus. While these additional costs are not included in the current capital program, WMATA staff is evaluating all options for funding.

#### ▪ Metrorail Safety Initiatives

On June 10, 2021 the WMATA Safety and Operations Committee [received a presentation on current safety initiatives on Metrorail](#). There are four main metrics to gauge safety performance: 1) collision rate; 2) derailment rate; 3) employee injury rate; and 4) customer injury rate. (Figure 11).



**Figure 11: Metrorail Safety Performance Compared to Peer Agencies**



Source: [June 10 Safety and Operations Committee](#)

WMATA's rail derailment rate decreased from five derailments in CY 2019 to three in CY 2020, which placed WMATA as having the second-lowest derailment rate among four peer transit agencies. Additionally, WMATA's rail collision rate decreased from 10 in CY 2019 to seven in CY 2020. In 2020, all of the collisions occurred within the rail yards, and a majority of these collisions involved maintenance equipment moving within the storage tracks or during maintenance activity.

The employee injury rate also decreased 26% from CY 2019 to CY 2020, and WMATA tied for the lowest rate among four peer agencies. The most common injuries involved slips, trips and falls and incidents where an employee struck a body part against an object like door or train operator's window.

The customer injury rate had a 54% year over year increase from CY 2019 to CY 2020. Nearly 90% of the customer injuries were related to slips and falls on escalators within Metrorail stations, and the most frequently cited factors contributing to these types of injuries were inattention or distraction and perceived intoxication. WMATA will pilot escalator floor warnings at Dupont and Potomac Avenue Stations, the stations with the highest incidents of customer injuries, in summer 2021. In addition, WMATA's station modernization program promotes safety with brighter and more energy efficient lights, upgraded station communications systems to deliver automate safety messages, and the installation of slip-resistant tiles.

In addition, WMATA has also deployed additional initiatives to address other rail safety issues. A working group was established to revise train operating training in multiple areas to reduce both signal and station overruns. Since this initiative was deployed there has been an 8% decrease for red signal overruns and a 31% decrease for station overruns since July 2019 – April 2020 versus July 2020 – April 2021.

To further improve safety within the rail system, WMATA has enhanced track bed cleanings and conducted thermal imaging to reduce the number of fire incidents. Since deploying this strategy, both arcing insulator incidents and track fires have decreased since 2016 (Figure 12).

**Figure 12: Number of Arcing Insulator Incidents and Track Fires (2016 - 2020)**



Source: [June 10 WMATA Safety and Operations Committee](#)

#### ▪ Silver Line Phase 2 Update

On June 10, 2021 the WMATA Safety and Operations Committee [received an update on Silver Line Phase 2](#). WMATA staff are tracking 14 major quality issues. Since the last update to the WMATA Board, three quality issues have been resolved, eleven are being addressed and three remain unresolved (Figure 13).

**Figure 13: Summary of Open/Unresolved Issues on Silver Line Phase 2**

Issue Status	March 11, 2021	June 10, 2021
<i>Resolved Issues (removed from list)</i>	1	3
"Underway" - tentative agreement exists and resolution in progress	7	11
"Unresolved" - lack agreement on path to resolution	9	3
<i>New Issues</i>	1	0
<i>Total Count of Open Issues</i>	17	14

Source: [June 10, 2021 Safety and Operations Committee](#)

WMATA will not set a target service date until all identified issues have been resolved to meet acceptance standards (Figure 14).

**Figure 14: Summary of Open Issues on Impact of Substantial Completion and WMATA Project Acceptance**

	<i>Impacts System Performance Demonstration (Airports Authority Substantial Completion)</i>	<i>Impacts Operational Readiness (WMATA Project Acceptance)</i>
<i>Underway</i>	<ul style="list-style-type: none"> <li>▪ Malfunctioning UPS Fans (Mainline and Yard)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rail Car Hoists</li> <li>▪ Surge Arrestors</li> <li>▪ Precast Panels at Yard</li> <li>▪ Fuel Center Slabs</li> <li>▪ Tight Gauge at Switches in Yard</li> <li>▪ Cracked Impedance Bonds</li> <li>▪ Damaged Direct Fixation Fasteners</li> <li>▪ Cracked Third Rail Insulators</li> <li>▪ Cracked Third Rail Cover Brackets</li> <li>▪ Incorrect Distance Between Insulated Joints and Signals at Yard</li> </ul>
<i>Unresolved</i>	<p>[None]</p>	<ul style="list-style-type: none"> <li>▪ Non-Compliant Clearance in Yard Elevator Machine Room</li> <li>▪ Station Platform Pavers</li> <li>▪ Turntable Deficiencies at Yard</li> </ul>

Source: [June 10, 2021 Safety and Operations Committee](#)

The Metropolitan Washington Airports Authority's response to the unresolved issues will determine the path forward and timing for WMATA's acceptance of the project. As the intended future owner and operator, WMATA determines when all the conditions necessary for acceptance have been satisfied.

▪ Election of FY 2022 Officers

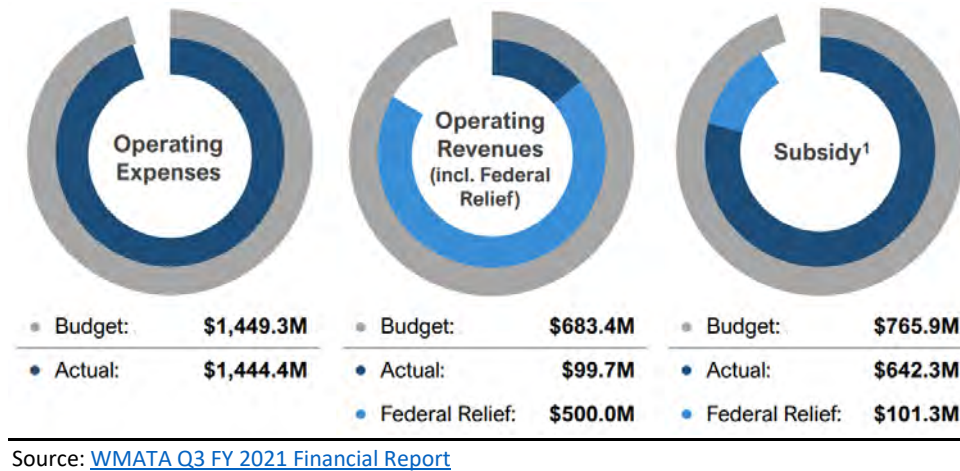
On June 10, 2021 the WMATA Elections Committee nominated officers for FY 2022. Mr. Smedberg was selected as WMATA Board chair, Ms. Babers as 1<sup>st</sup> vice chair and Mr. Slater as 2<sup>nd</sup> vice chair for FY 2021. The FY 2022 Officers are anticipated to be approved at the June 24 WMATA Board meeting.

**C. Other WMATA News**

▪ FY 2021 Q3 Financial Report

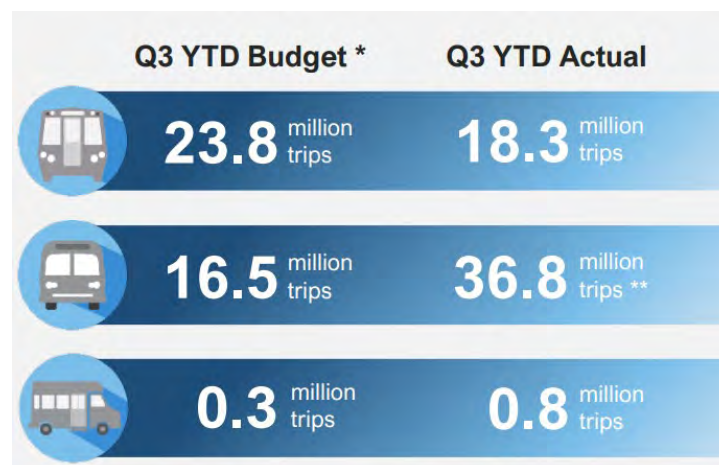
WMATA [released its financial report through Q3 FY 2021](#). WMATA's operating expenses through the third quarter were \$1.444 billion or \$4.9 million less than budget (Figure 15). Operating revenues were \$99.7 million through the third quarter (excluding federal relief funding), funding 7% of operating expenses. Including federal relief funding, total revenue was \$700.9 million. WMATA received utilized federal relief revenue totaling \$601.2 million, of which \$500.0 million was used to offset decreased revenue, and \$101.3 million replaced jurisdictional contributions that were reduced as a result of the pandemic. Revenue losses from COVID-19, impacting ridership and non-passenger revenue, were offset by federal relief funding as well as savings from paratransit, employee overtime and energy savings.

**Figure 15: Q3 FY 2021 Year to Date Operating Results**



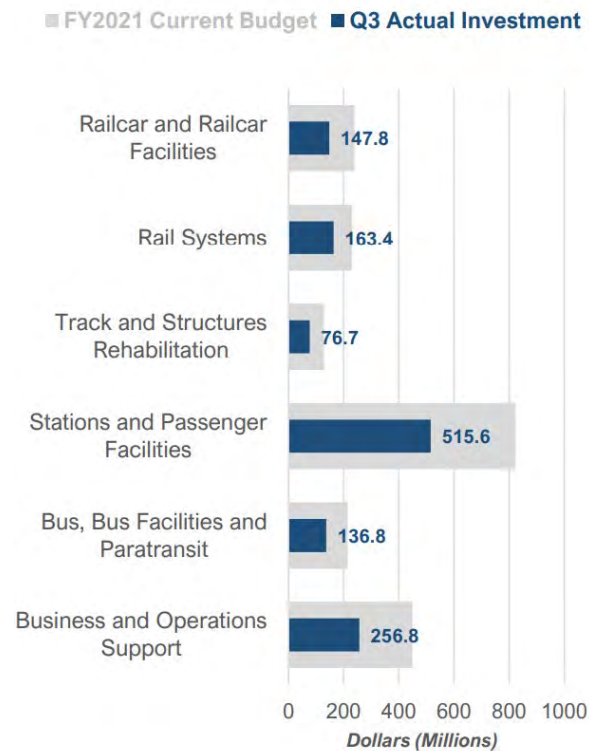
Ridership on Metrorail, Metrobus and MetroAccess totaled 55.8 million trips through the third quarter, 75% below the prior year. Additionally, Metrobus ridership continued to exceed Metrorail ridership through the third quarter (Figure 16).

**Figure 16: Q3 FY 2021 Year to Date Ridership**



Through Q3 of FY 2021, WMATA has expended \$1.297 billion in the Capital Improvement Program (Figure 17). The current approved FY 2021 budget is \$2.087 billion, and WMATA forecasts the total FY 2021 capital investment is between \$1.783 and \$1.977 billion as of the end of Q3 FY 2021.

**Figure 17: Q3 FY 2021 Year to Date Capital Budget vs Actual Investment by Category**



Source: [WMATA Q3 FY 2021 Financial Report](#)

- WMATA Launches SmarTrip for Android

On June 8 [WMATA launched a new mobile payment option for riders with an Android phone](#) using the Google Pay App. Mobile payments for both Apple and Android phone users are now accepted anywhere SmarTrip is used, including Metrorail stations, Metrobus, Metro-owned parking garages and on all local bus systems with SmarTrip, including DASH, ART, Fairfax Connector, Cue, Circulator, Loudoun County Transit and OmniRide.

- WMATA and Amazon Announce a \$125 Million Commitment to Create Affordable Housing at Metrorail Stations

On June 16 WMATA and Amazon [announced a goal to create more than 1,000 new affordable housing units at Metrorail stations](#) across the region. Through Amazon's \$125 million investment, this partnership has a goal of financing the creation of 1,000 affordable units over the next five years. This below-market capital will be available only to developers who have joint development agreements with WMATA at stations in Northern Virginia, D.C. and Maryland. In addition, \$25 million of the total will be exclusively available for minority-led developers to develop affordable housing on WMATA's joint development sites.

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

The June 30 NVTC WMATA Committee meeting is cancelled. NVTC staff will re-engage with the committee in the fall on the 2021 Annual Report on the Performance and Condition of WMATA, the 3% Cap Working Group Companion Report and other WMATA related items.



**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** June 24, 2021  
**SUBJECT:** Virginia Railway Express (VRE)

---

At the July meeting VRE CEO Rich Dalton will update the Commission on VRE's response to the COVID-19 public health emergency and other activities. The Commission will be asked to authorize the VRE CEO to submit the L'Enfant Station and Fourth Track Project to USDOT for FY 2021 RAISE funding consideration.

**A. VRE COVID-19 Response**

On Tuesday, March 17, 2020, 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 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.

VRE resumed its full-service schedule on June 1, 2021 increasing commuting options for passengers. Under the full-service schedule, VRE operates 32 daily trains on its two lines. VRE railcars remain marked for social distancing with window seats available in every other row. Both the enhanced twice daily cleaning of railcars and federal and state face mask requirements remain in place. At the same time VRE implemented a seasonal schedule on the Fredericksburg Line, which will adjust the arrival times on select trains at certain stations in the afternoon to mitigate the effects of heat-related speed restrictions that typically occur in summer. The Amtrak Step-Up program, which allows VRE ticketholders to ride Amtrak trains for an additional charge, remains suspended.

**B. VRE CEO Report and Minutes**

At the July meeting VRE CEO Rich Dalton will provide his report. The [VRE CEO Report for June 2021](#) is attached. The Minutes of the June 25, 2021 VRE Operations Board meeting will be provided prior to the meeting as a blue sheeted item.



**c. ACTION ITEM: Approve Resolution #2453: Authorize the VRE CEO to Submit the L’Enfant Station and Fourth Track Project to USDOT for FY 2021 RAISE Funding Consideration**

As recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2453, which would authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, an application for the L’Enfant Station and Fourth Track project under the U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project.

The L’Enfant Station and Fourth Track project is identified in the VRE Capital Improvement Program and System Plan 2040. On April 19 the U.S. Department of Transportation (USDOT) issued a Notice of Funding Opportunity (NOFO) to solicit applications for the RAISE program. If authorized, VRE will apply for funding for this project under the RAISE program. Planning grant funding from the RAISE program would be used for the development and final design phases of the project. More information is available in the attached VRE memorandum.



VIRGINIA RAILWAY EXPRESS

TO: Northern Virginia Transportation Commission Chair Cristol and Commissioners

FROM: Rich Dalton, Chief Executive Officer

DATE: June 22, 2021

SUBJECT: VRE Monthly Update

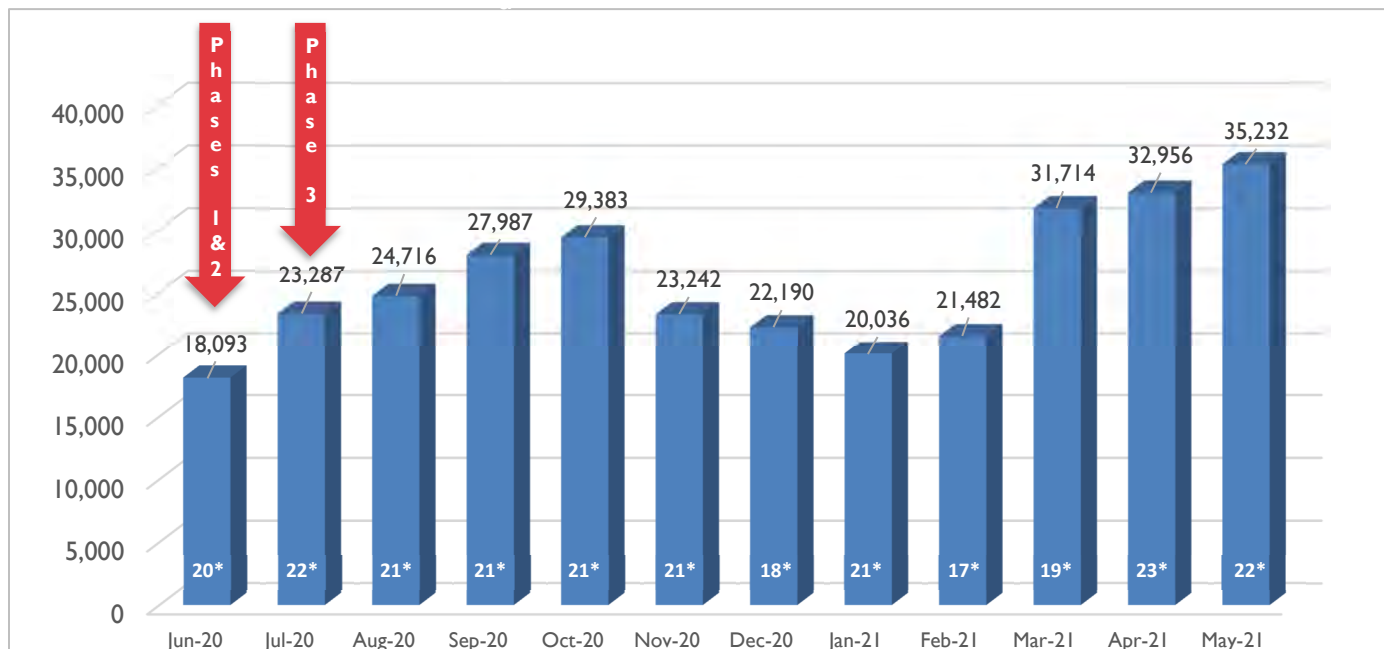
Average daily ridership rose steadily for three of the last four weeks. The new federal Juneteenth holiday reduced ridership significantly on Friday, June 18, resulting in lower than anticipated ridership for the week. Here's what our passenger counts look like over the past four weeks compared to the same weeks in 2020.

Week Ending	2021 Ridership	2021 Average Daily Ridership	2020 Ridership	Numeric Difference	Percentage Difference
May 28	9,349	1,870	2,247**	+7,102	+316.1%
June 4	8,450**	2,113	3,068	+5,382	+254.7%
June 11	10,994	2,194	3,741	+7,253	+193.9%
June 18	10,469	2,094	4,134	+6,335	+153.2%

\*\*Four days of service

## Monthly Ridership

June 2020 - May 2021



\*Days of Service

As of Monday, June 21, VRE relaxed capacity limits on platforms and railcars. That means social distancing is no longer required but can still be observed while ridership is low. The change is consistent with the latest CDC guidelines and those of other state and federal agencies. VRE also relaxed facemask requirements outdoors on station platforms. Facemasks will continue to be required inside stations and onboard VRE trains, in accordance with federal and state mandates.

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 remain in good shape.

# CEO REPORT

JUNE 2021



# 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 | JUNE 2021

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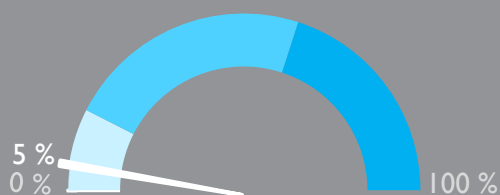
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

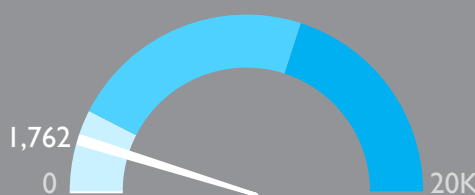


# PERFORMANCE AT A GLANCE



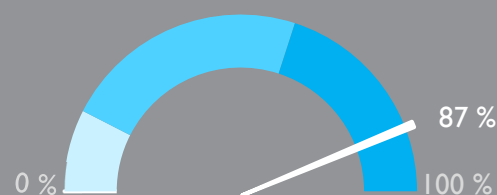
PARKING  
UTILIZATION

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



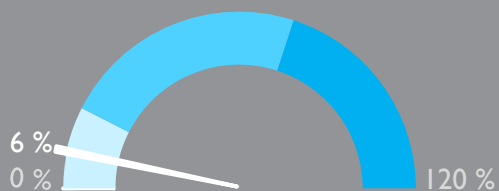
AVERAGE DAILY  
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 508



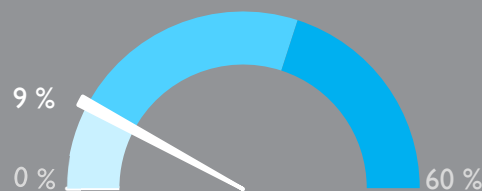
ON-TIME  
PERFORMANCE

Percent of trains arriving at their destination within five minutes of the schedule.  
Same month, previous year: 93%



SYSTEM CAPACITY

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



OPERATING RATIO

*Through April 2021*

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.  
Board-approved goal: 52%

**May 2021**

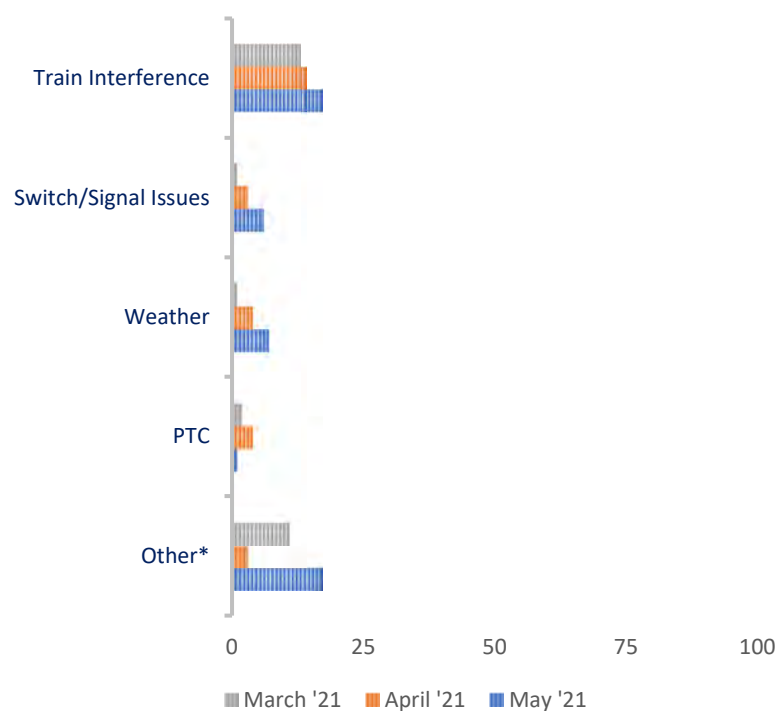


# ON-TIME PERFORMANCE

## OUR RECORD

	May 2021	April 2021	May 2020
Manassas Line	86%	93%	93%
Fredericksburg Line	87%	93%	94%
Systemwide	87%	93%	93%

## PRIMARY REASON FOR DELAY



VRE operated 360 trains in May. Our on-time rate for May was 87 percent.

Forty-eight trains arrived more than 5 minutes late to their final destinations. Of those late trains, 22 were on the Manassas Line (46 percent), and 26 were on the Fredericksburg Line (54 percent).

On-time performance was below goal this month. Train Interference was the largest contributor to the lower OTP, with a spike in the Other category that encompassed a number of single event issues which are not indicative of any particular trend.

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

## LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Mar	Apr	May	Mar	Apr	May	Mar	Apr	May
Total late trains	28	28	48	15	16	26	13	12	22
Average minutes late	25	14	17	31	16	14	19	11	21
Number over 30 minutes	5	3	5	4	3	2	1	1	3
Heat restrictions	1	5	8	1	5	8	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 in May was 1,762. During May, VRE operated an "S" Schedule Plus (which included trains 300 and 307), as necessitated by the COVID-19 pandemic.

	May 2021	April 2021	May 2020
Monthly Ridership	35,232	32,956	10,154
Average Daily Ridership	1,762	1,498	508
Full Service Days	0	0	0
"S" Service Days	20	22	20

## SUMMONSES ISSUED

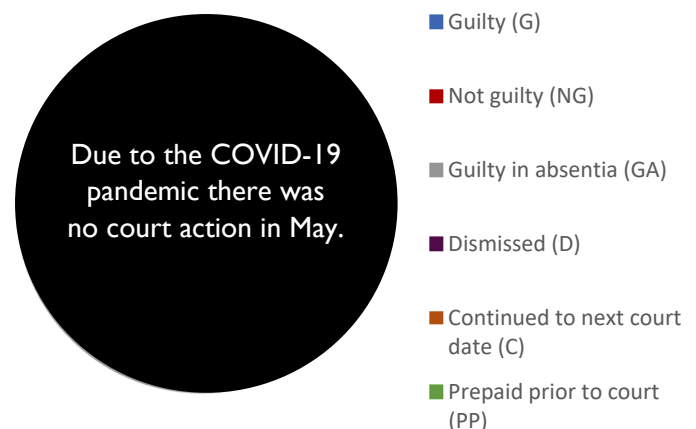
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

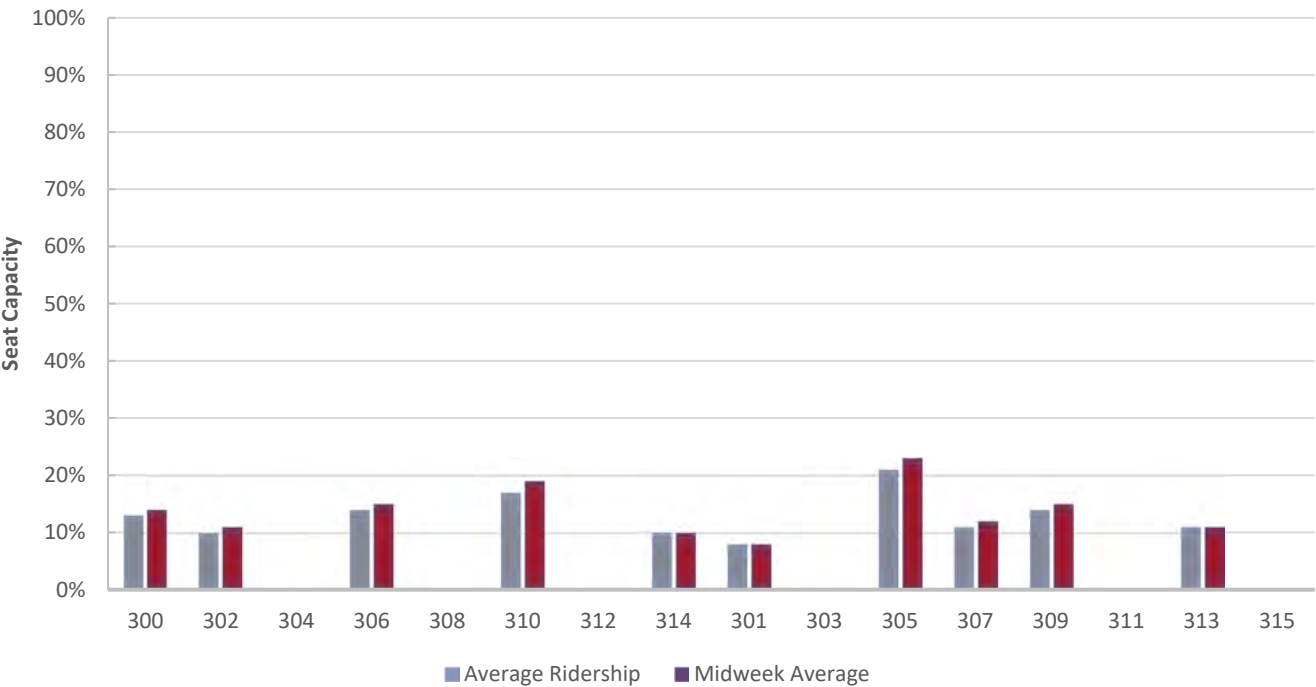
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>0</b>

### MONTHLY SUMMONSES COURT ACTION

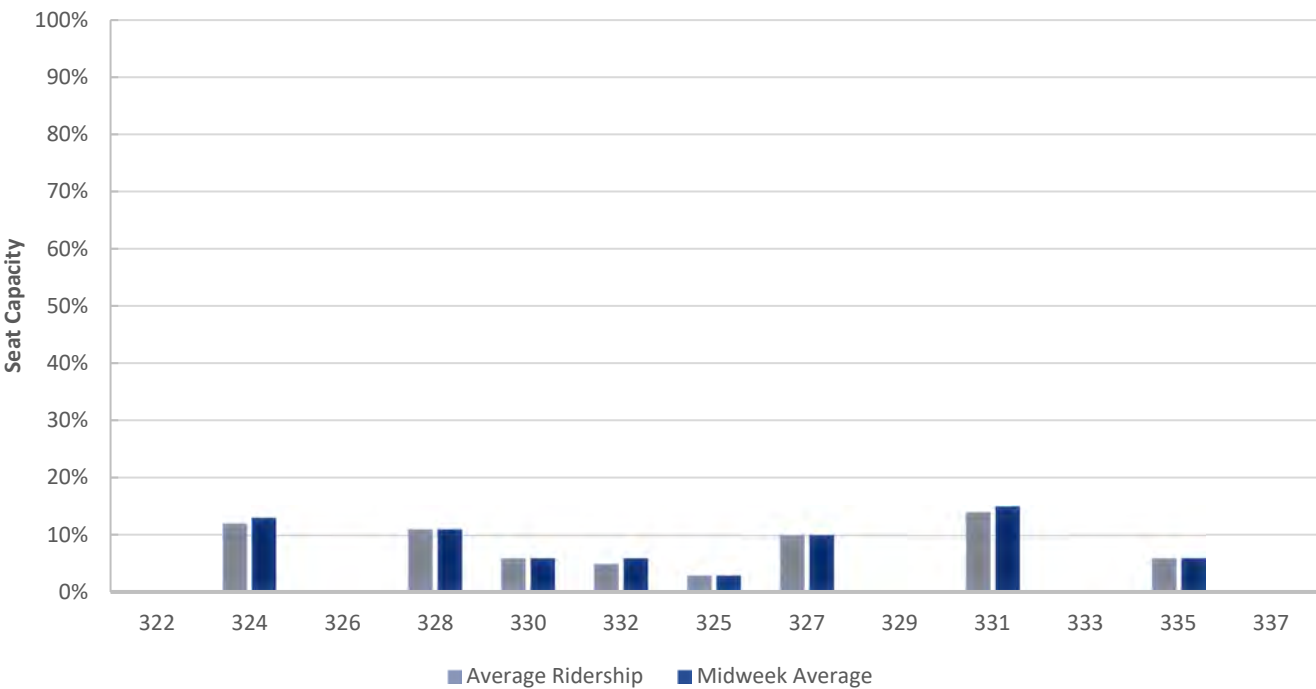


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

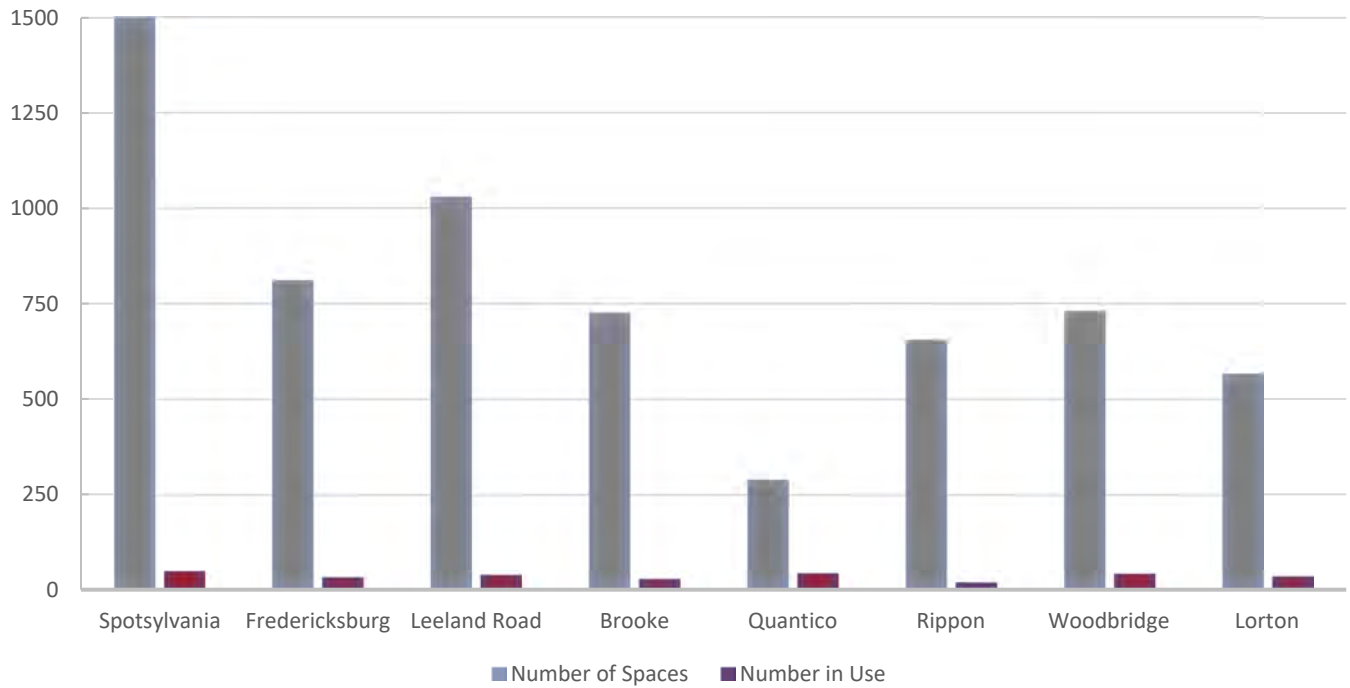


## MANASSAS LINE

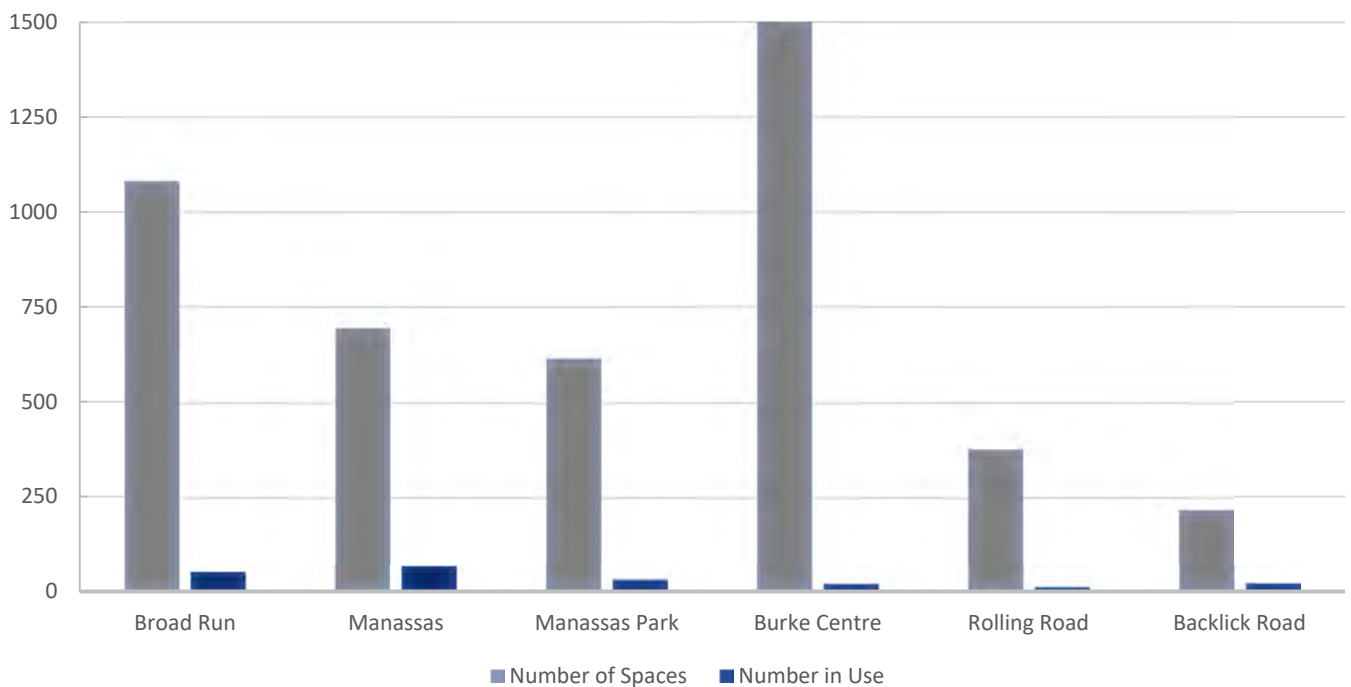


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE





## FACILITIES UPDATE

The following is a status update of VRE facilities projects.

### Completed projects:

1. Design of final phases of renovations to Alexandria headquarters
2. Installation of security signage on perimeter fencing at Crossroads MASF
3. Paving at grade crossing for LOU project at Crossroads MASF
4. Submission of IFB package for canopy roof replacement at Backlick Road station
5. Submission of IFB package for replacement of tactile warning strips at various stations



*Grade-crossing paving at Crossroads as part of the LOU.*



*New recycling receptacles on the platform at Spotsylvania.*

### Projects scheduled to be completed this quarter:

1. Replacement of west platform and canopy lighting at Woodbridge station
2. Installation of electrical conduits for Dominion relocation at Quantico station
3. Painting of Brooke Station
4. Replacement of deck joint sealant at Manassas station parking garage

### Projects scheduled to be initiated this quarter:

1. Construction of final phases of renovations to Alexandria headquarters
2. Minor stair steel repairs and caulking at Franconia-Springfield station
3. Painting of Franconia-Springfield station
4. Minor structural repairs at Woodbridge and Manassas parking garages
5. Repairs and testing of dry standpipes at Woodbridge and Manassas parking garages
6. Repair of platform sealant at Rippon Station
7. Minor concrete repairs at Rippon and Brooke stations
8. Replacement of privacy fence in lower parking lot at Brooke station
9. Pavement repairs and restriping at Fredericksburg Lot G
10. Repair of platform sealer delamination at Spotsylvania station
11. Replacement of lighting at Manassas Station parking garage



12. Repair of minor cracks and sealant on platform at Manassas station

13. Issuance of general signage services request for quotes

Ongoing projects:

1. Design of waiting area at L'Enfant station

2. Replacement of signage at Woodbridge station

3. Replacement of waste and recycling receptacles at various stations

4. Overhaul of emergency generators at Woodbridge and Manassas stations, Alexandria headquarters and Fredericksburg office

## UPCOMING PROCUREMENTS

- Renewal of locomotive head end power engine systems
- Program management consulting services
- Canopy roof replacement at the Backlick Road Station
- Modernization of VRE Woodbridge Station east elevator
- Forklift trucks
- Passenger car wheelchair lift assemblies
- Purchase of LED light fixtures
- Variable Messaging System replacement
- Tactile strip replacements
- Construction management services for Fredericksburg station platform rehabilitation
- Construction of Fredericksburg station platform rehabilitation

## CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Construction initiated on Rolling Road station improvements

2. Construction initiated on Lifecycle Overhaul & Upgrade Facility (LOU)
3. Construction initiated on Quantico station improvements

Projects or project phases scheduled to be completed this quarter:

4. Manassas Park parking expansion 60% relocation design
5. Potomac Shores 100% design (design by others)

Ongoing projects:

6. Broad Run Expansion (BRX)
7. Manassas Park Parking Improvements
8. Rolling Road Station Improvements
9. Crossroads Maintenance and Storage Facility (MSF)
10. Lifecycle Overhaul & Upgrade Facility (LOU)
11. Quantico Station Improvements
12. Franconia-Springfield Station Improvements
13. Alexandria Station Improvements
14. Alexandria Station Track I Access (Slaters Lane)
15. Crystal City Station Improvements
16. L'Enfant Train Storage Track - South
17. L'Enfant Station Improvements
18. New York Avenue Midday Storage Facility
19. Potomac Shores VRE Station – *design by others*
20. Washington Union Station Improvements Environmental Impact Statement – *study by others*
21. DC2RVA Environmental Impact Statement – *study by others*
22. Long Bridge Project – *study by others*

*Projects Progress Report Follows*

## PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PE	EC	RW	FD	CN
Alexandria Station Improvements	Eliminate at-grade track crossing, add elevators, modify platforms.	◆	◆	◆	N/A	●	
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track.	◆	◆	◆	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	●	
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

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

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

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

ESTIMATED COSTS (\$)						STATUS	
Total <sup>1</sup>	Funded	Unfunded	Authorized	Expended <sup>2</sup>	Percent Complete <sup>1</sup>	Project Completion Date	
31,875,014	31,875,014	-	2382759	2193257	90%	2nd QTR 2023	● Getting ready for Alternate delivery CMGC Procurement. CSX and City of Alexandria review progressing.
13,000,000	13,000,000	-	*	940,681	35%	4th QTR 2023	● FD underway with anticipated completion 2nd QTR 2021. Ongoing coordination with DRPT projects.
No costs for VRE. Private developer providing station.					30%	TBD	● Potomac Shores VRE Station design underway to include parking structure. Delivery of 100% design anticipated in 2nd Quarter 2021.
18,372,949	18,372,949	0	21,505,529	1,034,908	35%	4th QTR 2023	● Construction underway
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	● Progressing towards 60% design at relocated site.
5,000,000	2,000,000	3,000,000	640,503	418,887	70%	4th QTR 2021	● Contractor working on pre-NTP submittals.
49,940,000	19,098,463	30,841,537	1,584,619	1,366,909	30%	2nd QTR 2024	● PE & EC anticipated completion 3rd QTR 2021. 60% Design anticipated afterwards.
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.

## MAINTENANCE AND STORAGE FACILITIES

PHASE

PROJECT	DESCRIPTION	CD	PE	EC	RW	FD	CN
Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	●
New York Avenue Midday Storage Replacement Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

## PLANNING, COMMUNICATIONS AND IT

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





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

STATUS: ◆ Completed ● Underway ■ On Hold

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

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



ESTIMATED COSTS (\$)						STATUS	
Total <sup>1</sup>	Funded	Unfunded	Authorized	Expended <sup>2</sup>	Percent Complete <sup>1</sup>	Project Completion Date	
38,183,632	38,183,632	-	48,342,297	5,888,376	10%	3rd QTR 2023	 Notice to proceed issued to construction contractor on December 14, 2020.
89,666,508	89,666,508	-	3,588,305	2,257,455	90%	4th QTR 2021	 Discussions ongoing with Amtrak related to storage options as well as design and real estate agreements.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024	 Final 30% design plans and cost estimate complete. NEPA Documented Categorical Exclusion approved by FTA and FAA.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	1st QTR 2021	 American Eagle working on redesign with uplift to new platform.



## VIRGINIA RAILWAY EXPRESS

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

[VRE.ORG](http://VRE.ORG)



**RESOLUTION #2453**

**SUBJECT:** Authorize the VRE CEO to Submit L'Enfant Station and Fourth Track Project to USDOT for FY2021 RAISE Funding Consideration

**WHEREAS:** On April 19, 2021 the U.S. Department of Transportation issued a Notice of Funding Opportunity to solicit applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program;

**WHEREAS:** The VRE L'Enfant Station and Fourth Track project includes a relocated and expanded station with longer platform that can be serviced by full-length trains from two tracks, and addition of related fourth track through the station from Virginia interlocking to L'Enfant interlocking;

**WHEREAS:** VRE staff considers the development and final design phases of the L'Enfant Station and Fourth Track project a strong candidate for planning grant funding under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program;

**WHEREAS:** The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation program funds may be used for up to 80% of the project cost with the balance of the project coming from non-Federal sources;

**WHEREAS:** To be more competitive, a non-federal overmatch, a match greater than the 20% minimum, may be required and therefore the VRE matching funds could be up to 50% of the total cost, but may be as little as 20%; and

**WHEREAS:** The VRE Operations Board recommends the following Commission action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, a planning grant application for the L'Enfant Station and Fourth Track project under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project.

Approved this 1<sup>st</sup> day of July 2021.

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Katie Cristol  
Chair

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Dalia Palchik  
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 7-D**  
**Action Item**

**To: Chair Bennett-Parker and the VRE Operations Board**

**From: Rich Dalton**

**Date: June 25, 2021**

**Re: Recommend Authorization to Submit L'Enfant Station and Fourth Track Project to USDOT for FY2021 RAISE Funding Consideration**

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**Recommendation:**

The VRE Operations Board is asked to recommend the Commissions authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, an application for the L'Enfant Station and Fourth Track project under the U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project.

**Summary:**

The L'Enfant Station and Fourth Track project is identified in the VRE Capital Improvement Program and System Plan 2040. On April 19, 2021, USDOT issued a Notice of Funding Opportunity (NOFO) to solicit applications for the RAISE program. If authorized, VRE will apply for funding for this project under the RAISE program. Planning grant funding from the RAISE program would be used for the development and final design phases of the project.

**Background:**

On April 19, 2021, USDOT issued a Notice of Funding Opportunity (NOFO) to solicit applications for the RAISE program. According to the NOFO, projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability,



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Arlington, VA 22201  
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Alexandria, VA 22314  
703-684-1001  
VRE.org



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

quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the USDOT will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. Applications are due on July 12, 2021.

Federal RAISE grant funds may be used for up to 80 percent of the project cost. The balance of the project cost must be from non-Federal sources including State funds originating from programs funded by state revenue, local funds originating from state or local revenue-sources, or private funds. The RAISE program allows up to \$30 million of the total program funding for the planning, preparation, or design of surface transportation projects.

The development and final design phases of the L'Enfant project were previously submitted to the RAISE program's predecessor, the Better Utilizing Investments to Leverage Development (BUILD) program. While it was not selected for funding under BUILD, no planning grants were awarded that round, VRE did receive positive feedback on the application from USDOT staff and was encouraged to apply again. Staff recommends submitting a planning grant application to the RAISE program for funding for the development and final design phases of the L'Enfant Station and Fourth Track project.

The L'Enfant Station and Fourth Track project includes: a relocated and expanded station with longer platform that can be serviced by full-length trains from two tracks, and the addition of related fourth track through the station from Virginia (VA) interlocking to L'Enfant (LE) interlocking.

Staff, along with our consultants, will develop the required application documentation. To be more competitive, a Non-Federal overmatch (a match greater than the 20 percent minimum) may be required. Therefore, the VRE matching funds could be up to 50 percent of the total cost; but may be as little as 20 percent. If the application is successful, a formal amendment to the FY 2022 Operating and Capital Budget for the use of VRE funds for the grant match would be presented to the Operations Board for approval and referral to the Commissions.

	Development and Final Design Costs
L'Enfant Station and Fourth Track Project	\$ 10,600,556
20% Non-Federal Match	\$ 2,120,111
80% RAISE Grant Funding	\$ 8,480,445
or	
50% Non-Federal Match	\$ 5,300,278
50% RAISE Grant Funding	\$ 5,300,278



**Fiscal Impact:**

The submission of a project funding request has no immediate fiscal impact. If selected for RAISE grant funding, a formal amendment to the FY 2022 Operating and Capital Budget to reflect the receipt of the RAISE grant funds and use of VRE funds for the grant match would be presented to the Operations Board in December 2021 for approval and referral to the Commissions.

**Virginia Railway Express  
Operations Board Resolution**

**7D-06-2021**

**Recommend Authorization to Submit L'Enfant Station and Fourth Track  
Project to USDOT for FY2021 RAISE Funding Consideration**

**WHEREAS**, on April 19, 2021, the U.S. Department of Transportation issued a Notice of Funding Opportunity to solicit applications for the Rebuilding American Infrastructure with Sustainability and Equity transportation discretionary grant program; and,

**WHEREAS**, the VRE L'Enfant Station and Fourth Track project includes a relocated and expanded station with longer platform that can be serviced by full-length trains from two tracks, and addition of related fourth track through the station from Virginia interlocking to L'Enfant interlocking; and,

**WHEREAS**, staff considers the development and final design phases of the L'Enfant Station and Fourth Track project a strong candidate for planning grant funding under the Rebuilding American Infrastructure with Sustainability and Equity program; and,

**WHEREAS**, the Rebuilding American Infrastructure with Sustainability and Equity transportation program funds may be used for up to 80% of the project cost with the balance of the project coming from non-Federal sources; and,

**WHEREAS**, to be more competitive, a Non-Federal overmatch, a match greater than the 20 percent minimum, may be required and therefore the VRE matching funds could be up to 50 percent of the total cost, but may be as little as 20 percent;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to submit, on behalf of the Commissions, a planning grant application for the L'Enfant Station and Fourth Track project under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity transportation discretionary grant program, to make any necessary corrections to the project amount or descriptions in the application and execute all project funding agreements that may result from consideration of the project.

Approved this 25<sup>th</sup> day of June 2021

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Elizabeth Bennett-Parker  
Chair

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James Walkinshaw  
Secretary

**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** June 24, 2021  
**SUBJECT:** Department of Rail and Public Transportation (DRPT)

---

At the July 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.



## COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell  
Director

Virginia Department of Rail and Public Transportation  
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Richmond, VA 23219

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Fax: 804-225-3752  
Virginia Relay Center  
800-828-1120 (TDD)

TO: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: June 23, 2021

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

The Commonwealth Transportation Board (CTB) met on June 22 and 23. The meetings were held at the VDOT Auditorium in Richmond. The DRPT items on the workshop [agenda](#) were the draft DRPT FY2022 [budget](#) and FY2022-2027 Six Year Improvement Program ([SYIP](#)), which were subsequently approved at the action [meeting](#). The total six year public transit allocation in the SYIP is \$4.2 billion, and FY22 state funding for the Northern Virginia (NOVA) District is \$449.0 million. The SYIP fully funds the \$154.5 million WMATA dedicated funding obligation and the \$50 million WMATA PRIIA match for FY22. WMATA capital and operating funding to NVTC will be \$177.1 million in FY22.

In a separate action item, the CTB approved the \$22.7 million I-95/395 Commuter Choice Round 2 funding allocation, which funds the fourteen projects recommended by NVTC.

DRPT will take the Transit Ridership Incentive Program (TRIP) policy to the CTB for approval in July. The draft policy was released by DRPT on May 18 and public comment closed on June 18. It is anticipated that the comments received will not yield substantial changes to the proposed scoring criteria. The technical criteria for evaluating regional connectivity projects are proposed for prioritization as follows: 60% weighting on congestion mitigation, 30% on regional connectivity/collaboration, and 10% on cost per passenger. Additionally, draft program [guidance](#) is still open for public comment until July 7. DRPT anticipates opening the program to applications for FY22 funding in July/August. Eligible applicants include transit agencies serving regions with populations in excess of 100,000, transportation district commissions, public service corporations, local governments, and private non-profit transit providers.

*DRPT.Virginia.gov*

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

DRPT is hosting an FY22 post-award webinar for Public Transit (PT) and Metropolitan Planning Organization (MPO) grantees on July 13. The webinar will be live streamed and advance registration is required. A separate FY22 post-award webinar for Commuter Assistance Program (CAP) grantees will be scheduled at a later date.

Finally, DRPT is pleased to announce that Clinton Edwards, Northern Virginia Transit Programs Manager in our Alexandria office, has been accepted into the ENO Transportation Mid-Manager (TMM) *Accelerate* [program](#) for 2021-22.



**TO:** Chair Cristol and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** June 24, 2021  
**SUBJECT:** Executive Director Report

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**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 WMATA Board's adoption of reduced fares and increased service, an update from the 3% Cap Working Group and its planning for a supplemental report, and NVTC's initial discussions regarding zero-fare and reduced-fare policies.

**B. NVTC Financial Report**

The [May 2021 Financial Report](#) is provided as information.



## Executive Director Newsletter

### July 2021

A quick search on Spotify finds over 30 playlists with “missing you” in the title. That’s how we’ve felt about the last year-and-a-quarter without in-person Commission meetings. While we effectively conducted virtual meetings during the COVID-19 pandemic, we’ve been looking forward to remaking personal connections and enabling more spontaneous interactions. In recent weeks, NVTC staff have put a lot of effort into making sure upcoming meetings run smoothly. Even with Commissioners meeting in-person, we’ll continue to produce our detailed presentation materials, giving richer information for those attending or viewing at home. We also encourage staff and members of the public to continue watching meetings online.

While the Commission meeting will take its traditional break in August, be assured that staff will be focused on important matters for when we gather again in September. Those will include critical steps forward for Commuter Choice. The team will evaluate opportunities for a Round 4 supplemental program for the I-66 corridor and open the next call for projects for Round 5 on the I-66 corridor.

Other milestones include the next iteration of the Report on the Performance and Condition of WMATA, the crafting of our state and federal legislative agenda for 2022 and the expected signing of a contract for the next phase of study for the Envision Route 7 Bus Rapid Transit system.

We’ll also be watching the federal government and private employers to see what decisions they make this summer about reopening offices across the region. Those announcements will potentially bring a lot of riders back to Metro, VRE and Northern Virginia’s local and commuter buses. More familiar rush hours could be back, at least some days of the week, post-Labor Day.

**Executive Director**

#### Key Dates

- July 16 - VRE Operations Board
- July 20 - 21 - Commonwealth Transportation Board
- Sept. 2 - Commission Meeting
- Sept. 17 - VRE Operations Board
- Sept. 14 - 15 Commonwealth Transportation Board

Northern Virginia Transportation  
Commission  
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Arlington, VA 22201



[NoVaTransit.org](https://www.NoVaTransit.org)  
[NoVaRides.org](https://www.NoVaRides.org)  
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## **Metro Board votes to reduce fares and increase service**

The Metro Board of Directors approved fare changes and service improvements June 10 which will support the region's recovery and encourage more customers to return to transit. These improvements were made possible by American Rescue Plan Act funds which have enabled Metro to offset revenue losses associated with the pandemic.

### ***Metrorail improvements***

- More frequent all day service, including weekends
- Better peak service
- Improved late night service and hours

### ***Metrobus improvements***

- 20 Metrobus lines will operate every 12 minutes or better
- 16 bus lines will operate every 20 minutes or better
- Restoration and/or improved service on additional Metrobus routes

### ***Fare changes***

- Flat weekend Metrorail fare of \$2
- Free bus transfer to and from Metrorail
- 7-day regional bus price is lowered in price to \$12
- Short-term promotional discounts on Metro's combination rail/bus passes

Most of these improvements will start in September and are in addition to recent Metrobus improvements that went into effect June 6. NVTC and jurisdictional staff worked closely with our Virginia Metro Board members to include the restoration of four Metrobus routes in Virginia which were strong jurisdictional priorities.



*Photo by [BeyondDC on Flickr](#). Licensed under Creative Commons.*

### 3% Working Group charts path for companion report

The 3% Cap Working Group convened for the first time this year in June to develop the companion report to the 2020 [Report to the General Assembly on the Virginia's 3% Cap on the Growth in Operating Assistance Payments to WMATA](#). The 2020 General Assembly directed NVTC to report on the usefulness of the 3% cap and whether there should be any additional legislative exemptions from the cap.

Prior to the report's submission to the General Assembly, the Working Group recommended providing a companion report to the Commission detailing items that went beyond the General Assembly's directive. The companion report will provide the Commission with additional details on the impact of the cap and document NVTC jurisdictions' experiences with the cap since its implementation in 2018. The working group will reconvene in July before the Commission is anticipated to receive a presentation and be asked to accept the companion report in the fall.

The screenshot shows a presentation slide titled "History of the 3% Operating Cap on the Growth in Operating Assistance Payments to WMATA". The slide is presented via Cisco Webex, with a small video feed of Zachary Smith in the top right corner. The slide contains a bulleted list of events related to the 3% cap.

**History of the 3% Operating Cap on the Growth in Operating Assistance Payments to WMATA**

- In 2017, the WMATA GM/CEO proposed a 3% cap on **total jurisdictional operating subsidy** (i.e. regional) increases as a management tool to control the growth operating costs.
- The 2018 Virginia General Assembly applied a legislative 3% cap on **Virginia's operating subsidy** increases. CTB also established guidelines to withhold state funds if WMATA exceeds cap.
- The 2018 Maryland General Assembly passed a similar legislative 3% cap on **Maryland's operating subsidy** increases.
- The 2020 Virginia General Assembly added service increases approved by the WMATA Board as an **additional legislative exclusion to the cap**.
- The **2021 Maryland General Assembly passed additional legislation** to exclude service increases approved by the WMATA Board and any payments or obligations arising from or related to arbitration proceedings from the cap on Maryland's operating subsidy increases.

### NVTC hosts discussion on zero and reduced-fare transit

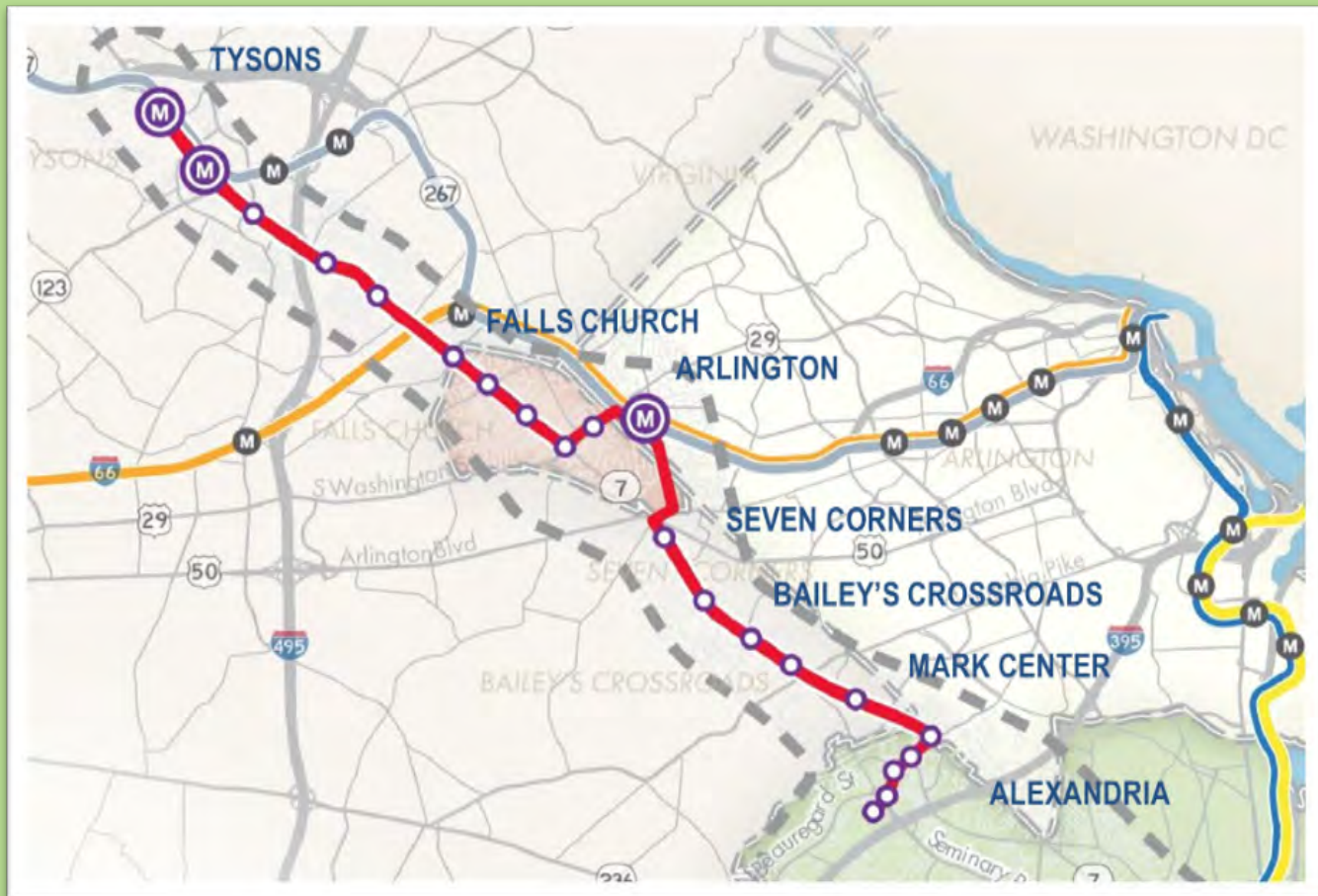
Director of Programs and Policy Allan Fye facilitated a workshop June 9 with local jurisdictions and transit operators on "Options for Reduced-Fare/Zero-Fare Transit in Northern Virginia" as part of NVTC's development of a white paper on the continuum of policy and technical options for partners. At the workshop, NVTC shared findings from its initial research on strategies and implementation options and the business case for reduced-fare/zero-fare transit. Workshop attendees provided input on the subject, including interest and motivations, lessons learned from zero-fare operations during the pandemic and opportunities and challenges for consideration. NVTC will host a round table discussion on the topic at the July Commission meeting, including presentations from the Virginia Department of Rail and Public Transportation and DASH, which is moving toward zero-fare in the fall. The white paper is slated for completion in early fall.



### Transit Resource Center answers RFP questions

Transit Resource Center Program Manager Dan Goldfarb hosted a pre-proposal conference June 17 as NVTC seeks firms to submit proposals for the next phase for the Envision Route 7 Bus Rapid Transit (BRT) study. The conference gave potential offerors an opportunity to ask questions about the solicitation. Over a dozen firms showed interest in the request for proposals, which was approved at the June Commission meeting. NVTC expects to award a contract this fall.

The consultant will be required to evaluate and determine the mobility benefits and impacts resulting from the proposed BRT in the segment from Tysons to Seven Corners. This effort will require the development of a traffic micro-simulation model to simulate vehicles, buses, bicycle and pedestrian traffic along the study corridor. The Request for Proposal (RFP) for the Phase IV-1 Envision Route 7 Mobility Study can be found [here](#).



*Proposed alignment of the Envision Route 7 Bus Rapid Transit route*

### Communications School teaches latest techniques

Communications and Outreach Manager Matt Friedman participated in the National Association of Government Communicators Communications School. The conference attracts public affairs officials from across the country, including many from jurisdictions across Northern Virginia. The Communications School teaches communications officials the latest best practices in telling stories of the important work done by government agencies of all sizes. Session topics included How to Build Trust with Social Media, The Neuroscience of Once Upon a Time; or Why Storytelling Works in Government Communications and Applying and Communicating JEDI Principles.



## **NVTC welcomes two summer transit fellows**

NVTC welcomed two transit fellows in June who will spend time over the summer learning about our programs and projects while working alongside our professional staff.

Nneoma Ugwu is finishing her Master's in Civil Engineering with a focus on Transportation Policy and Planning at the University of Maryland and will continue on to a Ph.D. program in the fall. Nneoma grew up in Nigeria and says she's always had an interest in transportation and wants to learn more about equity issues in transportation. She also hopes to gain more insight into the development of transportation policy.



Marco Viola is working on his Master's in Urban and Regional Planning with a concentration in transportation at Virginia Tech. Marco grew up in our backyard of Arlington and says that helped shaped his interest in transportation as he would bike to school or take Metro into the District. He wants to learn more about how public transit and other transportation modes fit into urban environments.

NVTC's Transit Fellow program is supported by the Department of Rail and Public Transportation.

## **Wishing the best of luck to our Program Analyst Matt Cheng**

Program Analyst Matt Cheng left NVTC at the end of May to go to graduate school in Boston. Matt joined NVTC as a Transit Fellow in 2017 and was promoted to a Program Analyst in 2018. In addition to his tireless efforts to support all of our transit agencies behind the scenes with his TBEST work, Matt really shined during the 2019 and 2020 Metrorail shutdowns along the Yellow, Blue and Orange Lines. Matt led NVTC's efforts to coordinate the shutdown mitigation measures and troubleshoot day to day issues that arose during an unprecedented Metrorail system closure for Northern Virginia. He's also the creator of many of our maps and GIS presentations.

We are sad to see Matt leave NVTC but based on his time here, he has an amazing career ahead of him and we wish him the best of luck and success in his studies.



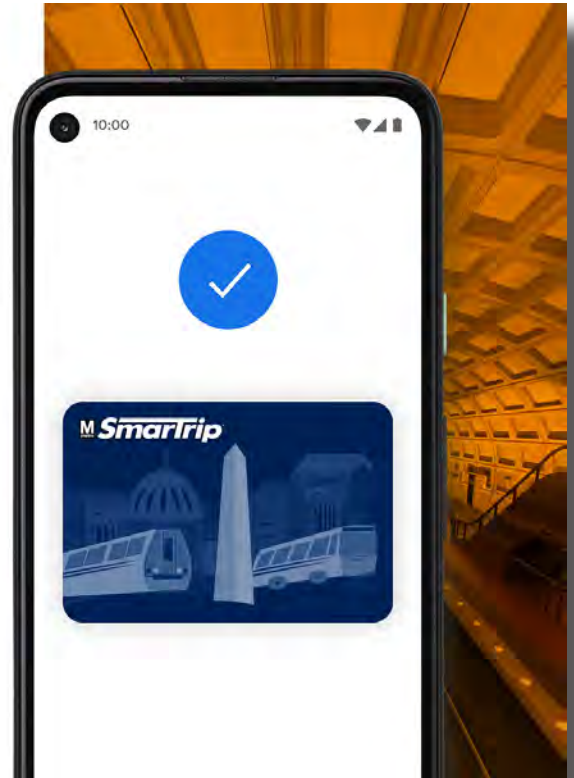
## Metro adds SmarTrip on Android devices

Metro extended its mobile SmarTrip and SmarTrip app to Google Pay on Android-based mobile phones in June. The move follows last year's launch of SmarTrip on Apple devices. Users can now use their phones and smart watches to ride Metrorail and Metrobus, as well as DASH, ART, City of Fairfax-CUE, Fairfax Connector, Loudoun County Transit and OmniRide. Riders can transfer an existing SmarTrip card or purchase a new one, and instantly add value or passes. NVTC assisted with regional coordination for technology deployment and testing of the SmarTrip mobile app.

# Get around with just your phone.

SmarTrip® on Google Pay.™  
The easier way to pay on Metro.

[wmata.com/googlepay](https://wmata.com/googlepay)



## Metro 'Doing Our Part' campaign highlights staying connected

Metro's [Doing Our Part](#) marketing campaign continues as the agency adds more service and welcomes back more riders. Metro says, "Since the beginning of the pandemic, Metro has implemented a number of health and safety measures. In September 2020, we solidified our safety commitments by signing onto the American Public Transportation Association's Safety & Health Commitments Program - committed to increase public confidence in Metro and Covid-19 safety." [Video ads](#) focus on "staying connected" -- getting people where they need to go, and cleaning and safety protocols. Metro also plans to provide NVTC and local jurisdictions with social media kits in July as part of the ongoing campaign.



*Courtesy: Metro*



## Fairfax Connector to take over 5 Metrobus routes in July

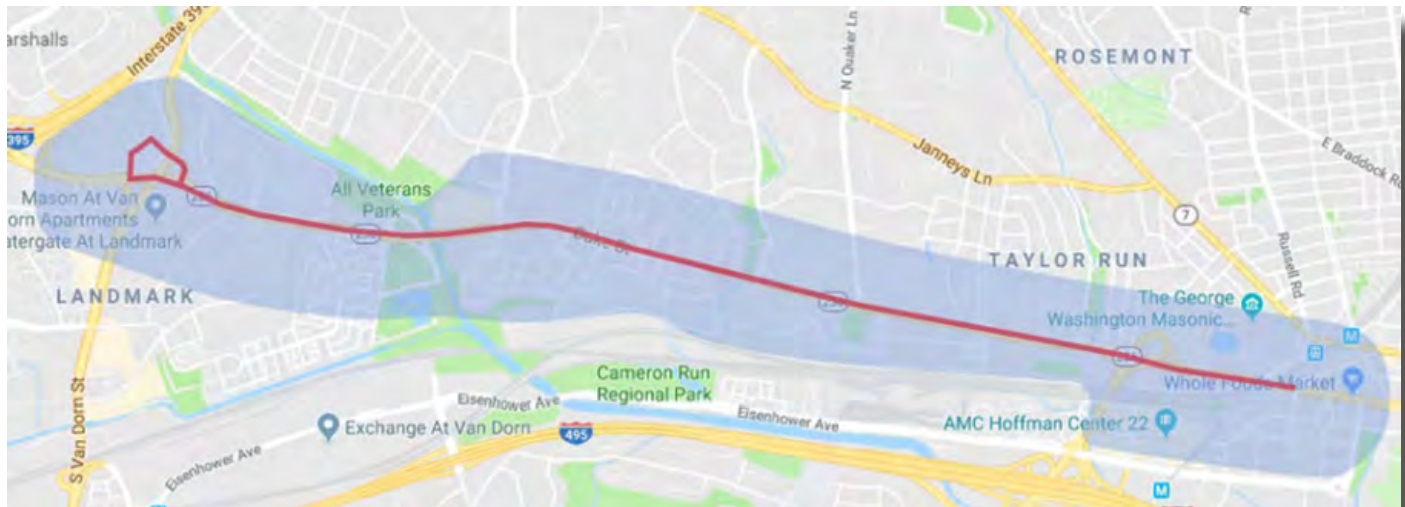
Fairfax Connector will [assume operations](#) of five Metrobus routes, four of which are currently not operating due to the COVID-19 pandemic on July 10. Fairfax Connector will restore and provide enhanced service on these routes serving key areas in Fairfax County with connections to the McLean, East Falls Church, West Falls Church and the Pentagon Metrorail Stations. These routes serve approximately 69,000 residents and provide access to more than 36,000 jobs within the county.

Old Metrobus Route	New Fairfax Connector Route
3T	703
15K	715
3A	803
29C	834
29W	835

Fairfax Connector will also make minor changes to five other routes.

## Alexandria solicits Duke Street in Motion feedback

The City of Alexandria [kicked off](#) Duke Street In Motion, an 18-month planning and design study. It's focused on ensuring transit improvements along the Duke Street corridor, from the Landmark Mall area to the King Street Metro Station, will align with users' needs, wants and expectations. To meet this goal, the city will host nearly 30 events and activities to gather feedback from those who live, work and travel along the Duke Street corridor. Provide input by completing a short [feedback form](#) by July 31. The feedback form and associated resources will be available in English, Spanish and Amharic.



Duke Street In Motion Week, June 21-25, featured a series of outreach events. A virtual project webinar on Wednesday, June 23 was recorded and made available on the project [web page](#). The Duke Street Corridor was identified as one of three high capacity transit corridors as part of the 2008 Transportation Master Plan. It was reaffirmed in the 2012 Transit Corridors Feasibility Study.

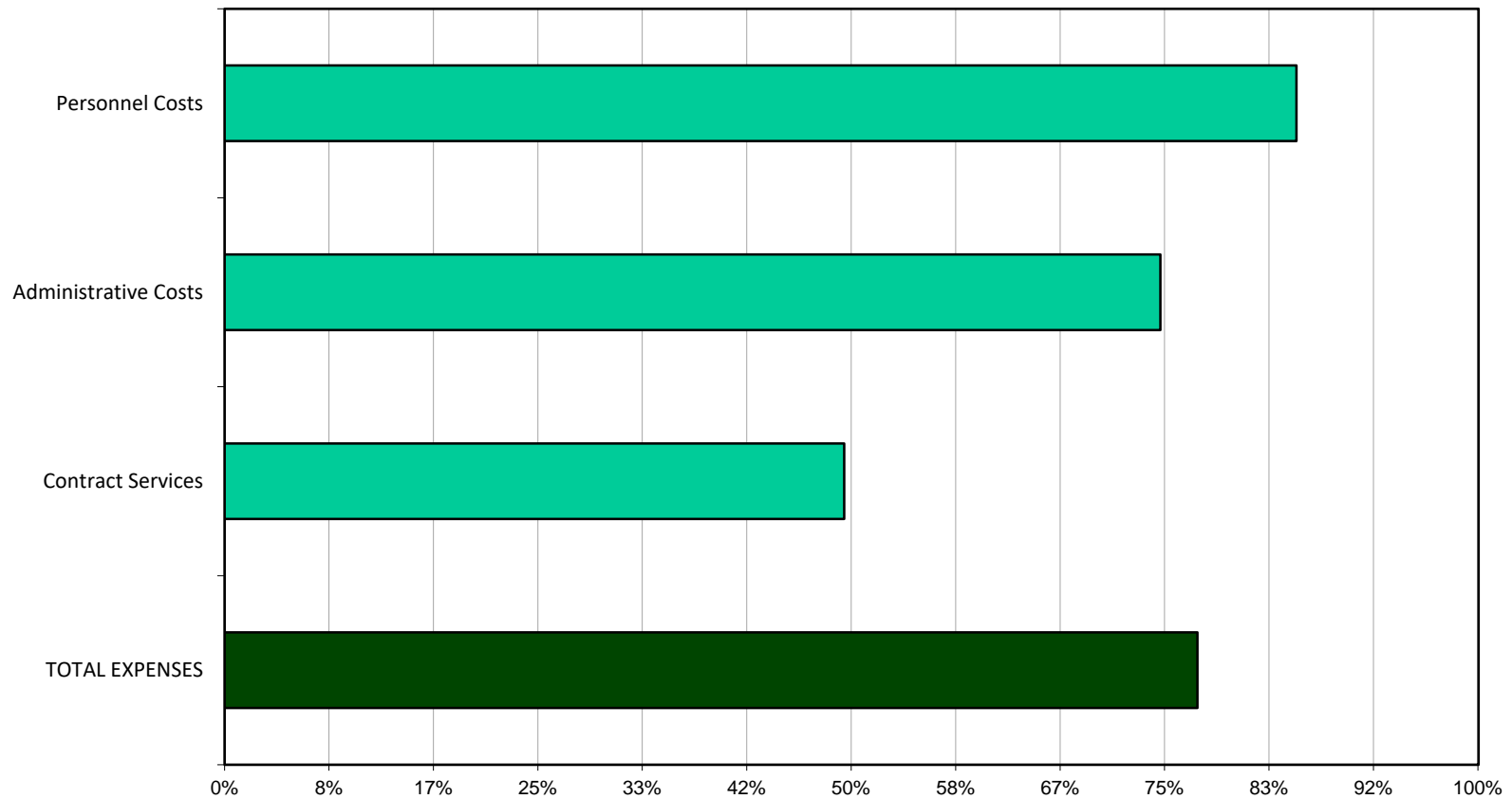


# Northern Virginia Transportation Commission

Financial Reports  
May 2021

## PERCENTAGE OF FY 2021 NVTC ADMINISTRATIVE BUDGET USED

MAY 2021  
(TARGET 91.7% OR LESS)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**May 2021**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 152,059.10	\$ 1,735,173.86	\$ 2,041,700.00	\$ 306,526.14	15.0%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>152,059.10</u>	<u>1,735,173.86</u>	<u>2,041,700.00</u>	<u>306,526.14</u>	<u>15.0%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,778.82	122,397.11	140,100.00	17,702.89	12.6%
Group Health Insurance	12,023.31	130,504.48	176,600.00	46,095.52	26.1%
Retirement	15,922.00	176,682.00	174,000.00	(2,682.00)	-1.5%
Workmans & Unemployment Compensation	136.00	3,848.80	5,100.00	1,251.20	24.5%
Life Insurance	121.62	5,470.85	6,800.00	1,329.15	19.5%
Long Term Disability Insurance	881.41	9,559.93	10,000.00	440.07	4.4%
Total Benefit Costs	<u>39,863.16</u>	<u>448,463.17</u>	<u>512,600.00</u>	<u>64,136.83</u>	<u>12.5%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,100.00	13,000.00	14,600.00	1,600.00	11.0%
<i>Rents:</i>	<i>30,481.70</i>	<i>334,578.08</i>	<i>393,400.00</i>	<i>58,821.92</i>	<i>15.0%</i>
Office Rent	30,225.05	333,951.33	366,000.00	32,048.67	8.8%
Parking & Transit Benefits	256.65	626.75	27,400.00	26,773.25	97.7%
<i>Insurance:</i>	<i>478.14</i>	<i>6,845.56</i>	<i>6,800.00</i>	<i>(45.56)</i>	<i>-0.7%</i>
Public Official Bonds	-	1,600.00	2,000.00	400.00	20.0%
Liability and Property	478.14	5,245.56	4,800.00	(445.56)	-9.3%
<i>Travel:</i>	<i>347.85</i>	<i>2,664.58</i>	<i>44,600.00</i>	<i>41,935.42</i>	<i>94.0%</i>
Conference / Professional Development	347.85	2,323.94	27,100.00	24,776.06	91.4%
Non-Local Travel	-	-	3,100.00	3,100.00	100.0%
Local Travel, Meetings and Related Expenses	-	340.64	14,400.00	14,059.36	97.6%



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**May 2021**

	<b><u>Current</u></b> <b><u>Month</u></b>	<b><u>Year</u></b> <b><u>To Date</u></b>	<b><u>Annual</u></b> <b><u>Budget</u></b>	<b><u>Balance</u></b> <b><u>Available</u></b>	<b><u>Balance</u></b> <b><u>%</u></b>
<i>Communication:</i>	1,960.92	12,362.68	15,500.00	3,137.32	20.2%
Postage	316.20	769.66	1,400.00	630.34	45.0%
Telephone and Data	1,644.72	11,593.02	14,100.00	2,506.98	17.8%
<i>Publications &amp; Supplies</i>	2,400.56	17,983.39	28,700.00	10,716.61	37.3%
Office Supplies	29.56	383.33	2,800.00	2,416.67	86.3%
Duplication and Paper	406.00	4,764.94	10,900.00	6,135.06	56.3%
Public Engagement	1,965.00	12,835.12	15,000.00	2,164.88	14.4%
<i>Operations:</i>	1,462.91	15,658.70	37,500.00	21,841.30	58.2%
Furniture and Equipment (Capital)	-	1,024.48	13,600.00	12,575.52	92.5%
Repairs and Maintenance	100.00	532.50	1,000.00	467.50	46.8%
Computer Operations	1,362.91	14,101.72	22,900.00	8,798.28	38.4%
<i>Other General and Administrative:</i>	610.22	7,963.51	9,600.00	1,636.49	17.0%
Memberships	-	1,301.22	1,600.00	298.78	18.7%
Fees and Miscellaneous	610.22	6,662.29	6,500.00	(162.29)	-2.5%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>38,842.30</u>	<u>411,056.50</u>	<u>550,700.00</u>	<u>139,643.50</u>	<u>25.4%</u>
<u>Contracting Services</u>					
Auditing	-	16,625.00	24,500.00	7,875.00	32.1%
Contract Services and Support - Commuter Choice	108.00	207,950.05	479,000.00	271,049.95	56.6%
Contract Services and Support - Other	6,024.41	68,822.04	120,000.00	51,177.96	42.6%
Legal	<u>2,916.67</u>	<u>32,083.37</u>	<u>35,000.00</u>	<u>2,916.63</u>	<u>8.3%</u>
Total Contract Services	9,049.08	325,480.46	658,500.00	333,019.54	50.6%
 Total Gross G&A Expenses	<u><u>\$ 239,813.64</u></u>	<u><u>\$ 2,920,173.99</u></u>	<u><u>\$ 3,763,500.00</u></u>	<u><u>\$ 843,326.01</u></u>	<u><u>22.4%</u></u>

**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**May 2021**

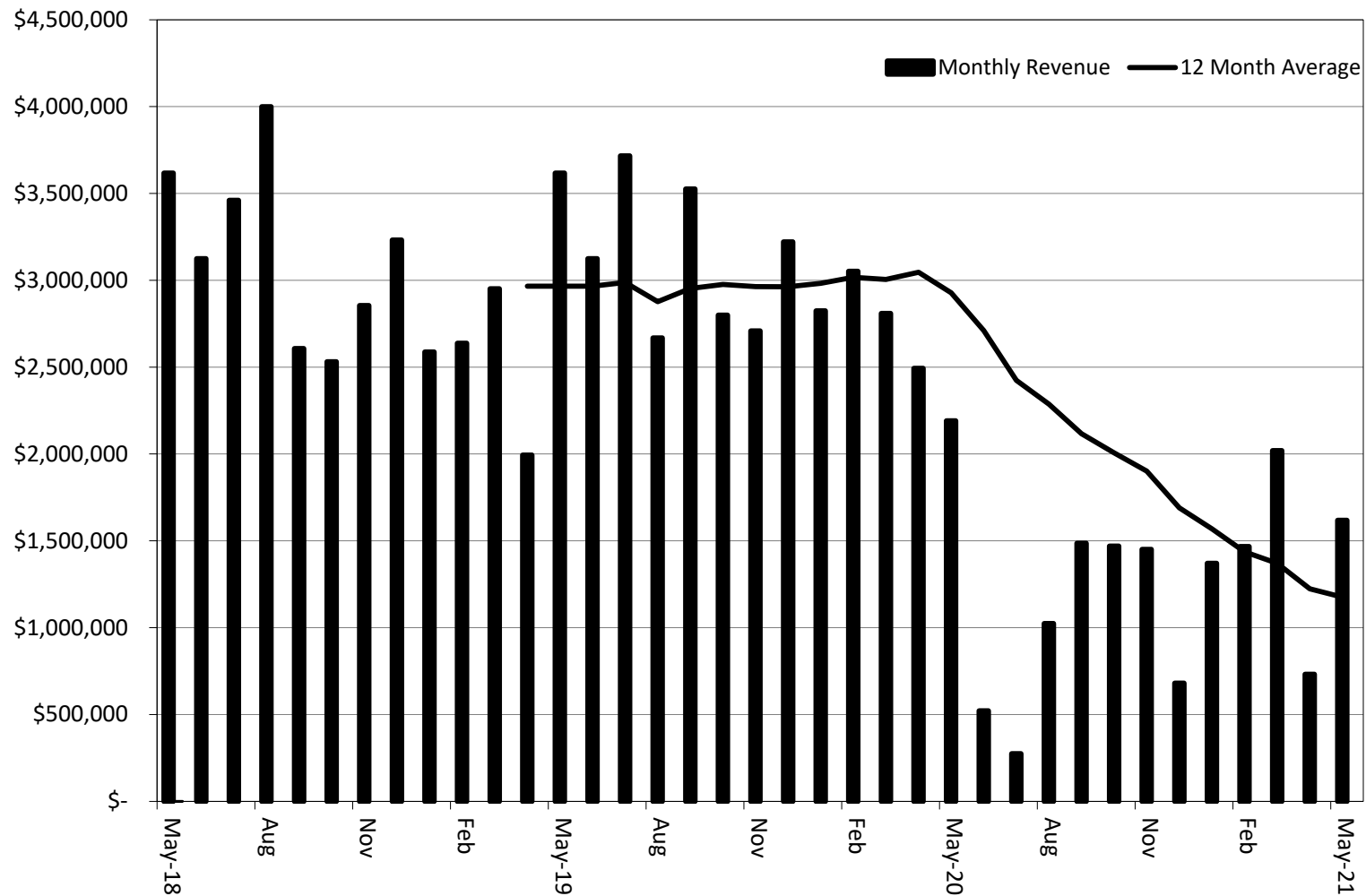
May 2021

					Virginia LGIP		
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
6	PRTC	Regional transit marketing campaign local match		\$ 13,333.00			
6	City of Fairfax	Regional transit marketing campaign local match			13,333.00		
10	DRPT	Capital grant receipt - Fairfax					180,012.47
10	DRPT	Grant receipt - Regional marketing campaign			121,766.00		
13	DRPT	Capital grant receipt - Fairfax					7,938.53
21	DRPT	Capital and operating assistance - WMATA					15,686,733.00
21	DRPT	Capital grant receipt - Alexandria					2,247,375.00
21	DRPT	Capital grants receipts - VRE			983,059.00		
24	DRPT	Technical assistance - Fare collection project			3,759.00		
28	DRPT	Capital grant receipt - Fairfax					352,435.00
28	DRPT	Grant receipt - Regional marketing campaign			82,767.00		
31	Banks	Investment earnings		17.61	30.10	2,886.57	13,159.10
			-	13,350.61	1,204,714.10	2,886.57	18,487,653.10
DISBURSEMENTS							
1-31	Various	G&A expenses	(182,541.49)				
3	Fairfax	Commuter Choice I-395/95 project reimbursement				(162,384.00)	
3	Alexandria	Commuter Choice I-395/95 project reimbursement				(224,082.00)	
3	Arlington	Commuter Choice I-395/95 project reimbursement				(9,868.00)	
4	WAMU	Regional transit marketing campaign	(47,469.30)				
4	Kimley-Horn	Consulting - Fare collection project	(7,516.68)				
4	Arlington	Commuter Choice I-66 projects reimbursement				(61,969.00)	
6	City of Fairfax	Other operating					(13,333.00)
7	Fairfax	Commuter Choice I-66 projects reimbursement				(849,586.00)	
7	Alexandria	Commuter Choice I-395/95 project reimbursement				(144,575.00)	
7	NVRC	Commuter Choice I-395/95 project reimbursement				(41,812.00)	
21	VRE	Grant revenue			(983,059.00)		
26	Alexandria	Other capital					(1,249,668.00)
31	Banks	Service charges	(70.07)	(66.30)			
			(237,597.54)	(66.30)	(983,059.00)	(1,494,276.00)	(1,263,001.00)
TRANSFERS							
4	Transfer	From LGIP to checking	165,000.00		(165,000.00)		
21	Transfer	From LGIP to checking	75,000.00		(75,000.00)		
			240,000.00	-	(240,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ 2,402.46	\$ 13,284.31	\$ (18,344.90)	\$ (1,491,389.43)	\$ 17,224,652.10

**NVTC  
INVESTMENT REPORT  
May 2021**

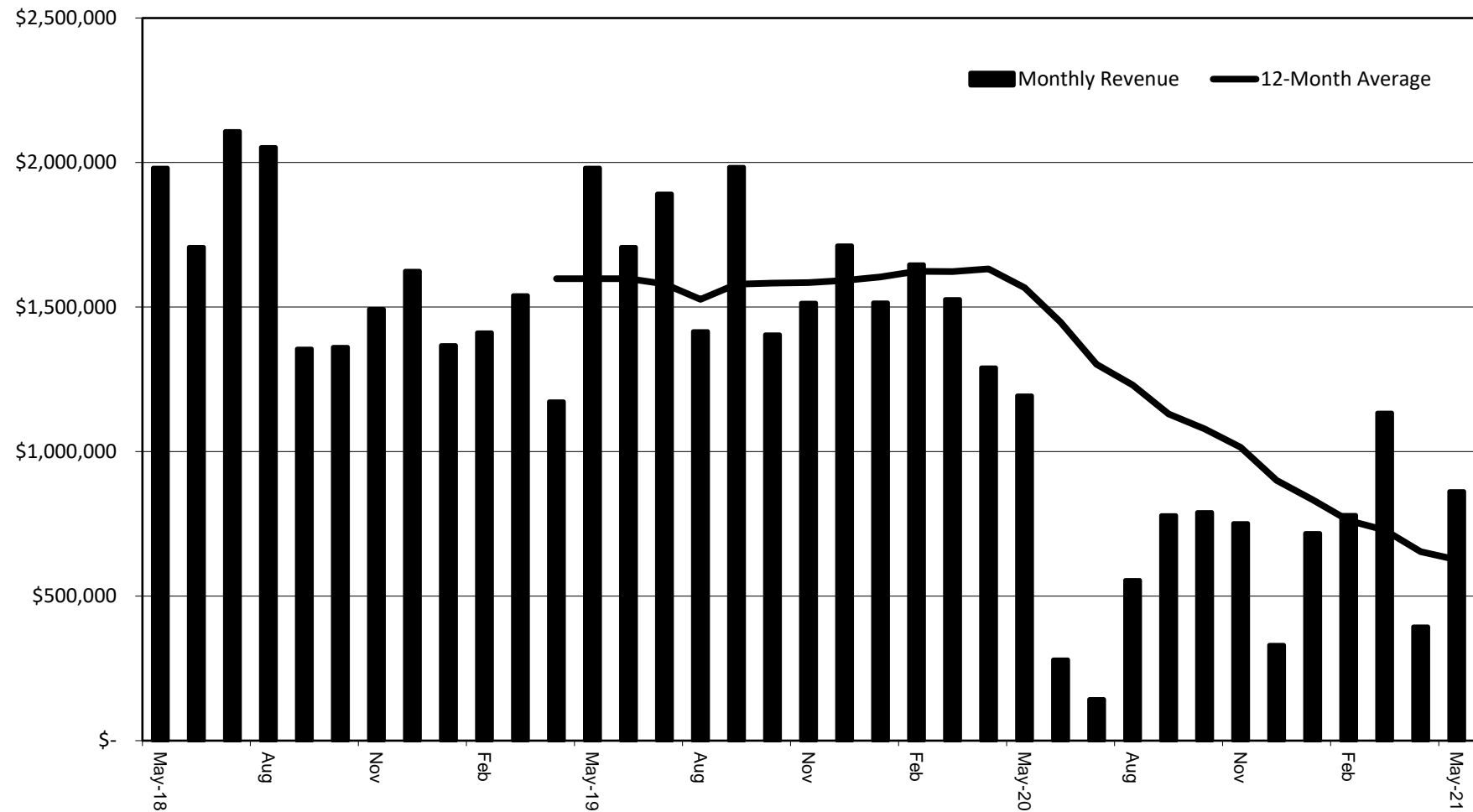
Type	Rate	Balance	Increase	Balance	Balance			
		4/30/2021	(Decrease)	5/31/2021	NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 33,201.05	\$ 2,402.46	\$ 35,603.51	\$ 35,603.51	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.160%	118,910.96	13,284.31	132,195.27	132,195.27	-	-	-
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	0.080%	232,503,595.57	15,714,917.77	248,218,513.34	480,408.65	42,033,705.73	162,289,274.98	43,415,123.98
		<u>\$ 232,655,707.58</u>	<u>\$ 15,730,604.54</u>	<u>\$ 248,386,312.12</u>	<u>\$ 648,207.43</u>	<u>\$ 42,033,705.73</u>	<u>\$ 162,289,274.98</u>	<u>\$ 43,415,123.98</u>

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2018-2021



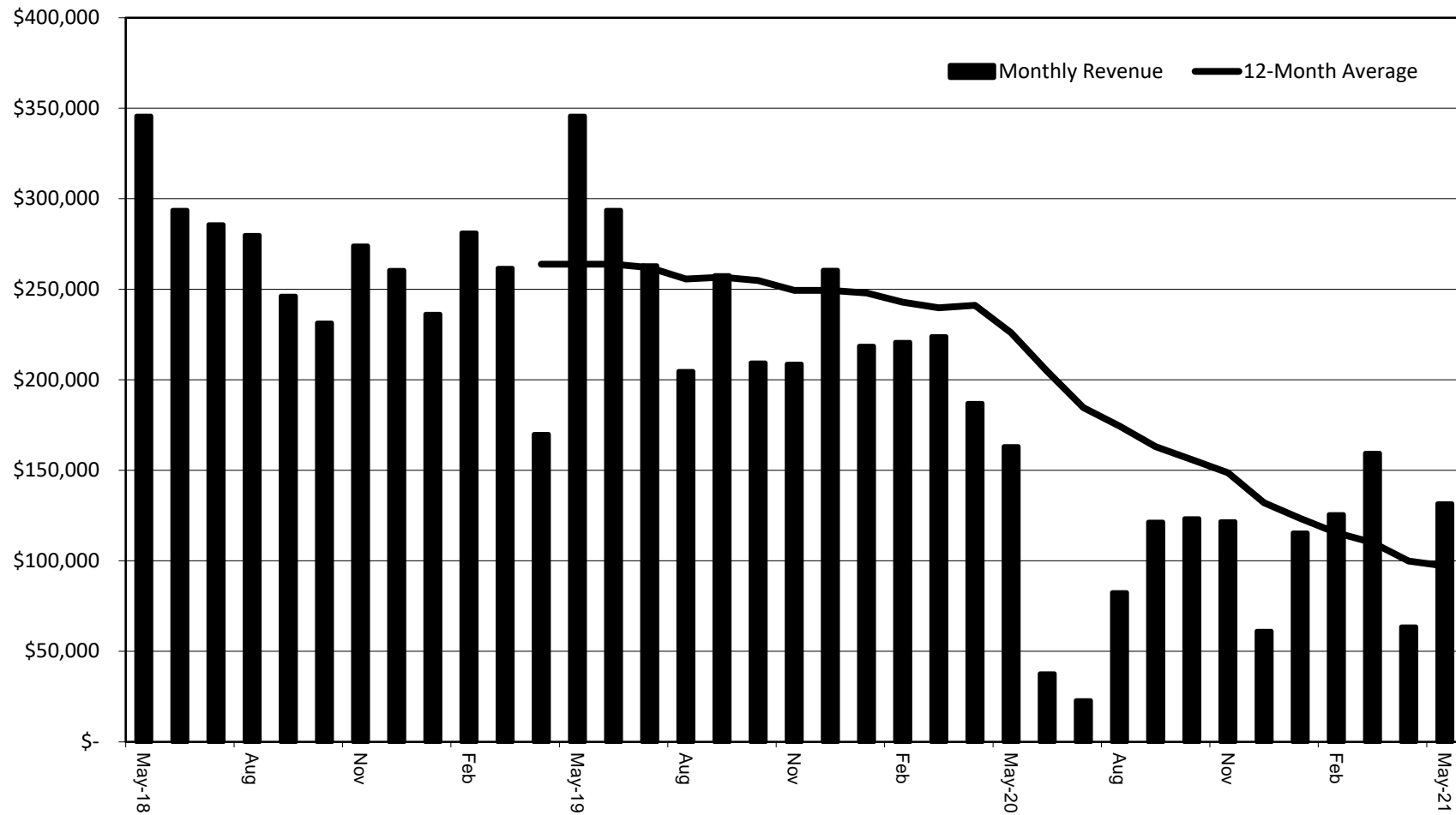
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2018-2021



*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

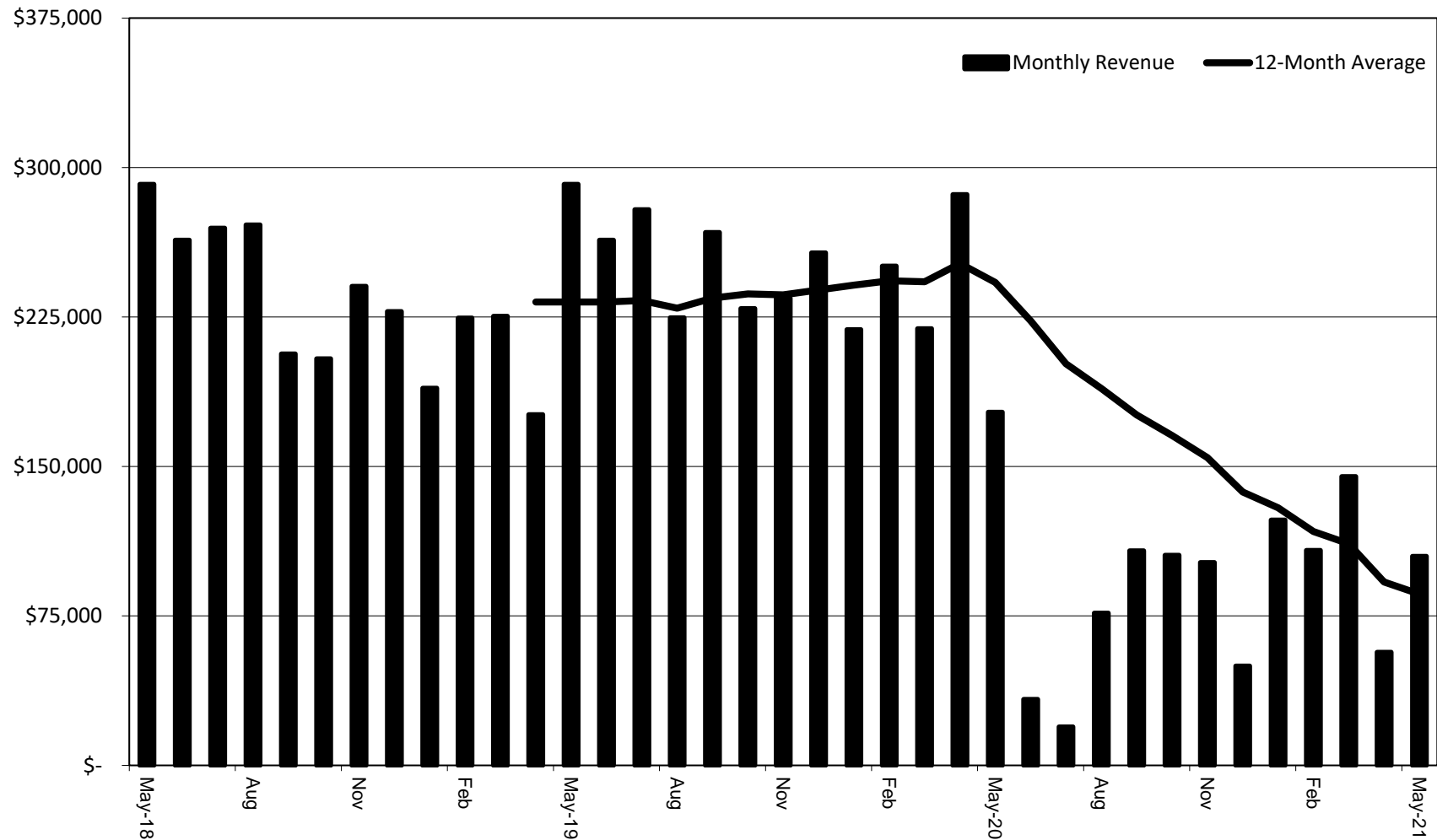
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2018-2021



*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

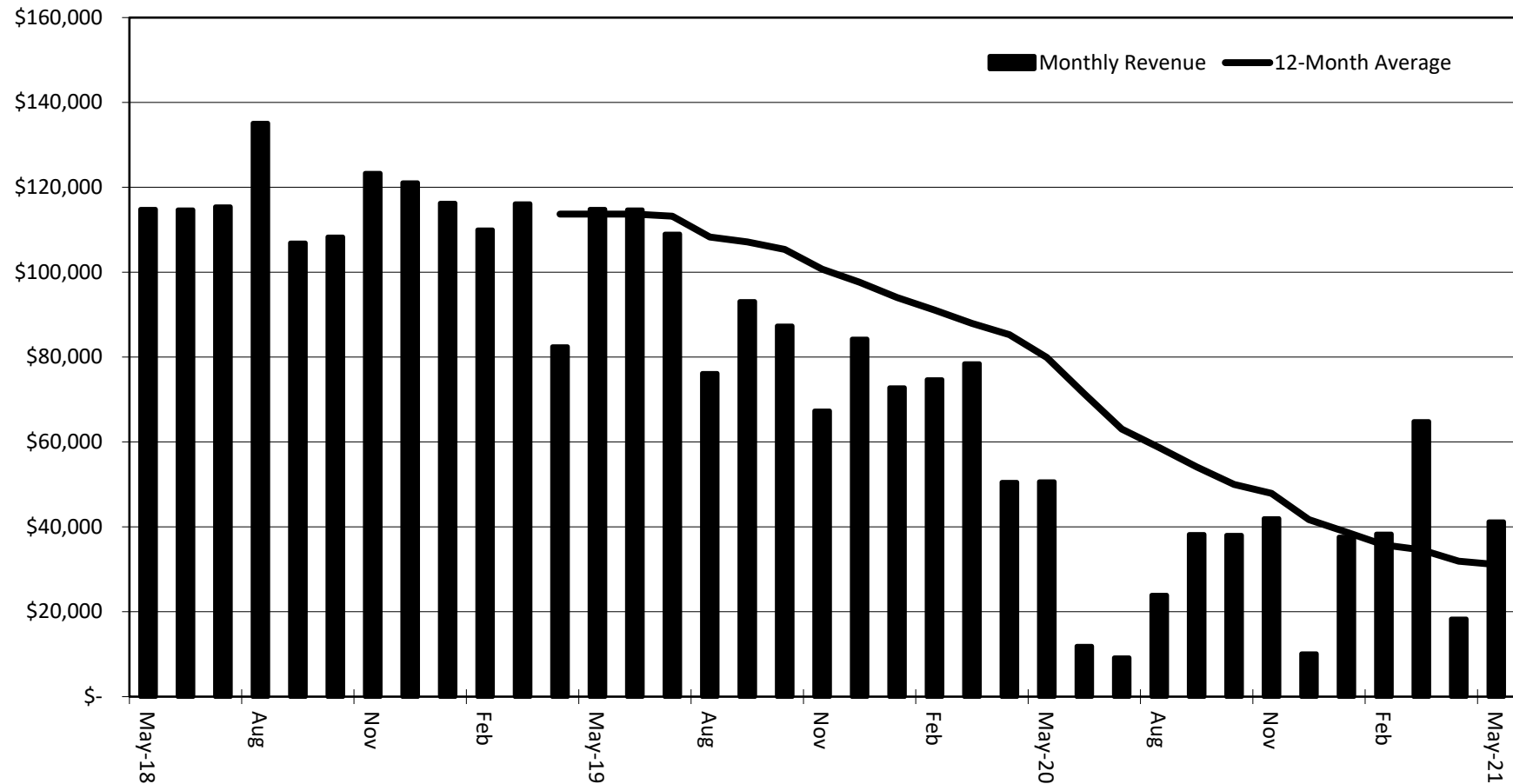


# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2018-2021



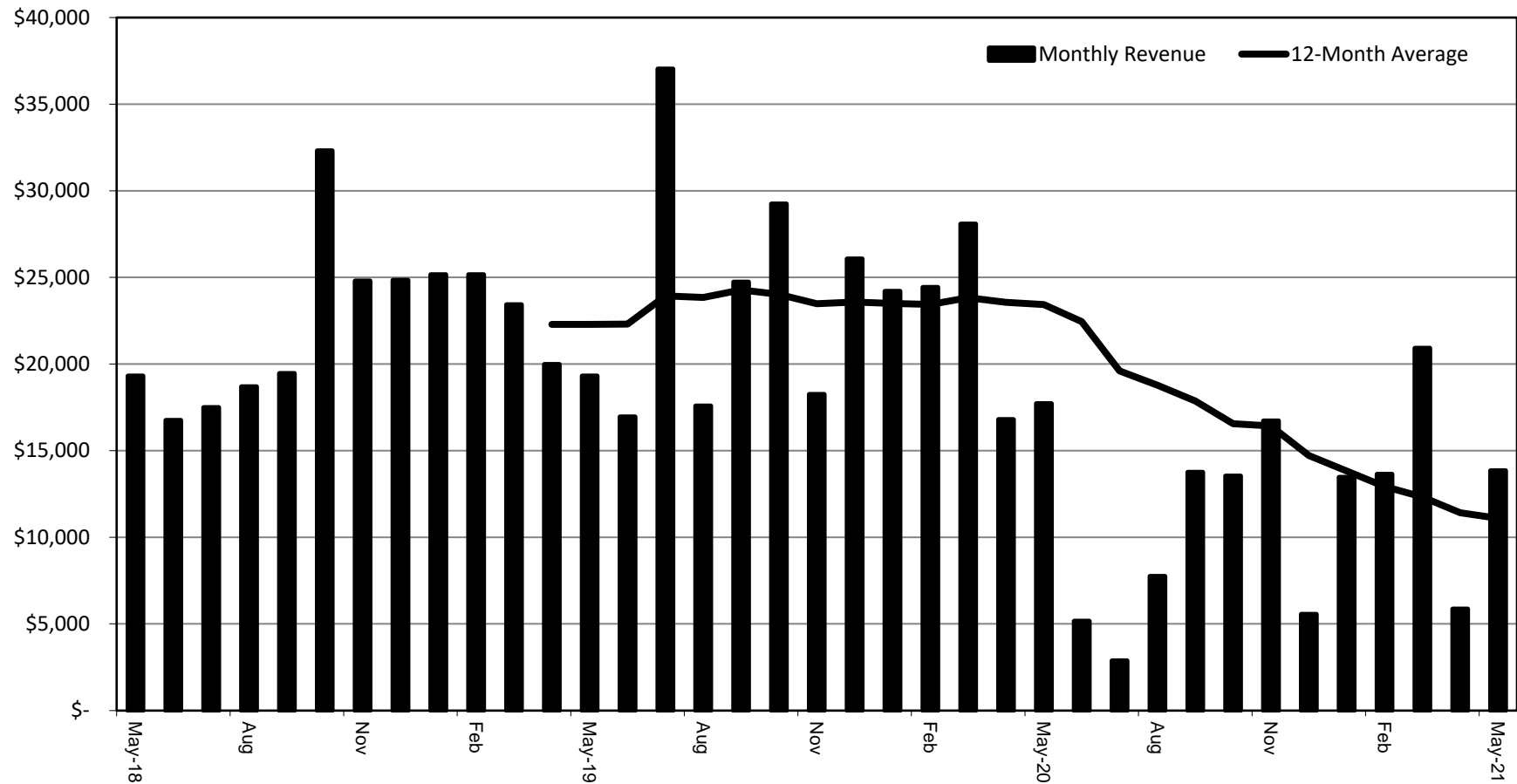
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2018-2021



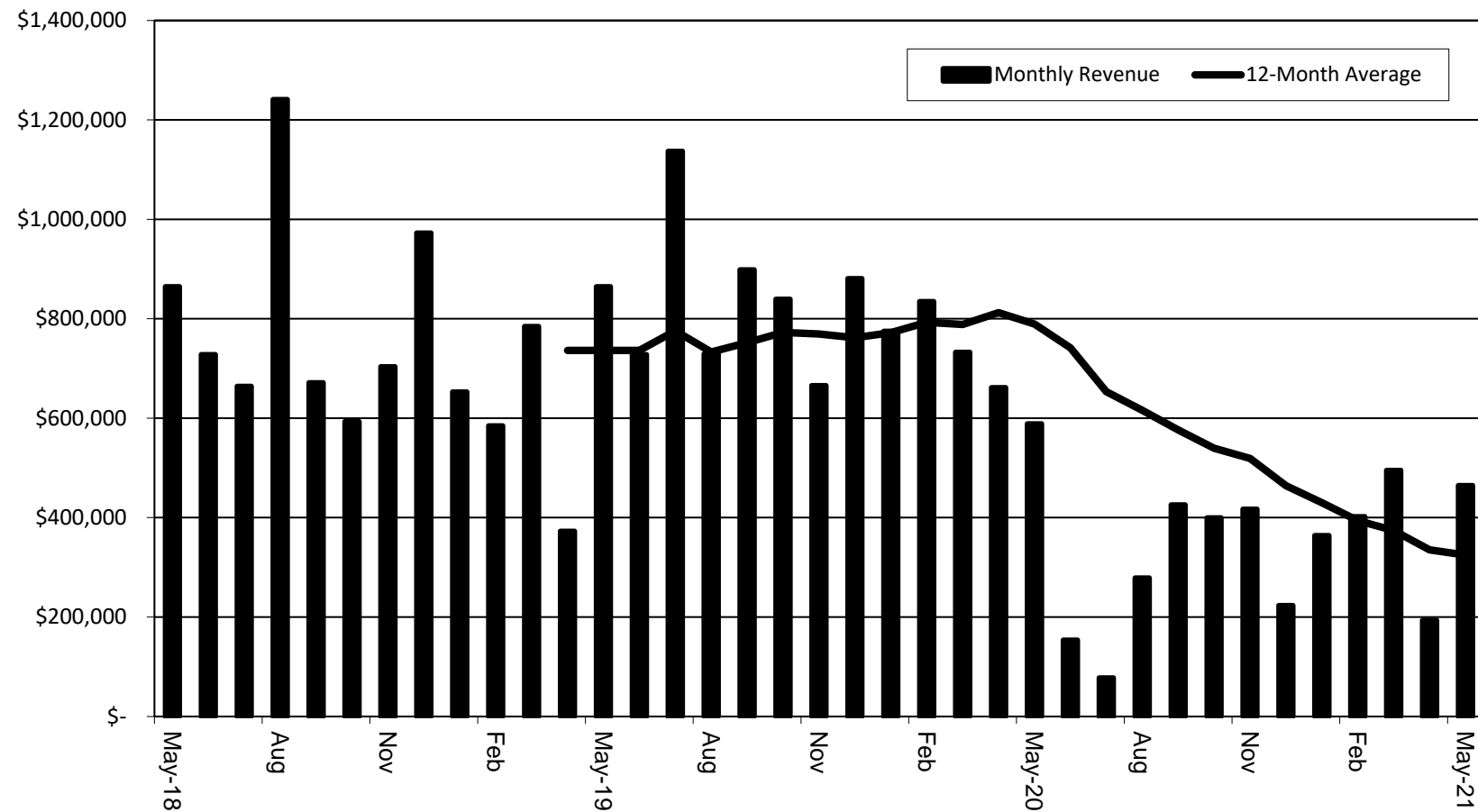
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2018-2021



*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier .*

# NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2018-2021



*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*