



Commission Meeting Materials

March 2021 – Electronic Meeting



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2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201 • (703) 524-3322

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Meeting Overview

NVTC’s March 4, 2021 meeting will be an electronic meeting, which is possible since Governor Northam signed into law a legislative amendment to provide authority for public bodies, such as NVTC, to conduct electronic meetings during a declared state of emergency when it is impracticable or unsafe to assemble a quorum in a single location. The public will be able to access the audio live stream through YouTube and Facebook Live.

Action Items

- Resolution “Finding Need to Conduct the February 4 NVTC Meeting Electronically”
- Resolution “Authorize the Delay in Approving the NVTC FY 2022 General and Administrative Budget FY 2022”
- Authorize the Chair to Send Comments on the WMATA FY 2022 Budget

Other Meeting Highlights

- Public Comment Received during Declared Emergency
- Presentation by WMATA General Manager/CEO Paul Wiedefeld
- Presentation by VDOT Officials on the I-66 Inside the Beltway Corridor
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director
- Legislative Update
- Commuter Choice Update

Table of Contents

NVTC March 4, 2021 Meeting Agenda.....	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Consent Agenda.....	5
Agenda Item 3 Minutes.....	11
Agenda Item 4 Washington Metropolitan Area Transit Authority (WMATA)	33
Agenda Item 5 Legislative Update	42
Agenda Item 6 Commuter Choice Program	45
Agenda Item 7 Virginia Railway Express (VRE).....	49
Agenda Item 8 Department of Rail and Public Transportation (DRPT).....	77
Agenda Item 9 Executive Director Report	80

**NVTC COMMISSION MEETING
THURSDAY, MARCH 4, 2021
Via Electronic Participation
Public Streaming Via YouTube
7:00 P.M.**

AGENDA

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

6:00 p.m. – Executive Committee Meeting via electronic participation

- 1. Opening Remarks**
- 2. ACTION ITEM: Approve the Consent Agenda (subject to approval by the chair)**
 - A. Approve Resolution #2440: Finding Need to Conduct the March 4, 2021 NVTC Meeting Electronically**
 - Public Comments Received During Declared State of Emergency
 - B. Approve Resolution #2441: Authorize the Delay in Approving the NVTC FY 2022 General and Administrative Budget**
- 3. ACTION ITEM: Approve the Minutes of the February 4, 2021 NVTC Meeting**
- 4. Washington Area Transportation Authority (WMATA)**
 - A. Presentation by WMATA General Manager/CEO Paul Wiedefeld
 - B. WMATA COVID-19 Response
 - C. Report from the Virginia WMATA Board Members
 - D. Other WMATA News
 - E. Report from the Chair of the NVTC WMATA Committee
 - **ACTION ITEM: Authorize the Chair to Send Comments to WMATA on the FY 2022 Operating and Capital Budget and FY 2022 – FY 2027 Capital Improvement Program**
- 5. Legislative Update**
 - A. Virginia General Assembly Session Update
 - B. Federal Update

6. Commuter Choice Program
 - A. Commuter Choice on the I-66 Corridor Round Four Update
 - Presentation by the Virginia Department of Transportation
 - B. Commuter Choice on the I-395/95 Corridor Round Two Project Eligibility
7. Virginia Railway Express (VRE)
 - A. VRE COVID-19 Response
 - B. VRE CEO Report and Minutes
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 and Scott Kalkwarf
DATE: February 25, 2021
SUBJECT: Consent Agenda (subject to approval of the chair)

At the March meeting the Commission will be asked to approve the Consent Agenda, which includes a resolution to conduct the meeting electronically and a resolution to approve the delay in the FY 2022 budget approval process.

ACTION ITEM: Approve the CONSENT AGENDA

A. Approve Resolution #2440: Finding Need to Conduct the March 4, 2021 NVTC Meeting Electronically

The Commission is asked to approve Resolution #2440, which allows NVTC to confirm that the current declared COVID-19 public health emergency makes it both impracticable and unsafe for the Commission to assemble in a single location on March 4, 2021 to discuss and transact the business of the Commission. Furthermore, the resolution states that the items on this meeting's agenda are statutorily required or necessary to continue operations of the Commission and the discharge of the Commission's lawful purposes, duties and responsibilities. This is possible since Governor Northam signed legislation in response to the COVID-19 public health emergency to provide authority for public bodies, such as NVTC, to conduct electronic meetings during a declared state of emergency when it is impracticable or unsafe to assemble a quorum in a single location.

▪ Public Comments Received During Declared Emergency

According to the legislation signed by Governor Northam in response to the COVID-19 public health emergency ([budget amendment 137: Allow policy-making boards to meet virtually during emergency declarations, Item 4-0.01](#)), a public body or governing board convening a meeting in accordance with this subdivision shall make arrangements, if the means of communication allows, to provide the public with an opportunity to comment.

In advance of the March 4 meeting, NVTC solicited written comments from the public via [Google Forms through NVTC's website](#). Comments received by 3:00 p.m. on March 4 will be provided to Commissioners ahead of the meeting and Commissioners will have an opportunity to respond to the comments at the March 4 meeting.

B. Approve [Resolution #2441](#): Authorize the Delay in Approving the NVTC FY 2022 General and Administrative Budget

The Commission is asked to approve [Resolution #2441](#), which will authorize relief from NVTC's budget approval deadline for the FY 2022 General and Administrative Budget. As discussed at the February 4 NVTC Commission meeting, the Executive Committee recommends waiting to approve NVTC's budget until after the jurisdictions approve their FY 2022 budgets this spring and after updated revenue projections from the Commonwealth.

According to the [NVTC By-Laws](#), the executive director is to submit a proposed budget for the succeeding fiscal year to the Executive Committee for approval prior to January, which is then submitted to the Commission for action by its January meeting. Back in November 2020, the Commission passed [Resolution #2423](#) delaying the budget approval process up until March 2021 while NVTC waited for revised state assistance projections for FY 2022 from the Department of Rail and Public Transportation (DRPT), information that is important in the development of NVTC's budget. NVTC staff, after conferring with NVTC legal counsel and based on the recommendation of the Executive Committee, is seeking Commission approval to again delay the budget approval process in which the FY 2022 General and Administrative Budget would be submitted to the Executive Committee and the full Commission for approval no later than the June 2021 Commission meeting. This delay will not impact the FY 2022 budget since it does not commence until July 1, 2021.

RESOLUTION #2440

SUBJECT: Finding Need to Conduct the March 4, 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 March 4, 2021, to discuss and transact the

business of the Commission listed on the March 4, 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 March 4, 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 March 4, 201 Commission Meeting Agenda are encompassed within the continuity of operations ordinances adopted by several member localities of the Northern Virginia Transportation Commission as essential to the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Approved this 4th day of March 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

**RESOLUTION #2441**

- SUBJECT:** Authorize the Delay in Approving the NVTC FY 2022 General and Administrative Budget
- WHEREAS:** According to the NVTC By-Laws, the executive director is to submit a proposed budget for the succeeding fiscal year to the Executive Committee for approval prior to January, which is then submitted to the Commission for action by its January meeting;
- WHEREAS:** Revenues to support NVTC's general and administration budget come from direct contributions from the member jurisdictions, an amount taken off the top of state aid received by NVTC on behalf of its member jurisdictions, and from toll revenues from the Commuter Choice program;
- WHEREAS:** At its October 1, 2020 meeting, the Commission approved the notice of direct contributions for FY 2022 from its member jurisdictions;
- WHEREAS:** NVTC and the Commonwealth Transportation Board approve the administrative expenses associated with the Commuter Choice program on a schedule that aligns with the project selection process;
- WHEREAS:** State aid received by NVTC comes from a portion of the Department of Rail and Public Transportation (DRPT) operating and capital assistance for its WMATA compact members' annual commitments to WMATA and those jurisdictions' local transit systems;
- WHEREAS:** At its November 5, 2020 meeting, the Commission approved Resolution #2423 to delay the budget approval process while waiting for DRPT to provide updated FY 2022 statewide revenue projections for operating and capital assistance for its WMATA compact members' annual commitments to WMATA and those jurisdictions' local transit systems as a result of the COVID-19 pandemic, which limited NVTC in its ability to prepare an informed FY 2022 General and Administrative Budget;
- WHEREAS:** The NVTC Executive Committee recommends a further delay in the budget approval process until after the jurisdictions approve their FY 2022 budgets in the spring of 2021, to allow Commissioners to have more insights into the unique budget challenges the jurisdictions are facing due to impacts of the COVID-19 pandemic; and
- WHEREAS:** A delay in approving NVTC's FY 2022 General and Administrative Budget until June 2021 will not impact NVTC operations as FY 2022 does not commence until July 1, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission, for the purposes of the Commission's FY 2022 General and Administrative Budget, hereby suspends the requirement in the NVTC By-Laws regarding the January deadline for submitting the proposed annual budget for Executive Committee and Commission action to allow for a delay in the budget approval process.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director to submit the proposed FY 2022 General and Administrative Budget to the Executive Committee and the Commission to be submitted for action by the full Commission no later than the June 2021 Commission meeting.

Approved this 4th day of March 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer

MINUTES
NVTC COMMISSION MEETING – FEBRUARY 4, 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
John J. Bell
Elizabeth Bennett-Parker
Katie Cristol
John Foust
Libby Garvey
Paul Krizek
Jeff McKay
David Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Dalia Palchik
Paul Smedberg
David Snyder
Dan Storck (Alternate, Fairfax County)
Mike Turner
James Walkinshaw

Members Not Present

Adam Ebbin
Matt de Ferranti
Eileen Filler-Corn
Matt Letourneau
David Reid
Richard Sullivan

Staff Present via Electronic Participation

Kate Mattice, Executive Director	Zachary Smith
Matt Cheng	Melissa Walker
Andrew D’huyvetter	Aimee Perron Seibert
Matt Friedman	Steve MacIsaac (legal counsel)
Allan Fye	Rich Dalton (VRE)
Rhonda Gilchrest	Christine Hoeffner (VRE)
Scott Kalkwarf	Mark Schofield (VRE)
Ben Owen	Greg Potts (WMATA)

Opening Remarks

Chair Cristol welcomed everyone to the February 4, 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 Gilchrest then called the roll and confirmed a quorum was present.

Chair Cristol took a moment to recognize that today, February 4, is Transit Equity Day in honor of the legacy and contribution of Rosa Parks, the Civil Rights leader who challenged inequity by refusing to give up her seat on a segregated Montgomery, Alabama bus in 1955. February 4 was Rosa Park's birthday, so today is a fitting day to honor, celebrate and remember NVTC's commitment to transit equity throughout this region. Rosa Parks' courageous actions resulted in her arrest, the Montgomery Bus Boycott, and ultimately, the United States Supreme Court decision that declared segregation on buses unconstitutional. Chair Cristol noted that the nation still has a long way to go, but today, public transit is now a key method to provide equitable access to jobs, education, and community engagement.

Chair Cristol reviewed the Agenda and action items and noted that there will be a Closed Session at the end of the Agenda. Commissioners were provided with two blue items prior to the meeting, which include an updated Resolution #2438 to approve NVTC's state transit grant applications with the final information provided by the jurisdictions and a list of applications received under the Commuter Choice on the I-395/95 Corridor program, as well as confidential information for the Closed Session.

Chair Cristol also announced the release of NVTC's latest Annual Report, reflecting all the accomplishments of the Commission this last year – which starting with big news of the transportation omnibus bill and spiraled into new life under COVID. Yet, through all of it, the Commission accomplished quite a bit. A digital copy of the Annual Report will be provided to Commissioners and other stakeholders. She acknowledged NVTC's Manager of Outreach and Communications Matt Friedman for his great work on this report.

Consent Agenda

Chair Cristol stated that there are two items on the Consent Agenda, which includes Resolution #2437: Finding Need to Conduct the February 4, 2021 Meeting Electronically and Resolution

#2438: Approve the FY 2022 State Transit Assistance Applications to DRPT. Before the vote, Ms. Mattice reported that no public comments were received prior to the meeting.

Ms. Garvey moved, with a second by Mr. McKay, 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, Bell, Bennett-Parker, Cristol, Foust, Garvey, Krizek, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw. (Copies of the resolutions are attached.)

Minutes of the January 7, 2021 NVTC Commission Meeting

Ms. Palchik moved, with a second by Ms. Bennett-Parker, to approve the minutes of the January 7, 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, Bell, Bennett-Parker, Cristol, Foust, Garvey, Krizek, McKay, Meyer, Palchik, Snyder, Turner and Walkinshaw. (Mr. Smedberg did not participate in the roll call vote.)

Washington Metropolitan Area Transit Authority

Chair Cristol asked Mr. Smedberg to give the WMATA Board Member Report, followed by WMATA Committee Chair Aguirre.

Report from Virginia WMATA Board Members. Mr. Smedberg reviewed a number of recent WMATA Board actions, including approval of an amendment to the FY 2021 WMATA Operating Budget. With an infusion of federal aid from the second relief bill, WMATA is able to use \$95.6 million in new federal aid to continue essential transit services and avoid layoffs that were previously approved for the end of FY 2021. Starting in the spring, the region can expect the following levels of service:

- Metrorail will standardize weekday and off-peak rail service frequencies on each line, operating from 5:00 a.m. to 11:00 p.m.
- Metrobus service will increase to 82% of pre-pandemic service. Metrobus is currently operating at 78% of pre-pandemic service and added service will help reduce crowding and restore service on some additional lines.

Mr. Smedberg stated that last month the WMATA Board also authorized a public hearing on revisions to the GM/CEO's proposed FY 2022 Budget and FY 2022 – 2027 Capital Improvement Program. Since the last Commission meeting, the NVTC WMATA Committee met and had a good discussion on the proposed FY 2022 WMATA Budget. Mr. Smedberg noted that WMATA Committee Chair Aguirre and NVTC staff will provide additional information later in the Agenda.

Mr. Smedberg also gave an update on the advancement of the federal reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA), which would provide \$150 million for WMATA over a 10-year period. He recognized Senator Warner, who plans to introduce the Senate bill, and Congressman Connolly, who introduced the House bill. However, the two versions are not identical.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Aguirre reported that the WMATA Committee met on January 21 and had a robust discussion on recent revisions to WMATA's proposed FY 2022 Budget. This revised proposed budget fully utilizes additional federal aid to maintain service levels and postpone layoffs until about January of 2022 when more service cuts and layoffs would be needed to close the remaining budget gap. The actions necessary to close the budget gap and the individual trade-offs they entail was a source of much discussion by committee members. He asked Mr. D'huyvetter to provide an overview of the budget and themes for NVTC's WMATA budget letter, which incorporates the committee's comments.

Mr. D'huyvetter provided an overview of the revisions to WMATA's proposed FY 2022 Budget and a summary of the NVTC WMATA Committee's discussion and comments from their January 21 meeting. These comments, along with comments from Commissioners from this meeting, will be the basis for the letter which staff will submit as part the public comment period on the WMATA budget.

Mr. D'huyvetter stated that WMATA estimates to receive approximately \$610 million as part of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) in December. Even with the additional relief funding, WMATA projects a funding gap of approximately \$209.8 million for the FY 2022 Operating Budget. Last month the WMATA Board received an update on the proposed budget and authorized the budget to go out for public comment. The proposed budget gap is addressed in a number of ways. The first includes management actions, which total approximately \$58 million in savings, and include contractor cost reductions, deferment of wage increases for non-represented and represented personnel, and employee management programs such as voluntary separation. To address the remaining budget gap, WMATA has proposed Metrobus and Metrorail service reductions, which would begin in January 2022 when WMATA expects the additional federal aid to be exhausted. He reviewed the different proposed service reductions.

Mr. D'huyvetter explained that the proposed FY 2022 Budget proposal forgoes the 3% subsidy growth; assumes the Silver Line Phase 2 service begins in July 2021; does not shift additional operating expenses to the capital program; and includes an estimated \$108 million for additional COVID-19 relief aid for local bus operators.

Mr. D'huyvetter then reviewed the themes of NVTC's letter to WMATA on its FY 2022 Budget, which includes the feedback from WMATA Committee members:

- Open Silver Line Phase 2 as soon as possible with full service to all stations.
- Minimize, to the greatest extent possible, shifting operating expenses to the capital program for preventive maintenance to maintain a state of good repair for the capital program and preserve dedicated funding debt capacity.
- Maintain a dependable and sufficient level of service throughout FY 2022 by avoiding significant service reductions in the second half of FY 2022 that would adversely impact essential workers' much-needed access to transit and curtail the region's recovery efforts.
- Engage regional employers to develop innovative solutions to increase ridership as the region recovers while implementing strategies to demonstrate that it is safe to return to transit.

- Continue to seek additional federal support to avoid layoffs and support the region in recovering from the economic fallout of the pandemic.

Mr. D’huyvetter explained that staff will incorporate Commissioner’s comments from this meeting and then work with WMATA Committee Chair Aguirre to refine and develop a draft letter. At the March Commission meeting, staff anticipates asking the Commission to authorize Chair Cristol to submit the letter of comments on the FY 2022 WMATA Budget.

WMATA Chair Aguirre stated that staff will continue to monitor the budget and engage with WMATA staff and Virginia’s WMATA Board members. He also encouraged individual jurisdictions to submit their own comments to WMATA. Staff will continue to update the themes of the letter and will bring them back at the next meeting.

Chair Cristol stated that there is a real balance to using the federal relief funds wisely and keeping service levels to meet demand, but also recognizing not losing individuals and their talents through layoffs. Ms. Palchik stated that she and many of her colleagues are eager to see completion of the Silver Line Phase 2. She supports the theme of engaging regional employers to develop innovative solutions to increase ridership. She asked if it should be broadened to also engage universities and other educational entities.

Mr. Meyer stated that regarding the second bulleted theme, there is consensus from the WMATA Committee that the region does not want to see layoffs and degradation of service. Having said that, he stated that there is an acknowledgement that it may be necessary for a one-time shift of operating funds for capital. However, he noted that this is what got WMATA into trouble in the past by not investing in preventative maintenance and keeping the Metro system in a state of good repair. He emphasized that it is not a good practice long-term to shift operating funds and he personally would like to see a strong firewall between the capital fund and the operating fund.

Mr. Bell asked if WMATA has plans in place on how it would use additional federal relief funding if provided. Mr. Smedberg replied that WMATA staff is working closely with the congressional delegation but to be honest, it was a heavy lift to pass the second round of funding. He is not sure about a third round of funding, although there is some interest in funding specific projects. Mr. Bell stated that it is disappointing to hear there is not more support for transit. If the country wants the economy to come back, it will be much quicker if the transportation infrastructure is working.

Mr. Snyder stated that the third bulleted theme is important and expressed his opinion that it is much better to moderate service levels rather than start with high levels of service and then drop service way down, which would basically eliminate rail as a useable transit option. He urged a smooth approach to FY 2022 service levels. He also noted that it is important to keep an eye on how the region and country are getting control of the pandemic.

Mr. Smedberg announced that he and Mr. Alcorn will be participating in Virginia’s public hearing on the budget scheduled for March 10. Chair Cristol announced that WMATA General Manager/CEO Paul Wiedefeld is expected to attend NVTCT’s March meeting.

NVTC's FY 2022 General and Administrative Budget and 2021 Work Plan

NVTC's FY 2022 General and Administrative Budget. Chair Cristol reminded Commissioners that back in November, the Commission passed a resolution to shift the discussion and approval of NVTC's FY 2022 General and Administration budget until this winter so that the staff could have the most up to date information to help inform the discussions. Although NVTC's budget is primarily funded by state aid to the jurisdictions, there is also a recognition that the NVTC budget process is now caught up in the jurisdictions' budget processes. She explained that the Executive Committee has discussed the NVTC budget process and is recommending that the final decision on NVTC's budget be again deferred until after the jurisdictions have passed their budgets later this spring. NVTC does not need to approve the budget until the June meeting as the fiscal year does not start until July 1, 2021. She encouraged Commissioners to comment on this approach and if they have any objections. The budget would be presented later in the spring for Commissioner comment and discussion, followed by action to approve a month later.

Ms. Garvey expressed her opinion that postponing approval of the budget is a smart approach. She is pleased to see the Work Plan includes a number of post-COVID-19 initiatives, such as the marketing campaign and transit analysis.

Ms. Mattice gave a brief overview of the budget process, cost drivers for the FY 2022 budget, and sources of funding. She explained that for FY 2021, NVTC managed \$228 million in state aid for the jurisdictions. NVTC's "overhead" is less than 1.2% of the state aid. She quickly outlined the two budget options to maintain near zero growth in the G&A budget, while covering fixed cost obligations and supporting a strong professional staff.

Public Comment on NVTC's Work Plan. Ms. Mattice explained that each year the public is given an opportunity to provide comments to the Commission regarding NVTC's upcoming Work Plan. NVTC's public comment period on the draft Work Plan was held from January 19 through February 3, 2021. Due to the ongoing public COVID-19 emergency, NVTC conducted in-depth outreach seeking comments and offered the following four ways to submit comments remotely – from direct email, on NVTC's website, via voicemail, and by submitting a video. However, NVTC did not receive any comments this year. Ms. Mattice reviewed the highlights of the Work Plan, including NVTC deliverables and actions.

Report from the Chair of the Legislative and Policy Committee

Legislative and Policy Committee Chair David Meyer reported that the committee met on February 2 to discuss key bills in the 2021 General Assembly Session and the potential for federal infrastructure legislation with the new Administration and Congress. Because of last year's transportation omnibus bill and the General Assembly's actions to reduce the impact of the pandemic on local transit operators during the Special Session, state legislators have not offered many transportation-related bills this Session. However, local cities and counties continue to face revenue losses resulting from the COVID-19 pandemic. To help support its localities, NVTC has requested a budget amendment for a one-time allocation of \$30 million in General Funds to help their localities pay their FY 2022 Metro bill. Over the last two days, NVTC Executive Committee

and Legislative and Policy Committee members have been calling and sending letters to key General Assembly members to voice their support for this one-time budget request. He explained that there is an educational challenge to help legislators understand that this is a different issue than the federal relief funding to WMATA. The \$30 million would help the jurisdictions meet their commitments to WMATA. He stated that it is important to convey to legislators that the jurisdictions are facing severe budget challenges and keeping transit running is critical to the region's and the state's economic recovery.

Ms. Perron Seibert thanked those Commissioners who reached out to legislators over the last few days, especially since it is important for them to hear from the jurisdictions. She also thanked NVTC's legislative members for all their hard work during the Session. One of the big issues is that the revenue reforecast does not come out until after the budget is released on Sunday.

Delegate Krizek reviewed the importance of the next several days as the General Assembly leading up to the release of the budget. He stated that it has been a very busy Session and as it is virtual, there are challenges in being able to lobby legislators. Cross-Over Day is February 5 and the Special Session will start next Wednesday. Senator Bell agreed that it has been a challenging Session. He noted that Virginia's economy is resilient. He, along with his other NVTC legislative members, are fighting for NVTC and public transportation. If Virginia wants to have its economy rebound, it is important to have a good transit system. It is important to continue to get the message out to that transit is safe.

Commuter Choice Update

Chair Cristol reported that the application period for the Commuter Choice on the I-395/95 Corridor Round Two program closed last week. She asked Commuter Choice Senior Program Manager Ben Owen to review the list of applications received and provide other updates on the I-66 Commuter Choice program.

For the Commuter Choice on the I-66 Corridor, Mr. Owen reminded Commissioners that the Round Four program was split into two (initial and supplemental programs) due to the reductions in toll revenues caused by the pandemic. The initial program was approved by NVTC and the Commonwealth Transportation Board (CTB) late last year. Staff is currently working with the recipients on their Standard Project Agreements. Looking ahead to the supplemental program, which will be based on available funding, staff is working with its Commonwealth partners on potential revenue estimates. For the first two quarters of FY 2021, I-66 Inside the Beltway toll revenue did not rebound and VDOT has not collected enough revenue to transfer any funds to NVTC for the Commuter Choice program. Staff plans to return next month with more information.

For the Commuter Choice on the I-395/95 Corridor, Mr. Owen reported that NVTC received 18 applications totaling \$26.2 million. The applications will now go through the eligibility review process and staff will present the list of eligible projects at the next Commission meeting, which will be followed by the scoring process. NVTC expects to receive approximately \$30 million over the next two years for the I-395/95 Commuter Choice program.

Virginia Railway Express

Chair Cristol stated that there are no VRE action items this month, although the Closed Session at the end of the Agenda pertains to VRE. She asked Mr. Dalton to give his CEO Report.

Mr. Dalton reported that VRE continues to operate at reduced service levels. He reviewed the measures VRE is taking to address the COVID-19 public health emergency. Mr. Dalton stated that this week the federal mask mandate went into effect. VRE was already under the state mask mandate and continues to see near 100% compliance with the mask requirement. He reported that on-time performance for the month of January was 92% systemwide with average daily ridership of approximately 1,000.

DRPT Report

DRPT Director Mitchell encouraged Commissioners to read the written DRPT Report. She stated that regarding the statewide capital funding application process that ended on February 1, DRPT received 557 requests totaling \$221 million, of which \$157 million are for state of good repair projects and \$65 million in expansion projects. However, there is only \$69 million available.

Ms. Mitchell stated that DRPT will be looking to make sure it can meet its WMATA funding commitments. The draft Six-Year Improvement Program (SYIP) is expected to be presented to the Commonwealth Transportation Board in March. The Commonwealth expects a \$22 million gap in the WMATA capital funding commitment, which is a result in the dramatic decrease in the transient occupancy tax revenue. The Commonwealth expects similar shortfalls will continue into the future years until tourism and hotel occupancy returns back to normal. DRPT is looking for ways to fill this gap.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She reviewed several upcoming meetings, including the next NVTC Meeting on March 4 with WMATA General Manager/CEO Paul Wiedefeld participating. She encouraged Commissioners to be on the lookout for NVTC's new marketing campaign which went live last week on radio, social media sites and streaming sites. She asked NVTC Communications and Outreach Manager Matt Friedman to give a brief presentation on the current media campaign.

Mr. Friedman reported that NVTC's regional marketing campaign launched Monday, January 25, which was made possible by a grant from DRPT with local matches from Arlington and Fairfax Counties; the cities of Alexandria, Falls Church and Fairfax; as well as OmniRide and VRE. This is NVTC's second regional marketing campaign. The first one followed the summer 2019 shutdown of six Metrorail stations in Northern Virginia. This year's campaign theme is "Moving Forward Together" with the tagline "public transit is here to get you there."

Mr. Friedman explained that Phase 1 of the campaign includes display ads (WTOP.com, WAMU.com, DCist.com and other online sites), social media ads (Facebook, Instagram, Twitter,

LinkedIn), radio, audio streaming and podcast ads (during news and traffic reports on WTOP and WAMU, as well as the Kojo Nnamdi Show on WAMU). Phase 2 will include video ads which are currently in development (YouTube and OTT (Over the top television)).

Mr. Friedman explained that all ads direct people to the redesigned Novarides.org website. The website still includes trip-planning resources for all of the transit providers that serve Northern Virginia and adds COVID-19 and public transit resources.

Mr. Friedman stated that similar to the last marketing campaign, staff will receive updates on the performance of the ads throughout the campaign. So far, there were 1,245 visitors through February 3 (7% of last campaign total of 17,590).

Mr. Snyder asked if staff has considered using testimonials from people who are using transit to show others that it is safe to use. Mr. Friedman replied that this is a great idea and staff can take it under consideration but noted that there are budget limitations, so staff has been focusing on animated video clips versus “live” videos. However, there may be ways to use transit rider’s “stories” in social media. Ms. Mattice also noted that local transit providers are doing some of this already.

Mr. Snyder stated that he would also like more information on toll revenues regarding the I-66 Inside the Beltway tolls. Ms. Mattice stated that staff is already working with VDOT staff and plan to come back in March with more details and will invite VDOT to brief the Commission.

Ms. Garvey agreed that video testimonials are a good idea and stated that the Northern Virginia Regional Commission (NVRC) has done some of that type of marketing. Ms. Palchik stated that she likes the message of the campaign and agreed that there might be some opportunity to connect with NVRC with what they are doing. She asked about targeting some of the Spanish-speaking media.

Ms. Mattice noted that the Financial Report for December 2020 was provided to Commissioners in their meeting materials. There were no questions from Commissioners.

Closed Session

Chair Cristol reviewed the Closed Session procedures for the benefit of the listening public. She stated that the livestream will resume when the committee returns to Open Session. Ms. Cristol moved, with a second by Mr. Aguirre, the following motion to go into Closed Session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A.3 of the Code of Virginia), the Northern Virginia Transportation Commission moves to convene a Closed Session to discuss one matter involving the acquisition of real property for public purposes relating to the Broad Run VRE station where discussion in public would adversely affect the Commission’s negotiating strategy and bargaining position.

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bell, Bennett-Parker, Cristol, Foust, Garvey, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw. (Mr. Krizek did not participate in the vote.)

The Commission entered into Closed Session at 8:39 p.m. Staff who also participated in the Closed Session included Ms. Mattice, Mr. MacIsaac, Mr. Dalton, Mr. Schofield and Ms. Hoeffner. The Commissioner returned to Open Session at 9:22 p.m.

Chair Cristol moved, with a second by Ms. Palchik, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote was conducted by a roll call vote and the motion passed. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bennett-Parker, Cristol, Foust, Garvey, McKay, Meyer, Palchik, Smedberg, Snyder, Turner and Walkinshaw. (Mr. Bell and Mr. Krizek did not participate in the vote.)

Ms. Bennett-Parker moved, with a second by Mr. Bell, to approve Resolution #2439 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Bell, Bennett-Parker, Cristol, Foust, Garvey, McKay, Meyer, Palchik, Smedberg, Turner and Walkinshaw. Mr. Snyder abstained. (Mr. Krizek did not participate in the vote.)

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:06 p.m.

Approved this 4th day of March 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2437

- SUBJECT:** Finding Need to Conduct the February 4, 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 February 4, 2021, to discuss and transact the business of the Commission listed on the February 4, 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 February 4, 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 February 4, 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 4th day of February 2021.



Dalia Palchik
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2438

SUBJECT: Approve the FY 2022 State Transit Assistance Applications to DRPT

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

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

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY 2022 commencing July 1, 2021 in the amount of \$133.5 million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

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

- 1) To file applications to DRPT for grants of public transportation assistance for FY 2022 for capital expenses totaling \$136.5 million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

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

- 1) To file FY 2022 VRE applications to DRPT in the amount of \$57.1 million in eligible operating costs and \$5.5 million in non-federal costs for capital (\$27.7 million total costs);
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and

- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

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

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

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

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

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

Approved this 4th day of February 2021.



Dalia Palchik
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2439

- SUBJECT:** Concurrence in PRTC Authorizing a Bona Fide Offer to Purchase the Land and Improvements Located in Prince William County at 10305 Piper Lane and (AKA 10307–10367 Piper Lane), 10405 Piper Lane and 10236 Residency Road, Manassas, Virginia 20110, and in the City of Manassas at 10599 Residency Road, Manassas, Virginia 20110, GPINs 7594-99-5687, 7594-99-5235, AND 7695-00-2208 in Prince William County, and 092/01 00/60C in the City of Manassas, Consisting of 712,135 Square Feet, More or Less, Pursuant to Section 25.1-204 of the Code of Virginia
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) is a transportation district commission and political subdivision of the Commonwealth of Virginia established in accordance with the provisions of the Transportation District Act of 1964, Sections 33.2 – 1900 et seq. of the Code of Virginia, 1950, as amended;
- WHEREAS:** The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (“Commissions”), also a transportation district commission and political subdivision of the Commonwealth of Virginia established in accordance with the provisions of the Transportation District Act of 1964, §§ 33.2 – 1900 et seq. of the Code of Virginia, 1950, as amended, jointly own and operate the Virginia Railway Express commuter rail service (“VRE”), the details of which partnership are set forth in the Master Agreement for the Provision of Commuter Rail Services in Northern Virginia entered into between and among the Commissions and the counties of Arlington, Fairfax, Prince William, Stafford, and Spotsylvania, and the cities of Alexandria, Fredericksburg, Manassas, and Manassas Park;
- WHEREAS:** Since 2015, the Commissions have analyzed alternatives for expansion of VRE facilities in the western part of Prince William County, and determined that the preferred alternative was a project to expand and enhance the VRE rail equipment maintenance and storage facility at the Broad Run VRE commuter rail station, including the construction, maintenance, and operation of additional commuter rail parking for VRE patrons using the Broad Run VRE station;
- WHEREAS:** Through engineering analysis, privately owned property hereafter described has been identified as the proper location for the required additional commuter rail parking, and necessary due diligence has been completed regarding the use of the property for this purpose including engineering, title examination, environmental study, and an appraisal;
- WHEREAS:** The Commissions have determined that the aforesaid privately owned property should be acquired for VRE purposes; and

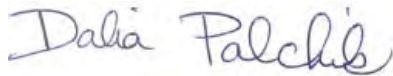
WHEREAS: Since the property is located within its territory and the use of eminent domain may become necessary, the Potomac and Rappahannock Transportation Commission will take lead responsibilities to acquire the property on behalf of the Commissions and the Northern Virginia Transportation Commission will be asked to evidence its concurrence with actions required to be taken by the Potomac and Rappahannock Transportation Commission.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission ("Commission") hereby concurs with the actions taken by the Potomac and Rappahannock Transportation Commission in the resolution attached hereto.

Approved this 4th day of February 2021.



Katie Cristol
Chair



Dalia Palchik
Secretary-Treasurer

MOTION: BODDYE

SECOND: ANGRY

RE: AUTHORIZING A BONA FIDE OFFER TO PURCHASE THE LAND AND IMPROVEMENTS LOCATED IN PRINCE WILLIAM COUNTY AT 10305 PIPER LANE (AKA 10307 – 10367 PIPER LANE), 10405 PIPER LANE AND 10236 RESIDENCY ROAD, MANASSAS, VIRGINIA 20110, AND IN THE CITY OF MANASSAS AT 10599 RESIDENCY ROAD, MANASSAS, VIRGINIA 20110, GPINs 7594-99-5687, 7594-99-5235, AND 7695-00-2208 IN PRINCE WILLIAM COUNTY, AND 092/01 00/60C IN THE CITY OF MANASSAS, CONSISTING OF 712,135 SQUARE FEET, MORE OR LESS, PURSUANT TO SECTION 25.1-204 OF THE CODE OF VIRGINIA

ACTION: APPROVED

WHEREAS, the Potomac and Rappahannock Transportation Commission is a transportation district commission and political subdivision of the Commonwealth of Virginia established in accordance with the provisions of the Transportation District Act of 1964, Sections 33.2 – 1900 et seq. of the Code of Virginia, 1950, as amended; and

WHEREAS, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission (“Commissions”), also a transportation district commission and political subdivision of the Commonwealth of Virginia established in accordance with the provisions of the Transportation District Act of 1964, §§ 33.2 – 1900 et seq. of the Code of Virginia, 1950, as amended, jointly own and operate the Virginia Railway Express commuter rail service (“VRE”), the details of which partnership are set forth in the Master Agreement for the Provision of Commuter Rail Services in Northern Virginia entered into between and among the Commissions and the counties of Arlington, Fairfax, Prince William, Stafford, and Spotsylvania, and the cities of Alexandria, Fredericksburg, Manassas, and Manassas Park; and

WHEREAS, since 2015, the Commissions have analyzed alternatives for expansion of VRE facilities in the western part of Prince William County, and determined that the preferred alternative was a project to expand and enhance the VRE rail equipment maintenance and storage facility at the Broad Run VRE commuter rail station, including the construction, maintenance, and operation of additional commuter rail parking for VRE patrons using the Broad Run VRE station; and

WHEREAS, through engineering analysis, privately owned property hereafter described has been identified as the proper location for the required additional commuter rail parking, and necessary due diligence has been completed regarding the use of the property for this purpose including engineering, title examination, environmental study, and an appraisal;

WHEREAS, the Commissions have determined that the aforesaid privately owned property should be acquired for VRE purposes.

NOW, THEREFORE, BE IT RESOLVED by the Potomac and Rappahannock Transportation Commission ("Commission") that:

1. The Commission hereby authorizes the Virginia Railway Express Chief Executive Officer or his designee to make a bona fide offer, pursuant to Section 25.1-204 of the Code of Virginia, in the amount of Seven Million, Three Hundred Thirty Seven Thousand, and Nine Hundred Dollars (\$7,337,900), to purchase those certain parcels or portions of parcels of real property, with improvements thereon and appurtenances thereunto belonging, known as 10305 Piper Lane (aka 10307 – 10367 Piper Lane), 10405 Piper Lane and 10236 Residency Road, Manassas, Virginia 20110 in Prince William County, and at 10599 Residency Road, Manassas, Virginia 20110 in the City of Manassas, GPINs 7594-99-5687 (partial acquisition), 7594-99-5235 (total acquisition), and 7695-00-2208 (partial acquisition) in Prince William County, and 092/01 00/60C (total acquisition) in the City of Manassas, which parcels and portions of parcels consists of 712,135 square feet, more or less ("Property"), for public purposes, which purposes will enhance the public health, convenience and welfare.
2. The Property is more particularly described in **Attachment A**, and is more fully shown on the following three plats prepared by Johnson, Mirmiran & Thompson, Inc., entitled:
 - a) "Boundary Survey and Division of Contractors Storage, LLC Properties, Lot 2 of Inst. #200601240012196 (GPIN 7594-99-5687) and Tract 2 of DB 2683, PG 1554 (GPIN 7594-99-5235)"
 - b) "A Division of Contractors Storage, LLC Property, Lot 1 of Inst. #200601240012196, GPIN 7695-00-2208"
 - c) "Boundary Survey of Contractors Storage, LLC Property, A Portion of Tract 1, Deed Book 2683, Page 1554, GPIN 092-01-00-60C"
3. The Property is needed by the Commission for the following public uses: the construction, maintenance, and operation of public parking for commuter rail patrons using the existing Broad Run VRE commuter rail station, and facilities ancillary to the boarding platforms at the commuter rail station.
4. The Commission is authorized by, inter alia, Sections 33.2 – 1915.A.2, .5.a, and C, and 1919.11 of the Code of Virginia 1950, as amended, and other laws of the Commonwealth of Virginia, to acquire interests in private real property for the purpose of carrying out the Commission's powers and duties, and to acquire interests in private real property by condemnation whenever, in the opinion of the Commission, a public necessity exists therefor.

5. The Commission is of the opinion, and hereby determines and finds, that: (a) a public necessity exists for the acquisition of the Property for public purposes, to-wit: the construction, maintenance, and operation of public transportation facilities, specifically, the expansion of public parking for commuter rail patrons using the existing Broad Run VRE commuter rail station as a component of the expansion and enhancement of the existing VRE rail equipment maintenance and storage facility at the Broad Run VRE commuter rail station; (b) such public use is acceptable and approved by the Commission; and (c) the Commission has reviewed this acquisition for purposes of complying with Section 1-219.1 of the Code of Virginia, 1950, as amended.

6. The record owner of the property is Contractor Storage, LLC.

Votes:

Ayes: Angry, Boddye, Franklin, Kandasamy, B. Smith, Vega, Allen, Shelton, Sebesky, Rishell, Kelly, Frazier, Skinner, DeBruhl, Guzman, Barker

Abstain:

Nays:

Absent from Vote:

Alternate Present Not Voting: Short, R. Smith, Mensing, Moore

Absent from Meeting: Bailey, Candland, Hansford, Lawson, Wheeler, Bohmke, Coen, Banks, Graham, McLaughlin, Ross, Mitchell, Horsley, Pittard, Carter

ATTEST:


Robert A. Schneider, PhD, Executive Director

ATTACHMENT A

GPIN 7594-99-5235

All that certain real property situated in the County of Prince William, Commonwealth of Virginia, described as follows:

Beginning at a set iron pin at the intersection of the eastern right of way line of Piper Lane (Route 660) and the northwestern right of way line of Norfolk Southern Railroad; thence along the eastern right of way of said Piper Lane, along the arc of a curve to the right, concave to the east, having a radius of 426.00 feet, through a central angle of $02^{\circ}16'55''$, an arc length of 16.97 feet and being subtended by a chord bearing North $16^{\circ}11'05''$ West 16.97 feet to a set iron pin at the most southern corner of Lot 2 as said lot is shown and so designated on that certain plat entitled "Plat Showing The Division Of The Property Of Contractors Storage, LLC", by Land Design Consultants, dated November, 2005, and recorded as Instrument Number 200601240012197 among the land records of Prince William County, Virginia; thence along the southern boundary of said Lot 2 the following two courses: (1) North $54^{\circ}24'38''$ East 408.58 feet to a set iron pin; and (2) North $59^{\circ}13'50''$ East 201.14 feet to a set iron pin at the most southern corner of Lot 1 of the aforementioned Instrument Number 200601240012197; thence along the southern boundary of said Lot 1 the following two courses: (1) North $53^{\circ}31'39''$ East 25.70 feet to a set iron pin; and (2) South $81^{\circ}28'21''$ East 22.63 feet to a set iron pin on the northwestern right of way line of Norfolk Southern Railroad; thence along said northwestern right of way line the following three courses: (1) South $53^{\circ}31'39''$ West 42.50 feet to a set iron pin; (2) South $59^{\circ}13'50''$ West 201.26 feet to a set iron pin; and (3) South $54^{\circ}24'38''$ West 413.55 feet to the point of beginning, containing 0.2375 acres, more or less, and being all of Tract 2 as said tract is described in Deed Book 2683, at Page 1554, among said Prince William County records.

GPIN 7594-99-5687

All that certain real property situated in the County of Prince William, Commonwealth of Virginia, described as follows:

A portion of Lot 2 as said lot is shown and so designated on that certain plat entitled "Plat Showing The Division Of The Property Of Contractors Storage, LLC", by Land Design Consultants, dated November, 2005, and recorded as Instrument Number 200601240012197 among the land records of Prince William County, Virginia, more particularly described as follows:

Beginning at a set iron pin on the eastern right of way line of Piper Lane (Route 660) at the most southern corner of said Lot 2; thence along said eastern right of way line the following five courses: (1) along the arc of a curve to the right, concave to the east, having a radius of 426.00 feet, through a central angle of $02^{\circ}12'56''$, an arc length of 16.47 feet and being subtended by a chord bearing North $13^{\circ}56'09''$ West 16.47 feet to a set iron pin; (2) North $12^{\circ}49'41''$ West 69.56 feet to a set iron pin; (3) along the arc of a tangent curve to the right, concave to the east, having a radius of 191.00 feet, through a central angle of $30^{\circ}13'26''$, an arc length of 100.75 feet and

being subtended by a chord bearing North 02°17'02" East 99.59 feet to a set iron pin; (4) North 17°23'45" East 304.37 feet to a set iron pin; and (5) along the arc of a tangent curve to the left, concave to the west, having a radius of 644.00 feet, through a central angle of 20°16'46", an arc length of 227.94 feet and being subtended by a chord bearing North 07°15'22" East 226.75 feet to a set iron pin; thence leaving said right of way line, along a new line the following three courses: (1) North 83°26'41" East 201.60 feet to a set iron pin; (2) South 01°19'43" East 51.39 feet to a set iron pin; and (3) North 88°40'17" East 68.04 feet to a set iron pin on the eastern boundary of the aforesaid Lot 2; thence along the eastern boundary of Lot 2 the following two courses: (1) South 01°19'43" East 129.94 feet to a set iron pin; and (2) South 32°31'32" East 238.78 feet to a set iron pin on the northwestern boundary of that certain parcel conveyed to Contractors Storage, LLC and described as Tract 2 in Deed Book 2683, at Page 1554, among said Prince William County records; thence along the northwestern boundary of said Tract 2 the following two courses: (1) South 59°13'50" West 201.14 feet to a set iron pin; and (2) South 54°24'38" West 408.58 feet to the point of beginning, containing 4.6615 acres, more or less.

GPIN 7695-00-2208

All that certain real property situated in the County of Prince William, Commonwealth of Virginia, described as follows:

A portion of Lot 1 as said lot is shown and so designated on that certain plat entitled "Plat Showing The Division Of The Property Of Contractors Storage, LLC", by Land Design Consultants, dated November, 2005, and recorded as Instrument Number 200601240012197 among the land records of Prince William County, Virginia, more particularly described as follows:

Beginning at a set iron pin at the most northeastern corner of said Lot 1, being a point on the eastern right of way line of Residency Road (Route 782) at the southern terminus of its full 80 foot right of way width; thence along the eastern boundary of said Lot 1, South 08°12'17" East 253.81 feet to a set iron pin on the northwestern right of way line of Norfolk Southern Railroad; thence along said northwestern right of way line the following two courses: (1) South 52°41'24" West 5.32 feet to a set iron pin; and (2) South 53°31'39" West 1232.45 feet to a set iron pin at the most northeastern corner of that certain parcel conveyed to Contractors Storage, LLC and described as Tract 2 in Deed Book 2683, at Page 1554, among said Prince William County records; thence along the northern boundary of said Tract 2 the following two courses: (1) North 81°28'21" West 22.63 feet to a set iron pin; and (2) South 53°31'39" West 25.70 feet to a set iron pin at the most southern corner of the aforesaid Lot 1; thence along the western boundary of said Lot 1 the following three courses: (1) North 32°31'32" West 238.78 feet to a set iron pin; (2) North 01°19'43" West 187.56 feet to a set iron pin; and (3) North 88°40'43" East 260.25 feet to a set iron pin; thence along a new line the following two courses: (1) North 61°28'18" East 320.09 feet to a set iron pin; and (2) North 17°18'04" West 231.85 feet to a set iron pin on the southern boundary of that certain parcel conveyed to the Commonwealth of Virginia in Deed Book 357, at Page 110, among said Prince William County records; thence along the southern boundary of said Commonwealth of Virginia parcel the following two courses: (1) South 87°34'07" East 86.83 feet to a found concrete monument; and (2) North 67°46'24" East 539.16 feet to a found

concrete monument on the western right of way line of Residency Road (Route 782) at the southern terminus of its full 80 foot right of way width; thence along said right of way line, around the perimeter of a cul-de-sac the following six courses: (1) North 67°46'24" East 15.46 feet to a set iron pin; (2) South 08°12'17" East 25.00 feet to a set iron pin; (3) along the arc of a tangent curve to the right, concave to the northwest, having a radius of 25.00 feet, through a central angle of 82°09'45", an arc length of 35.85 feet and being subtended by a chord bearing South 32°52'35" West 32.86 feet to a set iron pin; (4) along the arc of a reverse curve to the left, concave to the northeast, having a radius of 63.00 feet, through a central angle of 262°09'45", an arc length of 288.26 feet and being subtended by a chord bearing South 57°07'24" East 94.98 feet to a set iron pin; (5) North 08°12'17" West 122.71 feet to a set iron pin; and (6) North 66°24'03" East 15.56 feet to the point of beginning, containing 8.8766 acres, more or less.

GPIN 092/01 00/60C

All that certain real property situated in the City of Manassas, County of Prince William, Commonwealth of Virginia, described as follows:

Beginning at a set iron pin on the northwestern right of way line of Norfolk Southern Railroad at the southeastern corner of Lot 1 as said lot is shown and so designated on that certain plat entitled "Plat Showing The Division Of The Property Of Contractors Storage, LLC", by Land Design Consultants, dated February, 2005, and recorded as Instrument Number 200601240012197 among the land records of Prince William County, Virginia; thence along the eastern boundary of said Lot 1, North 08°12'17" West 253.81 feet to a set iron pin on the eastern right of way line of Residency Road (Route 782) at the most southern corner of that certain parcel conveyed to Advantage Property Management, LLC in Instrument Number 200402240031328 among said Prince William County records; thence along the southeastern boundary of said Advantage Property Management parcel North 66°24'03" East 281.43 feet to a set iron pin; thence continuing along said southeastern boundary and along the southeastern boundary of that certain parcel conveyed to 9700 Court, LLC in Instrument Number 202006050043996 among said Prince William County records, North 66°37'44" East 643.67 feet to a set iron pin on the northwestern right of way line of Norfolk Southern Railroad; thence along said northwestern right of way line South 52°41'24" West 1021.58 feet to the point of beginning, containing 2.6086 acres, more or less and being all of Parcel 1 as said parcel is shown and so designated on the that certain plat entitled "Plat Showing Division Of The Property Of Contractors Storage, LLC", by Charles P. Johnson & Associates, Inc., dated November, 2003, and recorded as Instrument Number 200406220104926 among said Prince William County records.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter and Zachary Smith
DATE: February 25, 2021
SUBJECT: Washington Metropolitan Area Transit Authority

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

At the March meeting WMATA General Manager/CEO Paul Wiedefeld will join the Commission to have a discussion on WMATA-related issues. The Commission will also receive reports from the Virginia WMATA Board members and the chair of the NVTC WMATA Committee.

A. Presentation by WMATA General Manager/CEO Paul Wiedefeld

WMATA General Manager/CEO Paul Wiedefeld will join the Commission in March to discuss WMATA-related issues.

B. WMATA COVID-19 Response

On March 13, 2020 WMATA implemented Phase 3 of its Pandemic Flu Plan. Phase 3 is the highest level of response and includes all subsequent mitigation steps required during a public health emergency. WMATA expects to be at Phase 3 until further notice and has developed a [website](#) for customers to stay up-to-date with the latest information.

On May 11, 2020 WMATA announced its service focused recovery plan. In August WMATA began the managed re-entry phase of its recovery plan and began providing rail service at approximately 90% of pre-COVID levels and bus service of approximately 75% pre-COVID levels. WMATA began a public health and education campaign in the fall of 2020 to assure riders who need or want to travel by Metro that it is safe to do so.

In January 2021 the WMATA Board amended the FY 2021 Operating Budget to reflect additional federal COVID-19 relief funding from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). Reflecting the prolonged recovery from the pandemic, [weekday rail service changes](#) began on February 15. Rail service frequencies will be normalized throughout the day to operate every 12 minutes on the Blue, Orange, Silver, Green and Yellow

Lines. Normal weekday service on the Red Line will operate every six minutes. As part of these budget changes, WMATA also plans to expand service on Metrobus to provide additional capacity beginning on March 14. By the end of FY 2021, Metrobus service is planned to reach 82% of pre-COVID service levels.

C. Report from the Virginia WMATA Board Members

▪ FY 2022 Operating Budget Work Session

On February 25 the WMATA Finance and Capital Committee is anticipated to have a work session on the FY 2022 Operating Budget. WMATA estimates \$514.5 million of funding from CRRSAA to apply to the FY 2022 Operating Budget. WMATA does not anticipate the federal funding from CRRSAA will fully fund the FY 2022 Budget and projects an operating funding gap of \$209.8 million. In order to close the budget gap, WMATA proposes management actions and service reductions to Metrorail and Metrobus starting in the latter half of FY 2022 (January – July 2022) to close the operating funding gap (Figure 1).

Figure 1: FY 2022 Proposed Operating Budget

<i>\$ in Millions</i>	FY2022 Baseline
Revenue	\$240.2
Expense	\$2,117.5
Operating Deficit	\$1,877.3
FY2022 Subsidy	\$1,153.1
Funding Gap	(\$724.2)
Relief Fund	\$514.5
Remaining Gap	(\$209.8)

Source: [February 25 WMATA Finance and Capital Committee FY 2022 Operating Budget Work Session](#)

WMATA staff estimate ridership on all modes in FY 2022 will recover to 31% of pre-pandemic levels. WMATA estimates the following ridership projections by mode in FY 2022 inclusive of service changes in the second half of the fiscal year:

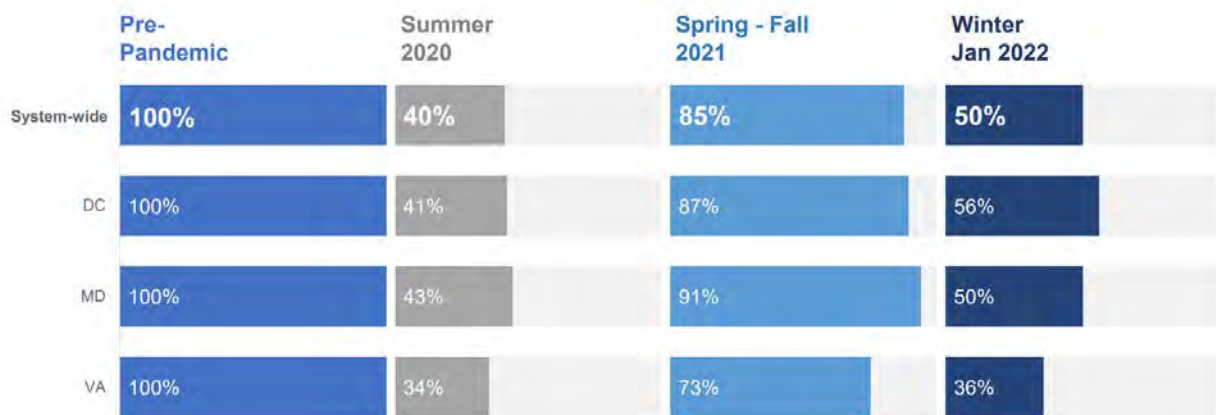
- Metrobus: 60.5 million riders
- Metrorail: 34 million riders
- MetroAccess: 1.3 million riders

With CRRSAA funding, WMATA proposes maintaining 80% of pre-COVID Metrorail service for the first two quarters of FY 2022 (July - December 2021). For the last two quarters of FY 2022 (January - July 2022), WMATA proposes reducing rail service to 30% of pre-COVID levels, closing 22 rail

stations and a reduction of 1,147 of rail FTEs. The proposed station closures in Virginia include the Loudoun Gateway, Innovation Center, Reston Town Center, Van Dorn St, McLean, East Falls Church, Clarendon, Virginia Square-GMU, Eisenhower Ave, Greensboro and Arlington Cemetery Stations. Metrorail service reductions in the last six months of FY 2022 are estimated to yield \$69.4 million in savings.

WMATA staff are anticipated to provide additional details on the proposed Metrobus service changes during the work session. The proposed operating budget maintains approximately 80-85% of pre-COVID Metrobus service until December 2021, after which Metrobus service would be reduced to 50% of pre-COVID service levels and staffing will be reduced by 1,414 FTEs (Figure 2). Metrobus changes are estimated to save \$102 million to close the remaining funding gap for the last six months of FY 2022.

Figure 2: Proposed FY 2022 Metrobus Service Hours Compared to Pre-COVID Levels



Source: [February 25 WMATA Finance and Capital Committee FY 2022 Operating Budget Work Session](#)

WMATA based the Metrobus changes on the following criteria:

- Ridership Demand: Provide service where riders are today (not pre-pandemic and not where demand may build in the future)
- Equity/Essential Travel: As current ridership skews to low-income customers who rely on Metro for essential travel for groceries, medical appointments and daily necessities, the routes also support access to jobs in health care at hospitals and in other sectors
- Redundancy: Consolidate multiple bus routes on the same corridor, and where most efficient, take advantage of transfer opportunities

In Virginia, WMATA would reduce or consolidate Metrobus routes to seven lines in the second half of FY 2022, which is 36% of pre-pandemic service levels (Figure 3).

Figure 3: FY 2022 Metrobus Service Levels by Jurisdiction

	Authority Wide	District of Columbia	Maryland	Virginia
Pre-Pandemic	156	67	51	38
First Half of FY2022 Same as Spring FY2021	119	49	45	25
Second Half of FY2022	50	25	18	7

 Lines operating on school days only  Additional lines replaced with local routes

Source: [February 25 WMATA Finance and Capital Committee FY 2022 Operating Budget Work Session](#)

- Amendment to the FY 2021 Capital Budget and Debt Authorization, FY 2022 Capital Budget Work Session and Six-Year Capital Funding Agreement

On February 11, 2021 the WMATA Finance and Capital Committee took the first step in [authorizing an amendment of the FY 2021 Capital Budget](#). Since the COVID-19 public health emergency, WMATA has leveraged periods of low ridership to accelerate projects within its capital program to improve the system's safety and state of good repair.

WMATA staff requests a budget amendment of \$255 million to support the accelerated platform state of good repair program, the construction of the new station at Potomac Yard, and IT investments for remote work and cyber security initiatives (Figure 4).

Figure 4: Summary of FY 2021 Capital Budget Amendment

FY2021 Current Capital Budget	\$1,832.2
Platform Program Acceleration	\$205.1
Potomac Yard Expenditure Schedule Update	\$38.5
IT Equipment and Cyber - Pandemic/Remote work	\$11.4
Recommended FY2021 Amendment	\$255.0
Amended FY2021 Capital Budget	\$2,087.2

Source: [February 11 WMATA Finance and Capital Committee FY 2021 Capital Budget Amendment](#)

The increase in the capital program will be funded by dedicated capital funding debt and reimbursable projects. However, WMATA Board approval is needed to negotiate or competitively sell dedicated funding backed bonds. WMATA staff will return to the Board in the spring to

formally request that the Board sell up to \$360 million in dedicated funding-backed debt. In addition, no increase in jurisdictional contributions is anticipated.

WMATA staff also provided additional information on [WMATA's FY 2022 Capital Budget and FY 2022 – FY 2027 Capital Improvement Program \(CIP\)](#) during a recent WMATA Board work session. The \$2.6 billion FY 2022 Capital Budget is the largest annual capital budget in recent memory. This is made possible by leveraging dedicated capital funding debt, which funds nearly \$1 billion of the \$2.6 billion FY 2022 Capital Budget (Figure 5).

Figure 5: FY 2022 Capital Budget by Investment Category

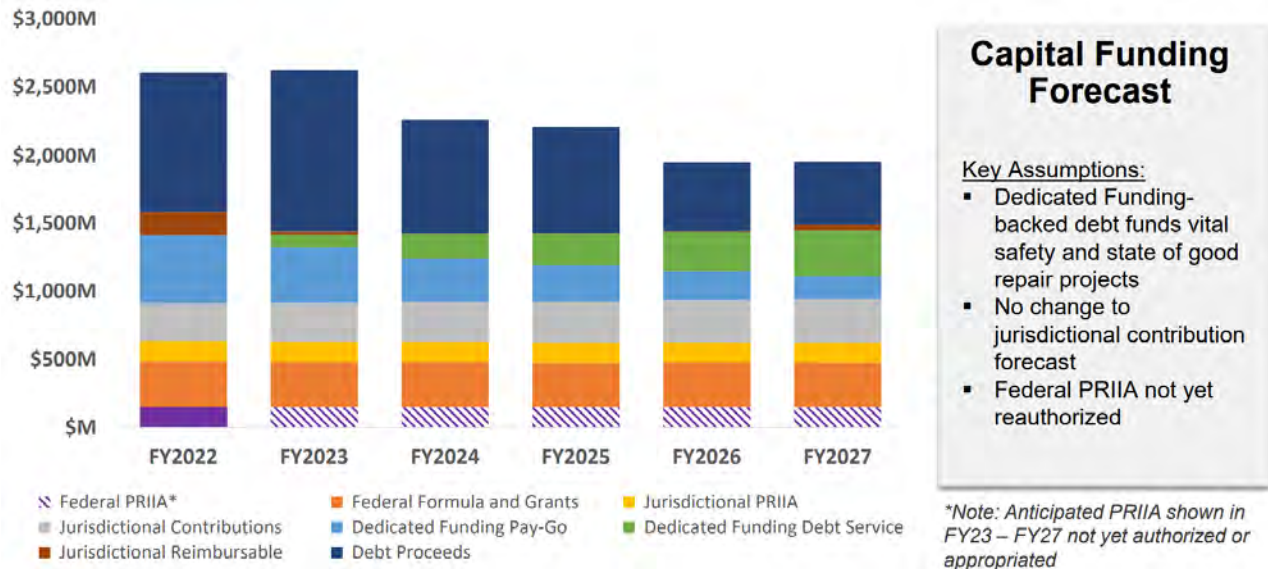
Capital Investment Categories (\$M)	FY2022 Budget
Railcar and Railcar Facilities	\$342
Rail Systems	\$273
Track and Structure Rehabilitation	\$343
Stations and Passenger Facilities	\$792
Bus, Bus Facilities and Paratransit	\$294
Business and Operations Support	\$546
Total Capital Investments	\$2,591
Revenue Loss from Capital Projects	\$17
Debt Service - Dedicated Funding ¹	\$0
Total Capital Program Cost	\$2,608

¹ Projections subject to change based on actual debt requirements and terms of future debt issuance

Source: [February 11 WMATA Finance and Capital Committee FY 2022 Capital Budget Work Session](#)

WMATA's six-year CIP totals \$13.6 billion. The CIP does not assume federal funding authorized under the 2008 Passenger Rail Investment and Improvement Act (PRIIA) beyond FY 2022. WMATA anticipates that the dedicated capital funding provided by Virginia, Maryland and the District of Columbia will be fully leveraged by FY 2027 or FY 2028 (Figure 6).

Figure 6: FY 2022 – FY 2027 WMATA Capital Improvement Program Overview



WMATA staff presented an update on a new capital funding agreement (CFA) between WMATA and its funding jurisdictions. The existing CFA expires June 30, 2021 and staff anticipate returning to the WMATA Board for approval of a new six-year CFA in April.

▪ Safety Management System Path Forward

On February 11, 2021 the WMATA Safety and Operations Committee received [a presentation on WMATA's strategy for implementing a safety management system \(SMS\)](#) within WMATA's Agency Safety Plan as required by the Federal Transit Administration (FTA). An SMS is a comprehensive, collaborative approach that brings management and labor together to build on the transit industry's existing safety foundation to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully. Transit operators that receive federal funds (under the FTA's Urbanized Area Formula Grants) are required to develop Agency Safety Plans that specify how SMS will be implemented over the course of a three-year period. WMATA's Agency Safety Plan was approved by the WMATA Board and certified by FTA prior to the December 31, 2020 compliance deadline.

▪ Silver Line Phase 2 Update

On February 11, 2021 the WMATA Safety and Operations Committee received [an update on Silver Line Phase 2](#). WMATA staff are tracking 18 major quality issues. One of these quality issues has been resolved, nine are being addressed and eight remain unresolved. WMATA will not set a target service date until all identified issues have been resolved to meet acceptance standards. The Metropolitan Washington Airports Authority's response to the unresolved issues will determine the path forward and timing for WMATA's acceptance or rejection of the project. As

the intended future owner and operator, WMATA determines when all the conditions necessary for acceptance have been satisfied.

D. Other WMATA News

- Public Comment Period and Public Hearings on the FY 2022 Operating and Capital Budgets

WMATA formally opened the public comment period and announced virtual public hearing dates for the [FY 2022 Operating and Capital Budget](#). The public comment period opened on February 20 and will close on March 16 at 5:00 p.m. WMATA is accepting comments by phone, at virtual public hearings and [online](#).

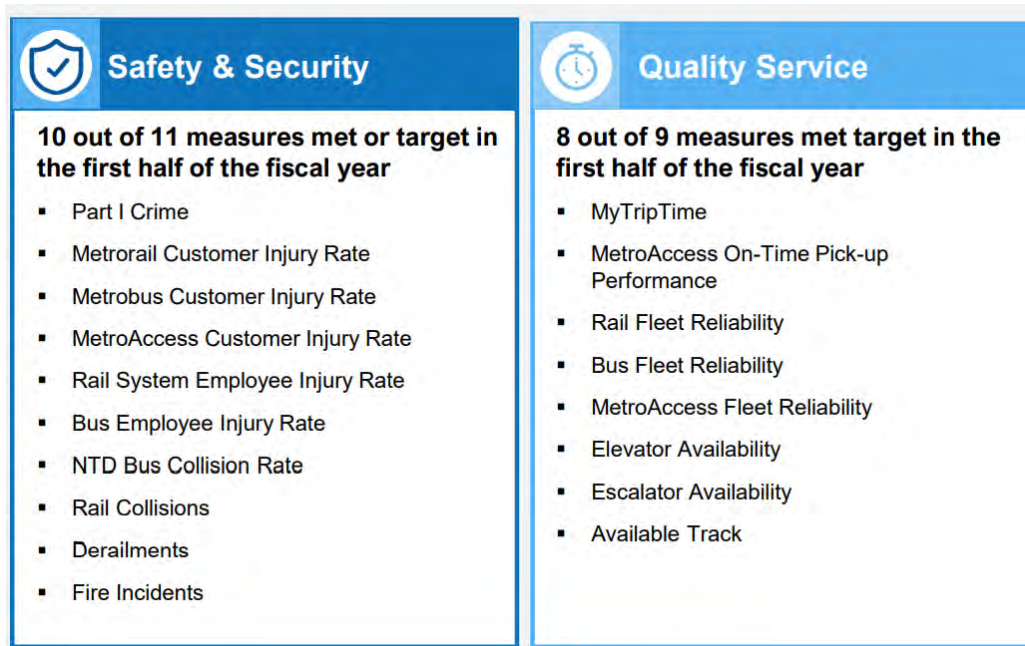
Because of the ongoing COVID-19 public health emergency, WMATA will [host all Public Hearings virtually](#). Participants can join WMATA's public hearings on the following dates:

- Date/Time: Monday, March 8, 2021, 11:00 a.m.
Hearing will focus on the proposed FY 2022 Operating Budget and the FY 2022 - FY 2027 Capital Improvement Program.
Host: Board Member Paul Smedberg
- Date/Time: Monday, March 8, 2021, 6:00 p.m.
Hearing will focus on proposed changes in DC but is open to everyone.
Host: Board Member Stephanie Gidigbi-Jenkins
- Date/Time: Tuesday, March 9, 2021, 6:00 p.m.
Hearing will focus on proposed changes in Maryland but is open to everyone.
Host: Board Member Michael Goldman
- Date/Time: Wednesday, March 10, 2021, 6:00 p.m.
Hearing will focus on proposed changes in Virginia but is open to everyone.
Hosts: Board Members Paul Smedberg and Walter Alcorn

- Q2 FY 2021 Metro Performance Report

WMATA released its [Metro Performance Report for Q2 FY 2021](#), detailing system-wide performance from July – December 2020. During the reporting period, WMATA met or exceeded its target for 18 out of 20 measures including: 10 out of 11 safety and security measures and eight out of nine quality service measures (Figure 7). WMATA did not meet its target for red signal overruns and fell just below its target for Metrobus on-time performance.

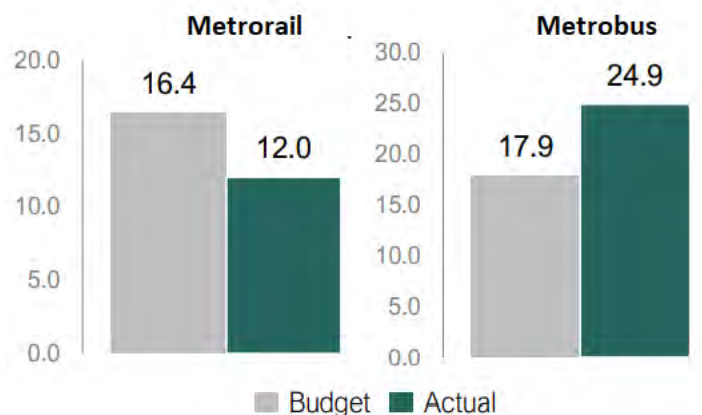
Figure 7: Measures that WMATA Met or Exceeded Target



Source: [WMATA Q2 FY 2021 Performance Report](#)

Total ridership (all modes) of 37.4 million for the first two quarters of FY 2021 is 7.8% above the forecast level of 34.7 million but 76% below the same period in FY 2020. In addition, Metrobus ridership continues to exceed Metrorail ridership, with about twice as many Metrobus customers compared to Metrorail customers (Figure 8). Through the second quarter of FY 2021, Metrorail ridership was 12 million, down 27% compared to budget and down 87% compared to prior year. Through the second quarter of FY 2021, Metrobus ridership was 24.9 million, 39% above budget but down 61% compared to the prior year.

Figure 8: Q2 FY 2021 Metrorail and Metrobus Ridership (in millions)



Source: [WMATA Q2 FY 2021 Performance Report](#)

74% of Metrobus buses were on-time between July – December 2020, which is slightly below the target of 75%. Buses serving customers along Metro’s six high-frequency routes were 60% on-time while 76% of buses serving other routes were on-time. Overall reliability was impacted by

buses running early as a result of less traffic. Early departures from key bus stops more than doubled compared to the same time last year while late departures decreased.

Metrorail customers completed 91% of their trips on-time during the first two quarters of FY 2021, exceeding the target of 88%. WMATA did not meet its target for red signal overruns, a rail safety measure. Metrorail vehicles overran a red signal 10 times during the first half of FY 2021, an increase of one compared to the same period last fiscal year. Six events occurred in the rail yard, while four were on the mainline. All mainline events occurred at slow speeds of less than 15 miles per hour as trains were leaving or entering stations and involved operators that had less than one year of experience.

E. Report from the Chair of the NVTC WMATA Committee

- **ACTION ITEM: Authorize the Chair to Send Comments to WMATA on the FY 2022 Operating and Capital Budget and FY 2022 – FY 2027 Capital Improvement Program**

At the March meeting the Commission will be asked to authorize the chair to submit comments to WMATA on the FY 2022 Operating and Capital Budget and the FY 2022 – FY 2027 Capital Improvement Program. The chair of the NVTC WMATA Committee recommends NVTC's comments reflect the following priorities:

- Continue to seek additional federal support to avoid layoffs and support the region in recovering from the economic fallout of the pandemic.
- Maintain a dependable and sufficient level of service throughout FY 2022 by avoiding significant service reductions in the second half of FY 2022 that would adversely impact essential workers' much-needed access to transit and curtail the region's recovery efforts.
- Open Silver Line Phase 2 as soon as possible with service to all stations.
- Engage regional employers and educational institutions to develop innovative solutions to increase ridership as the region recovers while implementing strategies to demonstrate that it is safe to return to transit.
- Minimize, to the greatest extent possible, shifting operating expenses to the capital program for preventive maintenance to maintain a state of good repair for the capital program and preserve dedicated funding debt capacity.

Following feedback from the March Commission meeting, NVTC staff will work with the NVTC WMATA Committee and NVTC's chairs to submit these comments directly to WMATA for inclusion in the FY 2022 Budget public docket.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice, Zachary Smith and Aimee Perron Seibert
DATE: February 25, 2021
SUBJECT: Legislative Update

At the March meeting the Commission will be briefed on legislative developments from the Virginia General Assembly Session as well as any federal updates.

A. Virginia General Assembly Session Update

The General Assembly adjourned its regular 2021 Session on February 8 and quickly reconvened in a Special Session on February 10 to give lawmakers more time to work on legislative bills and the budget. Key priorities in the Special Session include responding to the effects of the COVID-19 public health emergency and passing landmark legislation that would abolish the death penalty and legalize marijuana. Lawmakers in Richmond are also considering bills that reflect NVTC's priorities, and a [summary of legislation and budget amendments that NVTC is tracking](#) is attached.

On February 12 both the House and Senate adopted their respective chamber's budget amendments to Governor Ralph Northam's proposed Commonwealth budget. The approved amendments include measures to fund the revenue gap in the Commonwealth's portion of the \$500 million annual commitment to the WMATA Capital program, support transit incentives focused on fare and congestion reduction programs, and expand and improve passenger rail in Southwest Virginia. As the next step, the House and Senate money committees will appoint members to a conference committee to negotiate any differences in spending priorities before the Special Session adjourns on March 1.

B. Federal Update

At the March meeting Executive Director Kate Mattice will provide an updated on federal legislative and administrative activities.

Following a meeting of regional transportation leaders at NVTC's offices on February 19, Senator Warner announced the [Metro Safety, Accountability and Investment Act of 2021](#). Senator Warner's Act is also co-sponsored by Senator Tim Kaine (both D-VA) along with Senators Ben Cardin and Chris Van Hollen of Maryland would provide dedicated state of good repair funding to WMATA as well as reforms to the Office of Inspector General.

On the Administration side, USDOT announced its latest [INFRA Multimodal grant application process](#), which will prioritize projects that address climate change and environmental justice. The INFRA announcement also announces the creation of the “INFRA Extra” Program, which will identify competitive INFRA applicants who do not receive an INFRA award and authorize them to seek a Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan up to 49% of their project cost.

The Federal Transit Administration [rescinded a Trump administration policy on Capital Investment Grant \(CIG\) applications](#) that rewarded greater local financial commitment to a project beyond what is required in statute. Also, FTA announced its annual call for projects under the [Low or No Emission Transit Vehicles and Facilities](#) grant program where \$180 million will be available for bus and bus facilities that use advanced technologies to provide cleaner, more energy efficient transit operations. It should be noted the grant award winners under this program will be required to comply with all of the FTA requirements as if they were an urban area formula (Section 5307) grant recipient, including triennial reviews.



Legislation in the 2021 General Assembly that NVTC is Monitoring

(As of February 25, 2021)

Legislative Bills

HB 1931 (Levine)	The bill permits a member of a public body to meet electronically if the member is caring for a sick relative. Also, the bill clarifies that participation in an electronic meeting due to inability to attend because of a personal matter is limited to two meetings or 25% of meetings in a calendar year, whichever is greater. The bill passed both the House and the Senate and will be transmitted to the governor for signature.
HJ 542 (McQuinn)	The original resolution requests DRPT to conduct a two-year study of transit equity and modernization in the Commonwealth. The bill was reported from the Senate with a substitute that would direct JLARC to work with DRPT to complete the study along with relevant stakeholders. However, the House rejected the Senate's substitute.
SB 1271 (McPike)	The bill allows a public body, or a joint meeting, to meet electronically when the locality in which the public body is located has declared a state of emergency and requires the public body to make arrangements for public access to the meeting an opportunity for public comment. The bill passed the Senate and moved to the House floor.

Budget Amendments

Item 442 #1h	This amendment authorizes the CTB to waive the 25% cap for FY 2022 for the Transit Ridership Incentive Program, which was created by the 2020 General Assembly to support the establishment of programs to reduce the impact of fares on low-income individuals, including reduced-fare programs and elimination of fares.
Item 442 #2h	The amendment provides \$500,000 from the general fund upon the passage of HJ 942, which requires DRPT to conduct a two-year study of transit equity and modernization in the Commonwealth.
Item 442 #1s	The amendment allocates \$22.4 million from COVID-19 relief funds to fulfill the Commonwealth's portion of the \$500 million annual commitment to the WMATA Capital program.
Item 442 #2s	NVTC will receive funding to distribute to WMATA for capital and operating purposes if the McLean Station is re-named McLean-Capital One Hall. (withdrawn)
Item 442 #3s	The amendment provides \$5 million from COVID-19 relief funds to support transit incentives focused on fare and congestion reduction programs.
Item 443 #1s	The amendment provides \$137.6 million from COVID-19 relief funds to ensure long-term sustainable growth of intercity passenger and commuter rail services across the Commonwealth.
Item 447 #2s	The amendment provides \$10 million from the general fund in the second year for a connected infrastructure urban redevelopment demonstration project within and adjacent to the Virginia Tech campus in the City of Falls Church, Virginia.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice, Ben Owen and Jae Watkins
DATE: February 25, 2021
SUBJECT: Commuter Choice Program

At the March meeting the Commission will be updated on the [Commuter Choice program](#) for both the I-66 and I-395/95 corridors. The Commission will also receive an update from the Virginia Department of Transportation (VDOT) on traffic and revenue performance along the I-66 Inside the Beltway corridor.

A. Commuter Choice on the I-66 Corridor Round Four Update

▪ Presentation by the Virginia Department of Transportation

David Caudill, P.E. of VDOT's Tolling Operation Division will provide a brief update to the Commission on the traffic performance of the I-66 Inside the Beltway facility and its anticipated revenue and expenses over the FY 2021-FY 2022 period.

In brief, VDOT does not expect to collect enough toll revenue to be able to make any payments to NVTC through the end of FY 2022. In each of the first two quarters of FY 2021, gross toll revenue was flat at 28% of pre-COVID projections, which required VDOT to use reserve funds to cover its tolling-related expenses. As the timing and extent of the expected rebound in toll-paying commute traffic following widespread COVID-19 vaccinations cannot reasonably be predicted at this time, NVTC staff have low confidence that there will be revenue available for NVTC to fund a supplemental Round Four program this spring.

NVTC staff receive regular updates from VDOT on I-66 Inside the Beltway revenues and will continue to apprise the Commission in turn. NVTC has revenue on hand to fund commitments up to and including [the Initial Commuter Choice \(FY 2021\) Round Four program](#) that the Commission and the Commonwealth Transportation Board (CTB) approved late last year and program administrative costs in FY 2022.

B. Commuter Choice on the I-395/95 Corridor Round Two Project Eligibility

The call for projects for [Commuter Choice on the I-395/95 Corridor](#) Round Two (FY 2022-FY 2023) closed on January 29, 2021 resulting in 18 proposed projects to expand transportation capacity in the I-395/95 corridor between Spotsylvania County and the Virginia-D.C. line (Table 1). A total of eight eligible applicants submitted applications with a total funding request of \$26.2 million. Staff anticipate a total of about \$30 million to be available to fund the two-year program.

Revenues from the 95 and 395 Express Lanes have been less affected by the COVID-19 public health emergency than I-66 Inside the Beltway given that the revenue is collected along a much longer facility that is tolled at all times rather than at peak periods only. The applications are listed in Table 1. Funding requests may change as NVTC staff confirm details of the proposed projects with applicants.

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

Applicant	Application Title	Project Type	Funding Request	Eligibility
DASH / City of Alexandria	Enhanced Bus Service from Mark Center to Potomac Yard	Enhanced Bus Service	\$3,650,000	✓
DASH / City of Alexandria	Enhanced Bus Service from Van Dorn Metro to the Pentagon	Enhanced Bus Service	\$5,734,000	✓
Fairfax County	Enhanced Bus Service from Lorton to Franconia-Springfield	Enhanced Bus Service	\$2,496,529	✓
Fairfax County	Renewal of Bus Service from the Backlick North Park and Ride Lot to the Pentagon	Enhanced Bus Service	\$1,386,000	✓
Fredericksburg Regional Transit / Spotsylvania County	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	New Bus Service	\$1,218,800	✓
OmniRide	Renewal of Bus Service from Staffordboro to Downtown D.C.	Enhanced Bus Service	\$968,308	✓
OmniRide	Renewal of Bus Service from Staffordboro to the Pentagon	Enhanced Bus Service	\$704,773	✓
OmniRide	Renewal of Expanded Bus Service from Dale City to Ballston	Enhanced Bus Service	\$291,831	✓
OmniRide	Renewal of Expanded Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	Enhanced Bus Service	\$434,776	✓
OmniRide	Renewal of Expanded Bus Service on Route 1 Local: Quantico to Woodbridge VRE	Enhanced Bus Service	\$541,169	✓
OmniRide	TDM Strategy – I-395/95 Corridor Vanpool Incentives	TDM	\$604,800	✓
Prince William County	Horner Road Park and Ride Lot Expansion	Park-and-Ride	\$2,800,000	✓
Spotsylvania County	New Park and Ride Lot in Massaponax	Park-and-Ride	\$1,100,000	✓
Arlington County	TDM Strategy -- Renewal of Pentagon Commuter Store Operations Support	TDM	\$216,625	✗
Arlington County	TDM Strategy -- Vanpool Formation Support and Promotion	TDM	\$1,556,375	✗
Northern Virginia Regional Commission	TDM Strategy -- Resources for I-395/95 Corridor Military Facility Commuters	TDM	\$781,509	✗
Fredericksburg Regional Transit	New Park and Ride Lot at FRED Central Station	Park-and-Ride	\$1,760,000	✗

The 13 eligible projects that will be considered for Commuter Choice on the I-395/95 Corridor Round Two funding include:

- nine enhanced bus services, including renewals of service improvements funded in prior rounds;
- two park-and-ride projects;
- one TDM strategy; and
- one new bus service.

These 13 proposed projects have a total Commuter Choice on the I-395/95 Corridor funding request of \$21.9 million.

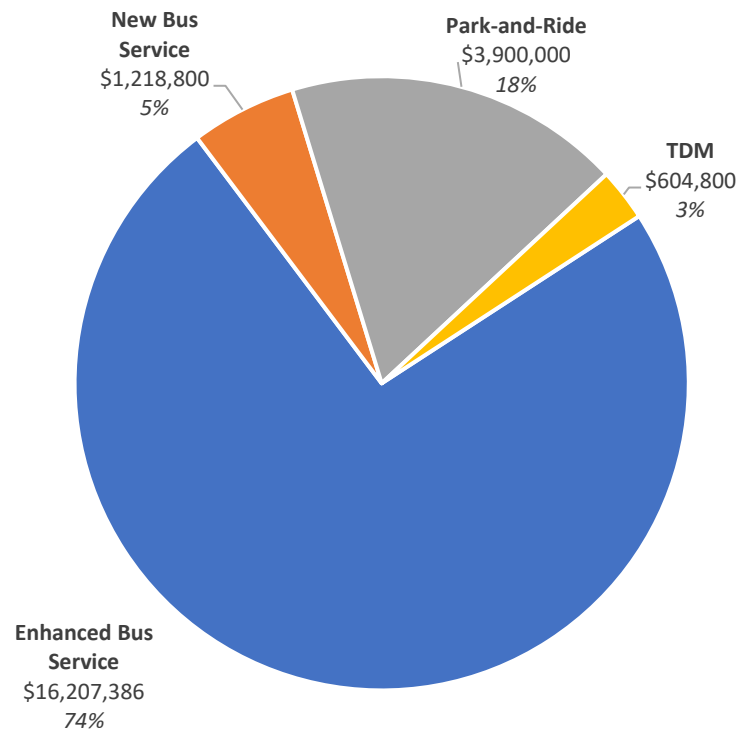
Approximately 80% of the funding request is for proposed projects categorized as new and enhanced bus services, most of which include capital and other non-operating expenses. NVTC staff will ascertain the extent of transit operations that can be accommodated within the I-395/95 Corridor program MOA's stipulation that no more than 50% of available program funds over a five-year average may be allocated to transit operations. To maximize the support that Commuter Choice may provide for transit services, NVTC defines transit operations narrowly to include the costs of fuel, oil, drivers' salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses, as per Federal Transit Administration definitions.

Eligibility Screening Process

According to the terms of the [Memorandum of Agreement \(MOA\) Regarding the Annual Transit Investment from the 395 HOT Lanes](#), staff reviewed the applications for eligibility in collaboration with the Department of Rail and Public Transportation (DRPT). To be eligible, a proposed project must benefit the corridor's toll payers by moving more people and expanding transportation options, among other requirements. Fourteen projects were determined to be eligible, while four were found to be ineligible. Two very similar proposals from the same applicant were consolidated into a single proposal, making 13 eligible projects that will be advanced into technical evaluation. Of the ineligible applications:

- Three were transportation demand management (TDM) proposals that did not align with the definition of allowable TDM projects that the Commissions approved under [Resolution #2424](#) in November. The definition requires standalone TDM campaigns to be

TOTAL FUNDING REQUEST BY PROJECT TYPE 13 ELIGIBLE PROJECTS (NOT YET SCORED)



targeted exclusively to corridor commuters (toll payers) and have directly measurable usage or ridership outcomes.

- One proposal would not definitively result in a facility that would deliver benefits to I-395/95 toll payers.

Staff from DRPT, NVTC's primary Commonwealth partner in Commuter Choice on the I-395/95 Corridor, verified the eligibility determinations.

Next Steps in the Review Process

Staff intend to advance a Program of Projects for approval by the Commissions (NVTC and the Potomac and Rappahannock Transportation Commission, PRTC) and the Commonwealth Transportation Board (CTB) in June. Upcoming milestones are shown in Table 2.

**Table 2: Remaining Commuter Choice on the I-395/95 Corridor
Round Two (FY 2022-FY 2023) Program Development Steps**

MONTH	ACTIVITY
March 2021	<ul style="list-style-type: none"> • Staff score all eligible applications using the technical evaluation process approved by the Commissions in November.
April 2021	<ul style="list-style-type: none"> • April 16: Staff open a one-month, fully online public comment period, to include a Virtual Town Hall meeting for the public to learn more about proposed projects. (ends May 17) • April 22, 1:00 p.m.: NVTC-PRTC Joint Commission Working Group (JCWG) meets to review the technical evaluation results and identify a programming approach, pending public input on the projects under consideration for funding.
May 2021	<ul style="list-style-type: none"> • May 6: Staff present the technical evaluation results and JCWG-endorsed programming approach to the Commissions. • May 17: Public comment period concludes at 5:00 p.m. and comments are shared with the JCWG and both Commissions. • Mid-May: Staff brief the CTB on the proposed projects under consideration for funding and their scores.
June 2021	<ul style="list-style-type: none"> • June 3: Commissions adopt the Program of Projects and refer it to the CTB. • Mid-June: CTB approves the final Program of Projects into the FY 2022-FY 2027 Six-Year Improvement Program. • Staff distribute Standard Project Agreements for selected projects.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: February 25, 2021
SUBJECT: Virginia Railway Express (VRE)

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

At the March meeting VRE CEO Rich Dalton will update the Commission on VRE's response to the COVID-19 public health emergency and other activities. There are no actions being requested.

A. VRE COVID-19 Response

On Tuesday, March 17, VRE began operating on an "S" schedule, which is traditionally used on holidays and during inclement weather, due to the significant drop in ridership as a result of the COVID-19 public health emergency. An [update from VRE Chief Executive Officer Rich Dalton](#) is attached that highlights VRE service changes, ridership and the steps VRE is implementing to help contain the spread of the coronavirus.

B. VRE CEO Report and Minutes

At the March meeting VRE CEO Rich Dalton will provide his report. The [Minutes of the February 19, 2021 VRE Operations Board meeting](#) and the [VRE CEO Report for February 2021](#) are attached.



VIRGINIA RAILWAY EXPRESS

TO: Northern Virginia Transportation Commission Chair Cristol and Commissioners

FROM: Rich Dalton, Chief Executive Officer

DATE: February 24, 2021

SUBJECT: VRE Monthly Update

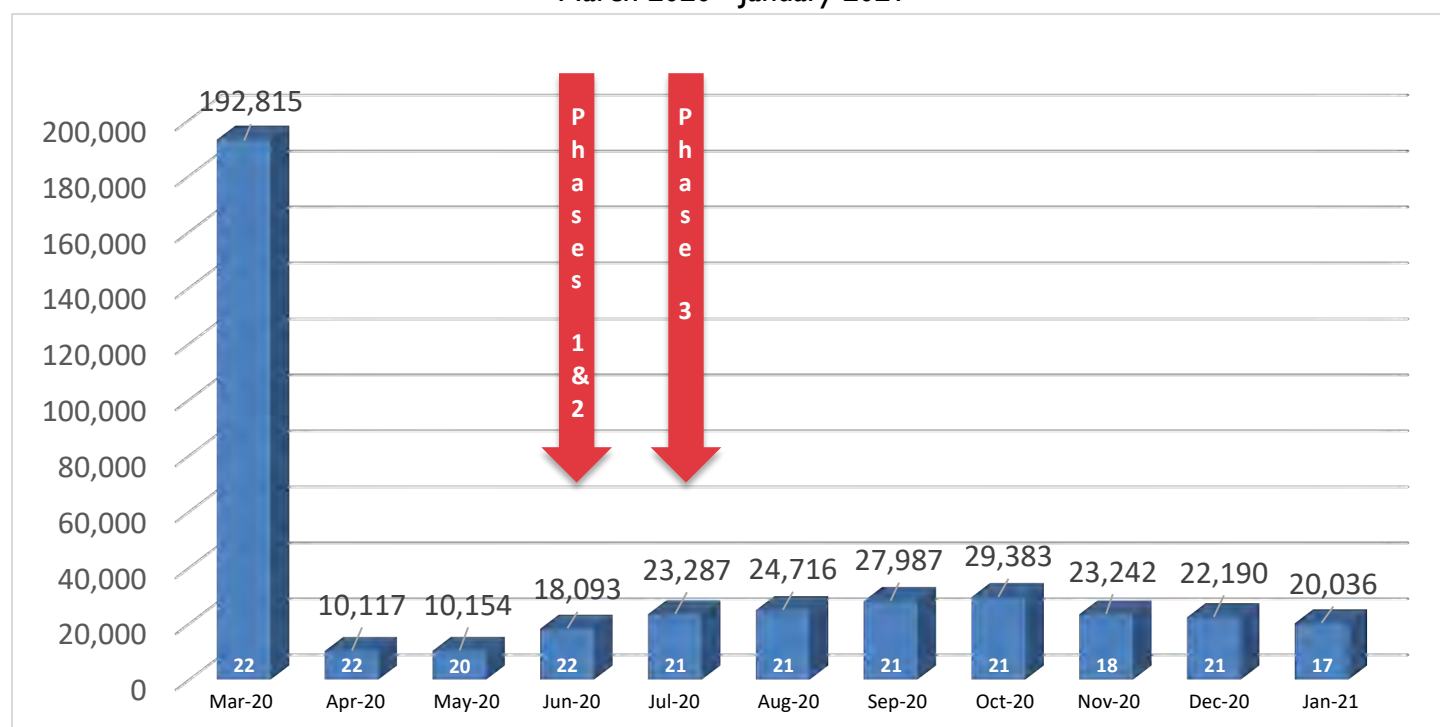
Between the pandemic and winter weather, ridership has remained below what we experienced in late fall. The advent of spring and the increasing number of vaccinations being administered in the commonwealth should bolster ridership in the months ahead. Here's what ridership looks like over the past four weeks compared to the same weeks in 2020.

Week Ending	2021 Ridership	2021 Average Daily Ridership	2020 Ridership	Numeric Difference	Percentage Difference
January 29	5,891	1,178	93,744	-87,847	-93.7%
February 5	5,164	1,033	93,652	-88,488	-94.5%
February 12	5,893	1,179	91,113	-85,220	-93.5%
February 19*	3,799	950	74,499	-70,700	-94.9%

*Four days of service

Monthly Ridership

March 2020 - January 2021



*Days of Service

VRE continues to operate an S+ schedule and monitor ridership to allow for social distancing. We regularly update our [train utilization web page](#), which is a great tool for riders looking to maximize their social distance.

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.

Additional COVID relief funding for public transportation has been the topic of several recent conversations I've had with federal officials. Earlier this month, I and other transportation leaders in the region had the opportunity to meet with the new Secretary of Transportation, Pete Buttigieg, to discuss our legislative priorities. At a media event, held on a platform at Union Station following the meeting, Sec. Buttigieg personally thanked front line workers, including four of our conductors, for their work during the pandemic.

A similar discussion with U.S. Senator Mark Warner took place last week at NVTC's offices. The senator is involved in negotiating the details of the pending COVID relief package now before Congress. He also urged the transportation leaders around the table, including Virginia Transportation Secretary Shannon Valentine, to think big and bold about ways to use transportation dollars in upcoming infrastructure legislation.

Between the two meetings, I spoke with Nuria Fernandez, the acting FTA administrator. We primarily discussed the health and safety of our transit workers and COVID-19 financial relief. She was interested in our projections for the return of ridership and the need for additional relief dollars. We briefly spoke about "opportunities" for transit in general and VRE specifically as well as what our business could look like in a post-COVID environment.

I look forward to seeing you at the Commission's March meeting. In the meantime, should you have any questions, please feel free to contact me.



MINUTES
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD MEETING
February 19, 2021

Virtual Meeting via Webex

Members Present

*Walter Alcorn (NVTC)
 *Andrea Bailey (PRTC)
 *Preston Banks (PRTC)
 *Elizabeth Bennett-Parker (NVTC)
 *Meg Bohmke (PRTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC) **
 *Matt Kelly (PRTC) **
 *Jeanine Lawson (PRTC)
 *Cindy Shelton (PRTC)
 *Dan Storck (NVTC) **
 *James Walkinshaw (NVTC)

Jurisdiction

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

Members Absent

Gary Skinner (PRTC)
 Ralph Smith (PRTC)
 Jennifer Mitchell (DRPT)

Spotsylvania County
 City of Manassas
 Commonwealth of Virginia

Alternates Present

*Michael McLaughlin (DRPT) **

Commonwealth of Virginia

Alternates Absent

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

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

*Voting Member

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

Staff and General Public

Rich Dalton – VRE
John Duque – VRE
Chris Henry - VRE
Robert Hostelka - VRE
Lezlie Lamb – VRE
Steve MacIsaac – VRE Legal Counsel

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

Chair Bennett-Parker called the meeting to order at 9:03 A. M. The Roll Call followed.

Resolution Finding Need to Conduct the February 19, 2021 Meeting Electronically – 2

Ms. Bailey moved, with a second by Ms. Bohmke, to approve Resolution #02-02-2021, Finding Need to Conduct the February 19, 2021 Meeting Electronically. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Lawson, Shelton, and Walkinshaw.

Approval of the Agenda – 3

Ms. Lawson moved, with a second by Ms. Bailey to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Lawson, Shelton, and Walkinshaw.

Approval of the Minutes of the January 15, 2021 VRE Operations Board Meeting – 4

Ms. Bailey moved, with a second by Ms. Shelton, to approve the Minutes from January 15, 2021 Meeting. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Lawson, Shelton, and Walkinshaw.

[Ms. Franklin joined the meeting]

[Mr. Kelly joined the meeting]

[Mr. McLaughlin joined the meeting]

[Mr. Storck joined the meeting]

Chair's Comments – 5

Chief Executive Officer's Report – 6

Mr. Dalton thanked Secretary Valentine for her comments. He thanked Mr. Skinner for his leadership through the challenges in 2020. He briefed the Operations Board on the following items of interest:

- Safety COVID-19 Update
- Ridership
- Performance
- Project Spotlight: Automatic Passenger Counters
- Welcome Back marketing efforts

Public Comment Time –7

Chair Bennett-Parker stated that in the virtual meeting environment, Public Comments were being accepted electronically through the VRE Website. The Chair asked the Clerk to read any comments received into the record. Ms. Lamb read a comment from Mark Sheufler (attached.)

Action Items - 8

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

Ms. Bailey moved, with a second by Ms. Cristol, to authorize the CEO to amend the GEC VII Task Order for Design Services for Alexandria Station Improvements. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Storck, and Walkinshaw.

Authorization to Issue a General Planning Consulting Services Task Order for Relocation Advisory Services for Real Estate Acquisition Activities for the Broad Run Expansion Project – 8B

Ms. Bailey moved, with a second by Ms. Cristol, to issue a GPC Task Order for Relocation Advisory Services for Real Estate Acquisition Activities for the Broad Run Expansion Project. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Storck, and Walkinshaw.

Information Items – 9

Spending Authority Report – 9A

In, the following purchases greater than \$50,000 but less than \$200,000 were made:

- On January 14, 2021, VRE amended an existing Purchase Order with International Display Systems for software integration services for the Variable Message System Proof-of-Concept project; increasing the commitment by \$15,272, to an amount not to exceed \$97,630, to address changes to the software design for the project.

Closed Session – 10

Ms. Lawson moved, with a second by Ms. Bailey, pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A (1) and of the Code of Virginia,) to convene a closed meeting for the purpose of discussing one matter involving one personnel matter involving an appointee of the Commissions.

The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Storck, and Walkinshaw.

Ms. Lawson moved, with a second by Ms. Bailey to certify that to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session, only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and, only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Members Alcorn, Bailey, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Storck, and Walkinshaw.

Board Members' Time – 11

Chair Bennett-Parker asked if Members had any additional business. There was none.

Ms. Bohmke moved, with a second by Ms. Bailey, to adjourn the meeting.

The vote in favor was cast by Members Alcorn, Bailey, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lawson, McLaughlin, Shelton, Storck, and Walkinshaw.

Approved this 19th day of March 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the February 19, 2021 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

CEO REPORT

FEBRUARY 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 | FEBRUARY 2021

TABLE OF CONTENTS

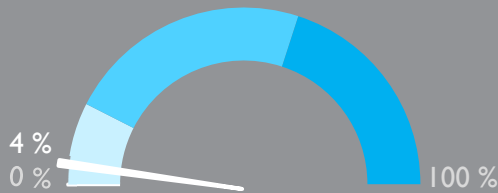
SUCCESS AT A GLANCE	3
ON-TIME PERFORMANCE	4
AVERAGE DAILY RIDERSHIP	6
SUMMONSES ISSUED	7
TRAIN UTILIZATION	8
PARKING UTILIZATION	9
FINANCIAL REPORT FOR DECEMBER 2020.....	10
FACILITIES UPDATE.....	12
UPCOMING PROCUREMENTS	13
CAPITAL PROJECTS UPDATES	14
PROJECTS PROGRESS REPORT	16
NOTES.....	20



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

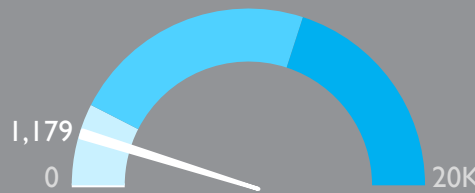


SUCCESS AT A GLANCE



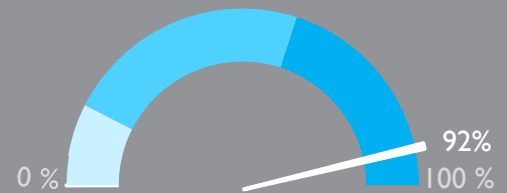
PARKING UTILIZATION

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



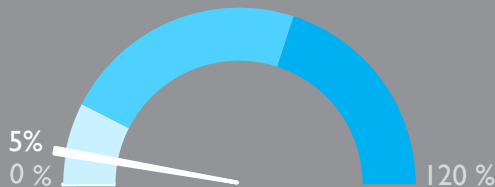
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 18,293



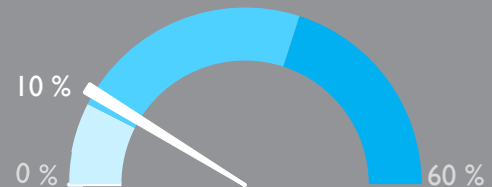
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within five minutes of the schedule.
Same month, previous year: 85%



SYSTEM CAPACITY

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



OPERATING RATIO

Through December 2020

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%

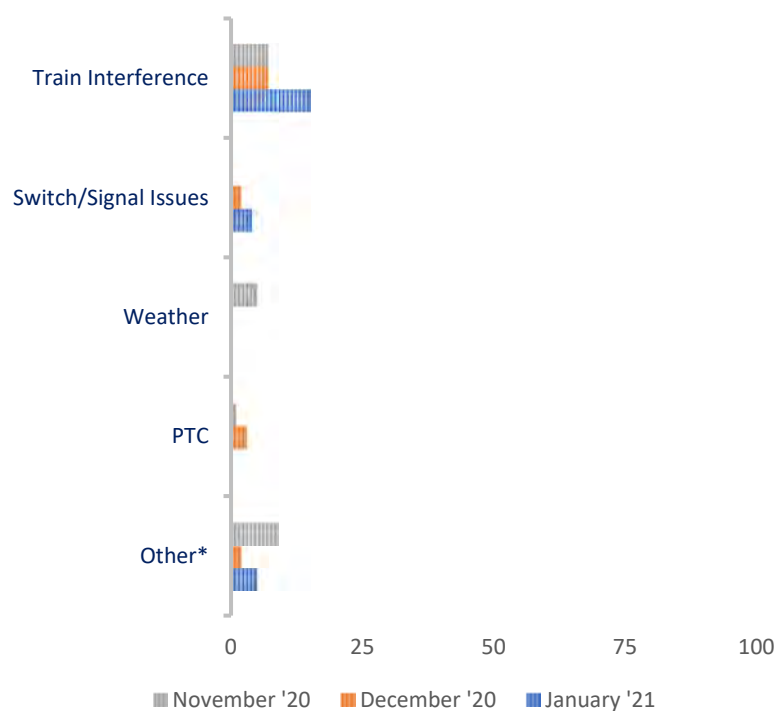
January 2021

ON-TIME PERFORMANCE

OUR RECORD

	January 2021	December 2020	January 2020
Manassas Line	90%	97%	83%
Fredericksburg Line	94%	96%	88%
Systemwide	92%	96%	85%

PRIMARY REASON FOR DELAY



VRE operated 306 trains in January. Our on-time rate for January was 92 percent. There were no delays more than 30 minutes and the average delay was 14 minutes.

Twenty-four trains arrived more than 5 minutes late to their final destinations. Of those late trains, 13 were on the Manassas Line (54 percent), and 11 were on the Fredericksburg Line (46 percent).

Delay numbers were low as there were only 17 service days last month. Train interference was responsible for 15 of the 17 late trains.

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

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Nov	Dec	Jan	Nov	Dec	Jan	Nov	Dec	Jan
Total late trains	22	14	24	14	9	11	8	5	13
Average minutes late	33	48	14	35	51	12	30	43	15
Number over 30 minutes	5	5	0	3	3	0	2	2	0
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE

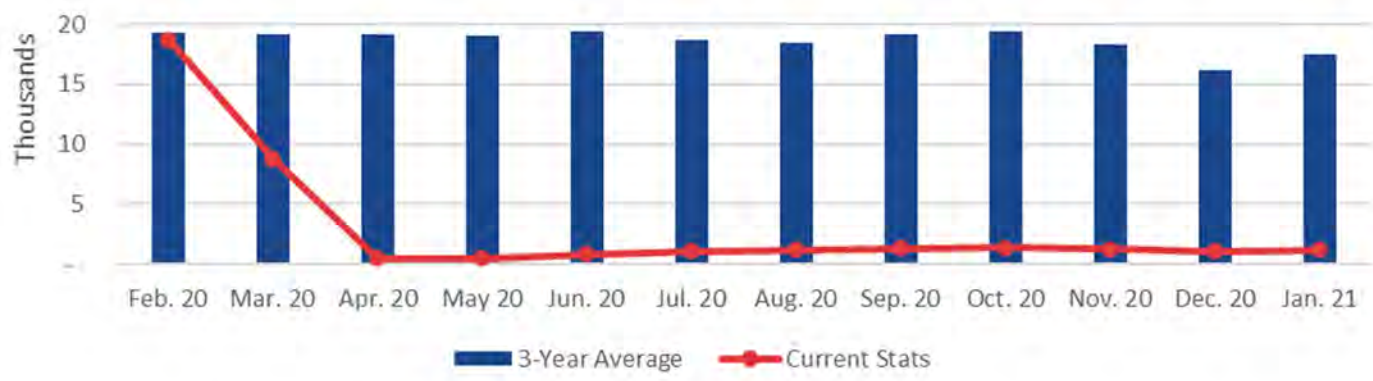


MANASSAS LINE

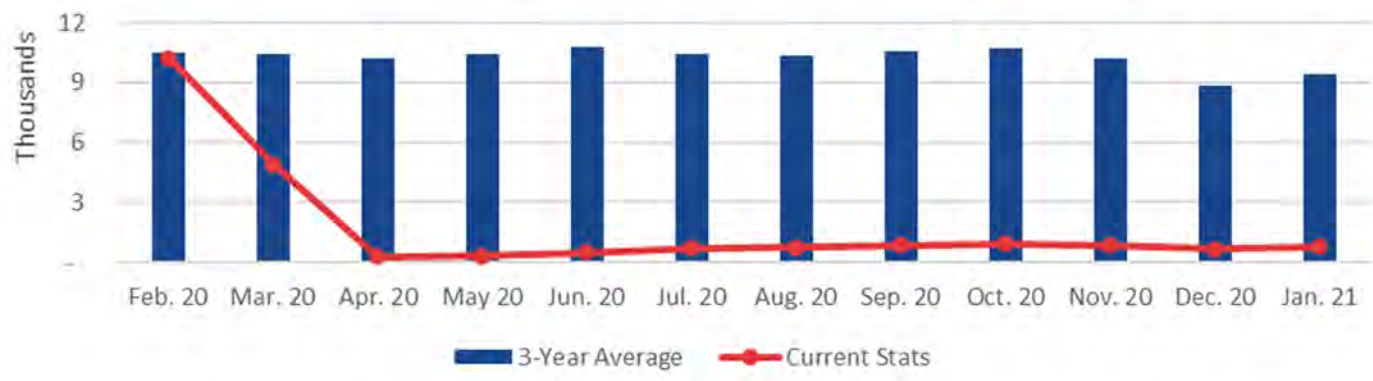


AVERAGE DAILY RIDERSHIP

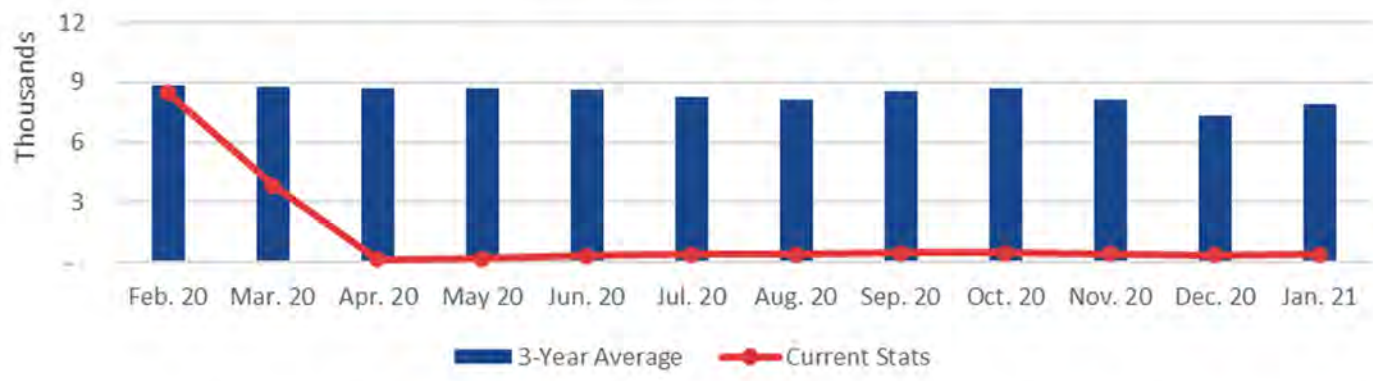
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

Average daily ridership (ADR) in January was 1,179. We continue to operate an “S” Schedule Plus (which includes trains 300 and 307), as necessitated by the COVID-19 pandemic.

We have seen modest gains on the daily average and expect the trend to continue now that we’re through the holiday season.

	January 2021	December 2020	January 2020
Monthly Ridership	20,036	22,190	387,698
Average Daily Ridership	1,179	1,057	18,293
Full Service Days	0	0	21
“S” Service Days	17	21	0

SUMMONSES ISSUED

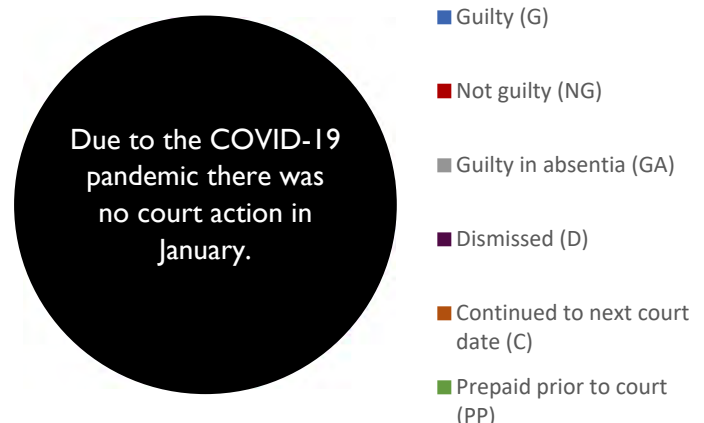
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

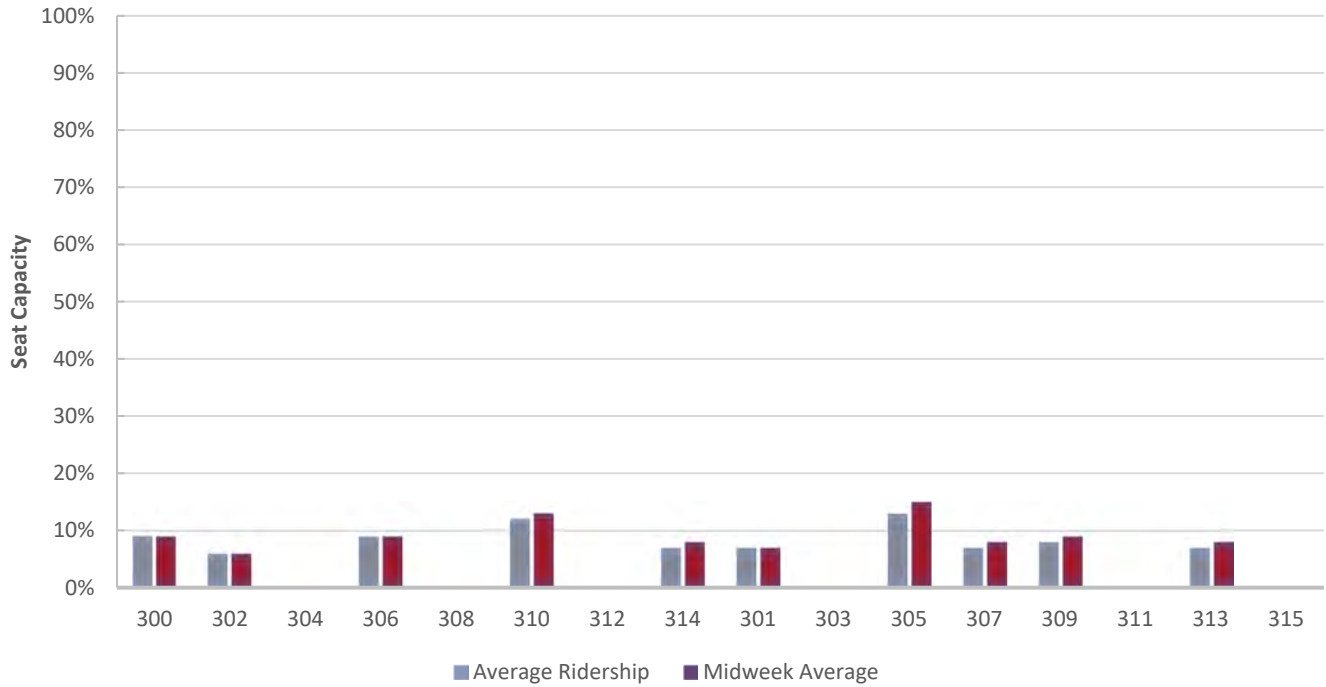
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES COURT ACTION

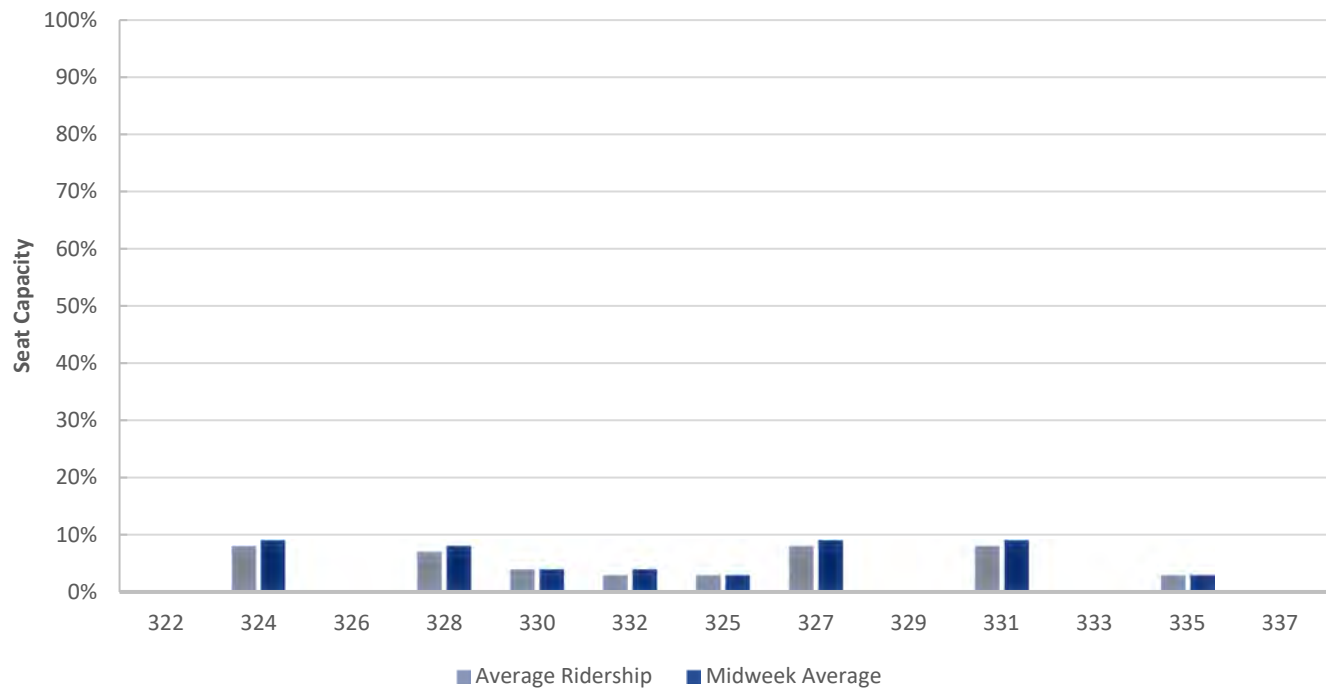


TRAIN UTILIZATION

FREDERICKSBURG LINE

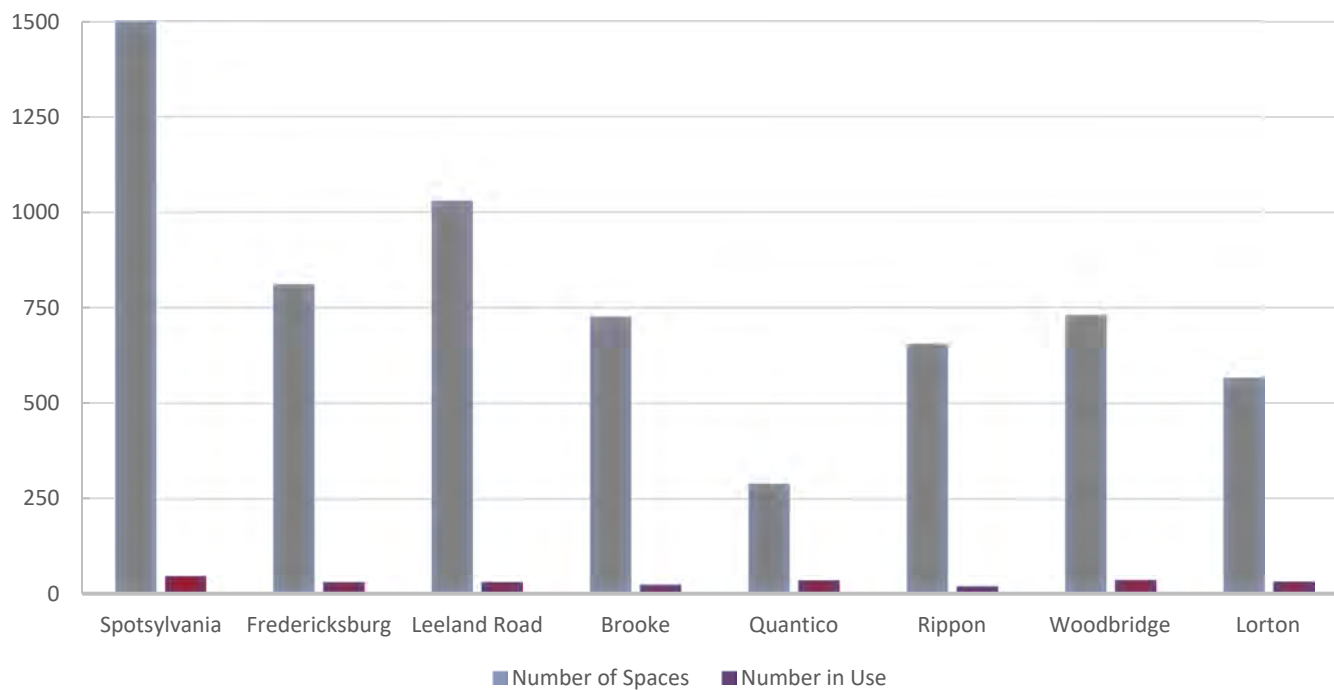


MANASSAS LINE

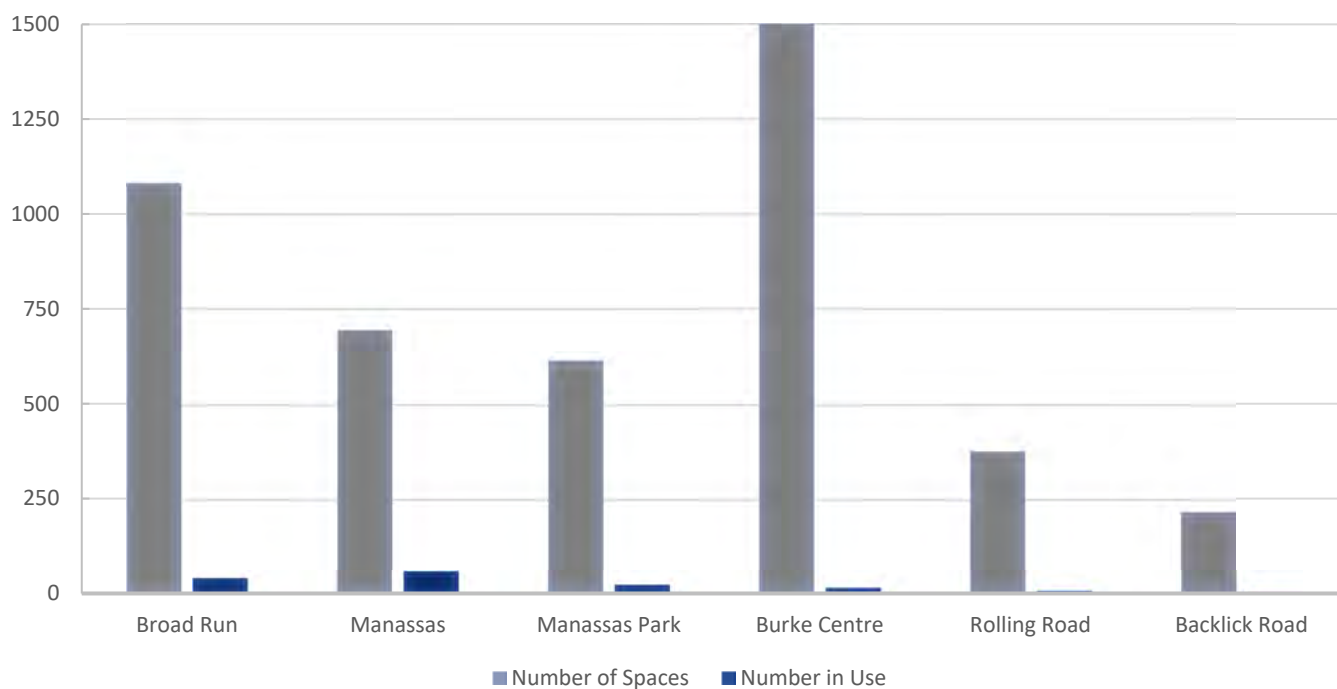


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT FOR DECEMBER 2020

Fare revenue through the first half of FY 2021 (December 2020) is approximately \$18.2 million below budget (an unfavorable variance of -82%) and is also 82% below the same period in FY 2020.

The coronavirus pandemic continues to have a material negative impact on VRE ridership. Ridership was slightly lower during the second quarter due to normal holiday-related seasonality, with average daily ridership of 1,399 in October, 1,223 in November, and 1,009 in December. Ridership remains significantly below pre-pandemic levels – average daily ridership was 18,692 in February 2020 (the last full month not affected by the pandemic). We expect to report significant impacts related to the pandemic throughout the second half FY 2021.

The operating ratio through the first six months of FY 2021 is 10%, which is below VRE's budgeted operating ratio of 52% for the full 12 months of the fiscal year. VRE is required to budget a minimum operating ratio of 50%. The final operating ratio for the year will depend on whether and when ridership rebounds, but it is unlikely that the 50% threshold will be reached.

A summary of the FY 2021 financial results through December follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2020 Operating Budget Report Month Ended December 31, 2020							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY21 BUDGET
Operating Revenue							
Passenger Ticket Revenue	522,988	3,864,462	3,906,050	22,132,829	(18,226,779)	-82.4%	44,090,000
Other Operating Revenue	-	26,295	119,195	150,598	(31,402)	-20.9%	300,000
Subtotal Operating Revenue	522,988	3,890,757	4,025,245	22,283,426	(18,258,181)	-81.9%	44,390,000
Jurisdictional Subsidy (1)	-	-	6,908,817	6,908,816	1	0.0%	13,817,632
Federal/State/Other Jurisdictional Subsidy	2,624,324	2,703,279	15,667,259	16,103,036	(435,776)	-2.7%	31,879,656
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	-
Interest Income	8,706	113,944	87,607	652,590	(564,983)	-86.6%	1,300,000
Total Operating Revenue	3,156,018	6,707,981	26,688,928	45,947,867	(19,258,939)	-41.9%	91,387,287
Operating Expenses							
Departmental Operating Expenses	5,962,232	7,221,509	40,382,497	44,596,145	4,213,649	9.4%	85,137,449
Debt Service	518,403	518,403	3,110,419	3,110,419	-	0.0%	6,220,838
Other Non-Departmental Expenses	-	2,542	-	14,558	14,558	0.0%	29,000
Total Operating Expenses	6,480,635	7,742,454	43,492,916	47,721,122	4,228,207	8.9%	91,387,287
Net income (loss) from Operations	(3,324,618)	(1,034,473)	(16,803,988)	(1,773,255)	(15,030,733)		-
Operating Ratio			10%	50%	Budgeted	52%	Goal

(1) Total jurisdictional subsidy is \$18,300,780. Portion shown as budgeted and actual are attributed to Operating Fund only.

Commuter Rail Operating and Capital (C-ROC) Fund Quarterly Report

Background

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

C-ROC Fund as of December 31, 2020

A summary of the C-ROC Fund through the second quarter of FY 2021 is presented below. Due to lags in the determination of total fuel tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total C-ROC funds received may be less than total funds earned.

C-ROC Fund as of December 31, 2020

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	C-ROC Account Balance
FY 2021 (Jul-Dec)	\$7,500,000	\$5,000,000	\$32,344	\$0	
Life to Date	\$37,500,000	\$35,000,000	\$443,596	\$0	\$35,443,596

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Repairs to cupola clock at Woodbridge Station
2. Replacement of “no trespassing” signage at Fredericksburg gravel parking lot

Projects scheduled to be completed this quarter:

1. Replacement of signage at Franconia-Springfield Station
2. Replacement of west platform and canopy lighting at Woodbridge Station
3. Submission of IFB package for canopy roof replacement at Backlick Road Station
4. Construction of renovations to Alexandria headquarters reception area
5. Submission of IFB package for replacement of tactile warning strips at various stations



Alexandria HQ reception area before renovations.



Alexandria HQ reception area during renovations.

Projects scheduled to be initiated this quarter:

1. Issuance of GEC task orders for design of minor structural repairs at Franconia-Springfield, Woodbridge, Rippon, Brooke and Manassas stations
2. Minor stair steel repairs and caulking at Franconia-Springfield Station
3. Painting of Franconia-Springfield Station
4. Repair of minor cracks in west platform at Woodbridge Station
5. Repair of platform sealer delamination at Spotsylvania Station
6. Replacement of deck joint sealant at Manassas Station parking garage
7. Replacement of lighting at Manassas Station parking garage
8. Replacement of lighting at Broad Run MASF service & inspection building
9. Issuance of general signage services request for quotes
10. Overhaul of emergency generators at Woodbridge and Manassas Stations, Alexandria headquarters and Fredericksburg office

Ongoing projects:

1. Design of waiting area at L'Enfant Station
2. Replacement of signage at Franconia-Springfield, Woodbridge and Leeland Road stations
3. Replacement of waste and recycling receptacles at various stations
4. Design of subsequent phases of renovations to Alexandria headquarters

UPCOMING PROCUREMENTS

- Program management services
- Canopy roof replacement at the Backlick Road Station
- Modernization of VRE Woodbridge Station east elevator
- Passenger car wheelchair lift assemblies
- Purchase of LED light fixtures
- Construction of L'Enfant south storage track wayside power
- Variable Messaging System replacement
- Tactile strip replacements
- Pavement repairs and striping at the Rippon and Leeland Road stations and Fredericksburg Lot G
- Franconia-Springfield Station painting services
- Renewal of locomotive head end power engine systems
- Overhaul of emergency generators
- Headquarters renovations
- Construction management services for 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 Lifecycle Overhaul & Upgrade Facility (LOU)
2. Construction initiated on Quantico Station Improvements
3. Rippon Station Improvements preliminary engineering plans
4. Brooke Station Improvements preliminary engineering plans
5. Leeland Road Station Improvements preliminary engineering plans

Projects or project phases scheduled to be completed this quarter:

6. Franconia-Springfield Station Improvements final 90% complete plans (pending railroad review)
7. Broad Run Expansion (BRX) Section 106 Consultation
8. Construction of Benchmark Road Slope Stabilization Complete (Hamilton to Crossroads overall project/funding closeout and stakeholder concurrence anticipated this quarter)

Projects or project phases scheduled to be initiated this quarter:

9. Execution of Contract for Construction of Quantico Station Improvements and Pre-NTP activities - NTP forthcoming
10. Execution of Contract for Construction of Lifecycle Overhaul & Upgrade Facility (LOU) and Pre-NTP activities - NTP forthcoming
11. Board Authorization, Execution of Contract for Construction of Rolling Road Station Improvements and Pre-NTP activities – NTP forthcoming
12. Execution of Contract and NTP for CM for Construction of Quantico Station Improvements

Ongoing projects:

13. Broad Run Expansion (BRX)
14. Manassas Park Parking Improvements
15. Rolling Road Station Improvements
16. Crossroads Maintenance and Storage Facility (MSF) – land acquisition completed
17. Lifecycle Overhaul & Upgrade Facility (LOU)
18. Leeland Road Station Improvements
19. Brooke Station Improvements
20. Quantico Station Improvements
21. Rippon Station Improvements
22. Franconia-Springfield Station Improvements
23. Alexandria Station Improvements
24. Alexandria Station Track I Access (Slaters Lane)
25. Crystal City Station Improvements
26. L'Enfant Train Storage Track - South
27. L'Enfant Station Improvements
28. New York Avenue Midday Storage Facility
29. Potomac Shores VRE Station – *design by others*
30. Washington Union Station Improvements Environmental Impact Statement – *study by others*
31. DC2RVA Environmental Impact Statement – *study by others*
32. 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	●	
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	●	●	N/A		
Potomac Shores Station Improvements	New VRE station and parking in Prince William County provided by private developer.	◆	●	◆	N/A		
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	●	●	N/A		
Leeland Road 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

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

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

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

ESTIMATED COSTS (\$)						STATUS	
Total	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
31,875,014	31,875,014	-	2382759	2193257	90%	2nd QTR 2023	● 90% Design complete. CSX and City of Alexandria review progressing.
13,000,000	13,000,000	-	*	863,964	35%	4th QTR 2023	● FD underway with anticipated completion 2nd QTR 2021. Ongoing coordination with DRPT projects.
16,634,793	16,634,793	-	*	414,075	20%	4th QTR 2030	● PE design/EC completed 4th QTR 2020. Ongoing coordination with DRPT projects.
No costs for VRE. Private developer providing station.					20%	TBD	● Potomac Shores VRE Station design underway to include parking structure. 60% Re-Design Submittal received and under review by CSX and VRE.
18,372,949	18,372,949	0	830,833	683,892	60%	TBD	● Final Funding Agreements forthcoming. Execution of Construction and CM contracts forthcoming, and pre-NTP activities anticipated 3rd Quarter 2020. NTP to follow.
23,391,019	23,391,019	-	*	419,095	20%	4th QTR 2030	● DRPT LONP received; REF grant pending. PE design/EC completed 4th QTR 2020. Ongoing coordination with DRPT projects.
15,527,090	15,527,090	-	*	400,032	20%	4th QTR 2026	● DRPT LONP received; REF grant pending. PE design/EC completed 4th QTR 2020. Ongoing coordination with DRPT projects.
25,983,000	25,983,000	0	2,238,144	670,225	30%	4th QTR 2022	● Design due to site relocation to start in December 2020.
5,000,000	2,000,000	3,000,000	640,503	418,887	70%	4th QTR 2021	● Contractor has been selected. Construction to begin 1st QTR 2021.
49,940,000	19,098,463	30,841,537	1,584,619	397,848	30%	2nd QTR 2024	● PE & EC initiated in Oct 2019 and anticipated completion 3rd QTR 2020.
70,650,000	62,465,721	8,184,279	130,501	65,150	50%	2nd QTR 2023	● DRPT LONP received. Real estate research in progress under LONP.

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

L'Enfant Train Storage Track - South	Conversion of CSXT track to VRE storage track and as well as signal and wayside-power work.	◆	◆	◆	N/A	●	●
Lifecycle Overhaul & Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	●
Crossroads Maintenance and Storage Facility - Land Acquisition	Acquisition of 19.5 acres of land, construction of two storage tracks and related site improvements.	◆	N/A	N/A	●	N/A	N/A
New York Avenue Midday Storage Replacement Facility	Midday storage facility replacement for Ivy City storage facility.	◆	●	●	●		

ROLLING STOCK

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

PLANNING, COMMUNICATIONS AND IT

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










PHASE: CD - Conceptual Design PE - Preliminary Engineering EC - Environment Clearance

RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

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

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

ESTIMATED COSTS (\$)						STATUS	
Total ¹	Funded	Unfunded	Authorized	Expended ²	Percent Complete ¹	Project Completion Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	3rd QTR 2018	 Benchmark Slope project complete.
3,965,000	3,965,000	-	2,937,323	1,699,610	60%	4th QTR 2019	 CSXT Construction Agreement received. CM underway.
38,183,632	38,183,632	-	3,176,039	2,143,583	70%	1st QTR 2023	 Notice to proceed issued to construction contractor on December 14, 2020.
2,950,000	2,950,000	-	2,950,000	163,565	100%	1st QTR 2020	 Land acquisition completed.
89,666,508	89,666,508	-	3,588,305	2,257,455	90%	4th QTR 2021	 Preliminary design has been completed and continuing to collaborate with Amtrak on agreements.
75,264,693	75,264,693	-	69,457,809	47,915,644	99%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
14,191,833	14,191,833	-	10,294,079	7,984,451	95%	4th QTR 2018	 Implementation completed.
110,700,000	82,526,398	28,173,602	5,855,650	4,539,446	80%	4th QTR 2024	 PE design and EC underway. Property acquisition due diligence underway.
3,510,307	3,510,307	-	3,510,627	2,282,853	70%	1st QTR 2021	 American Eagle working on redesign with uplift to new platform.



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TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: February 25, 2021
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the March 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
600 E. Main Street, Suite 2102
Richmond, VA 23219

Ph: 804-786-4440
Fax: 804-225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: February 23, 2021

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

The Commonwealth Transportation Board (CTB) met virtually on February 17. There were no DRPT items on the business meeting agenda. At the workshop, the CTB received an [update](#) on the Coronavirus Response and Relief Supplemental Appropriations Act (CRSSA). DRPT is the designated recipient of Section 5310 apportionments for three urbanized areas and statewide small urban and rural area funding. Northern Virginia apportionments are distributed by the Metropolitan Washington Council of Governments (MWCOC). Section 5310 funding is for mobility of seniors and people with disabilities and goes to human service agencies.

The CTB also received a [briefing](#) on the Virginia Passenger Rail Authority's (VRPA) recommended budget for FY22, which is required by statute to be submitted to the CTB by February 1. The proposed FY22 operating and capital budget is \$450.7 million and the six year capital forecast of \$3.8 billion includes the construction of the Long Bridge beginning in FY25. The operating budget includes Amtrak operating and VPRA administrative costs. The CTB is expected to approve the VPRA capital budget in May.

DRPT's capital and operating grant application process for FY22 has closed, and project managers are reviewing applications. DRPT will utilize the same performance metrics used for FY21 to calculate operating assistance, eliminating the impacts of COVID from the calculations. As in FY21, DRPT is prioritizing local transit operating and the WMATA NVTC allocation in preparing the Six Year Improvement Program. All capital project applications are scored according to the [MERIT prioritization policy](#) adopted by the CTB in 2018. DRPT expects to present the draft FY22-27 Six Year Improvement Program to the CTB at its April meeting, with opportunities for public comment in April and May and adoption in June.

DRPT.Virginia.gov

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

DRPT is projecting a \$22.4 million shortfall in revenue sources for the WMATA capital fund, which was [presented](#) to the Senate Finance and Appropriations Transportation Subcommittee on January 27. These sources are used to pay Virginia's \$154.5 million dedicated funding to WMATA. To address the shortfall, the Senate Finance Committee included a \$22.4 million [budget amendment](#) for consideration by the full Senate during the 2021 General Assembly special session.

FTA recently awarded \$247,500 in [COVID-19 Research Demonstration](#) funds to DRPT to enhance mobility for transit users affected by the COVID-19 public health emergency. DRPT will use the funding to develop an “Adapting to a New Normal” toolkit, including a strategy handbook and a statewide messaging campaign to assist transit agencies in safely restoring service and ridership. The toolkit is intended to define the role of transit in this new environment and strengthen public confidence in transit services. The toolkit will provide our transit partners with a package of products that can be used to address two primary questions brought on by the COVID-19 pandemic: how agencies can safely and efficiently increase service levels to pre-pandemic levels, and how agencies can rebuild consumer confidence in the areas they serve. DRPT intends to have the toolkit completed by summer.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: February 25, 2021
SUBJECT: Executive Director Report

A. Executive Director Newsletter

NVTC's [Executive Director Newsletter](#) provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among partners such as the Transportation Planning Board (TPB) and the Northern Virginia Transportation Authority (NVTA).

This month the [Executive Director Newsletter](#) includes a look at Senator Mark Warner's visit to NVTC and how it's an example of the regional coordination efforts at the heart of NVTC's work; the status of the Commuter Choice on the I-395-95 Corridor program; and relevant legislation moving through the Virginia General Assembly and Congress.

B. NVTC Financial Report

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



Executive Director Newsletter

March 2021

In this month's newsletter you'll read about the roundtable discussion Sen. Mark Warner convened at NVTC's offices in Arlington. I often share how NVTC serves as an important venue for regional coordination and cooperation; our event with Senator Warner provides a perfect example. Seated (COVID-safely) around the conference table were the leaders of Metro, VRE, regional bodies, Northern Virginia's major airports and Virginia's Department of Transportation. Conversations like this one encourage everyone involved to look at issues from a regional perspective, acknowledging how the work we all do interconnects.

NVTC has been at the heart of regional discussions for over 50 years, from our founding to support Virginia's role in starting Metrorail through the establishment of the Virginia Railway Express and now our Commuter Choice program. Through NVTC's committee structure and strong staff collaboration efforts, we develop a unified approach to Northern Virginia's public transportation policy and funding as well as help our jurisdictions optimize their own system operations. This single voice becomes even more important as Metrorail expands operation into Loudoun County this year, serving all NVTC jurisdictions.

Cooperation among jurisdictions served by Metro has also been evidenced in the shutdown coordination efforts that have been in place since 2018. NVTC staff led meetings regarding the 2019 and 2020 shutdowns of Metrorail stations in Northern Virginia. Those meetings involved officials from Metro, the federal government, local governments and others impacted by the station closures. NVTC staff continue to take part in coordination efforts during the 2021 shutdown that includes the ongoing closure of the Blue Line. The NVTC-led regional marketing campaigns tied to these shutdowns also embody this spirit of working together.

We also continue to make progress on transit efforts that cross jurisdictions, like our Envision Route 7 bus rapid transit which will continue analytical work later this year and NVTC's Regional Fare Collection Program, which works to make paying transit fares easier and faster and promotes unified fare payment systems across multiple agencies. In both of these efforts, NVTC is working make public transit more attractive to riders across the region.

Whether around the large NVTC conference table or on WebEx video calls, NVTC's spirit of cooperation benefits us all, from making it easier to travel around our region to making Northern Virginia an attractive place to conduct business, live and thrive.

Executive Director

Inside This Issue

Sen. Mark Warner leads transportation discussion at NVTC	2
NVTC prepares comments on Metro's proposed FY 2022 budget	4
NVTC-led fare payment group discusses regional efforts	4
Commuter Choice on the I-395/95 Corridor program moving ahead	5
Virginia General Assembly, Congress take up NVTC priorities	6
Region's transit agencies amplify mask mandate message	7
Report finds sustained remote work could impact transit revenues	7
VRE CEO, crew shine in Twitter moment	9
Wireless service now active in all Metro tunnels	9
Surveys review Richmond Highway Bus Rapid Transit branding, station design	10
New platform track part of Amtrak Northeast Corridor upgrades	10

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



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Key Dates

- March 16 - CTB
- March 19 - VRE Operations Board
- March 4 - Commission meeting
- April 1 - Commission meeting
CANCELED
- April 22 - NVTC/PRTC Joint Commission Working Group
- April 22 - Program Advisory Committee

Sen. Mark Warner leads transportation discussion at NVTC

Sen. Mark Warner [convened](#) transportation leaders from across the Commonwealth and Washington region at NVTC's offices to discuss priorities for the next COVID-19 pandemic relief bill and make an announcement about future federal funding for Metro. Executive Director Kate Mattice worked with Sen. Warner's staff to conduct the meeting while limiting the number people in the room and ensuring universal mask-wearing.

During the meeting, Sen. Warner [announced](#) a bill to renew federal funding for Metro at \$150 million a year for ten years.

"It also includes another \$50 million for preventative maintenance, safety and oversight because I think we want you to be successful, but we need to be ever vigilant on these safety issues," said Warner, adding, "We as the federal partners, need not only put up our \$150 million a year but if we're really going to do this preventive maintenance and workforce development, we've got to pony up some more."

Meeting attendees included Metro General Manager Paul J. Wiedefeld, VRE CEO Rich Dalton, Metropolitan Washington Airports Authority President & CEO Jack Potter, and Virginia Secretary of Transportation Shannon Valentine.

"I think it's time to reinvent transit, not just in this region but across the country not just serving peak periods," said Wiedefeld, "it's about, much larger things such as equity. It's about environmental quality. It's about economic development."

Mattice thanked Warner for his support of transit, calling it "remarkable."



Sen. Mark Warner speaks with Kate Mattice, Metro General Manager Paul J. Wiedefeld, VRE CEO Rich Dalton and others at NVTC's offices.



NVTC prepares comments on Metro’s proposed FY 2022 budget

NVTC staff are working with Commissioners to develop and refine Commissioner comments on Metro’s proposed budget for FY 2022. The proposal includes additional federal aid from the Coronavirus Response and Relief Supplement Appropriations Act, but Metro anticipates the money will be exhausted by January 2022, necessitating service cuts and layoffs later in the fiscal year.

Reflecting the Commission’s direction at its February meeting and anticipated discussions at its March meeting, NVTC staff are refining comments to submit in March that encourage Metro to:

- Continue to seek additional federal support to avoid layoffs and support our region in recovering from the economic fallout of the pandemic
- Maintain a dependable and sufficient level of service throughout FY 2022 by avoiding significant service reductions in the second half of FY 2022 that would adversely impact essential workers’ much-needed access to transit and curtail our region’s recovery efforts
- Open Silver Line Phase 2 as soon as possible with service to all stations
- Engage regional employers and educational institutions to develop innovative solutions to increase ridership as the region recovers while implementing strategies to demonstrate that it is safe to return to transit
- Minimize, to the greatest extent possible, shifting operating expenses to the capital program for preventive maintenance to maintain a state of good repair for the capital program and preserve dedicated funding debt capacity.

Metro’s public comment period on the proposed FY 2022 Budget opened February 20 and closes March 16. Metro has a dedicated [budget website](#) that includes details on the proposal and how to provide feedback to the board.

NVTC-led fare payment group discusses regional efforts

Program Manager Patricia Happ held the first 2021 meeting of the Regional Fare Collection Off Board and All Door Fare Collection Working Group February 18. The group works to exchange information and coordinate future plans between regional partners that are planning or operating off-board fare collection systems and all-door boarding systems. NVTC provided an overview of how the [2021 Northern Virginia Fare Collection Strategic Plan](#), approved in January, will be implemented for the working group.

The Maryland Transit Administration (MTA) presented an overview and status of their Future Fare System project to make paying for transit easier and more convenient for customers in Baltimore and surrounding areas. The new fare system will make travel on transit more convenient by providing a next-generation, account-based fare collection system where customers can pay with contactless credit cards, mobile phones or cash. Equipment to be procured includes ticket vending machines, mobile fare inspection devices and fare payment validators.



An offboard payment vending machine for Richmond’s Pulse (right). Courtesy: GRTC

Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) program moving ahead

NVTC’s application period for Commuter Choice on the [I-395/95 Corridor](#) Round Two (FY 2022-FY 2023) funding closed on January 29. Eight applicants submitted 18 applications seeking a total of \$26.2 million from the program. The Commuter Choice team, led by Senior Program Manager Ben Owen, will present the results to the Commissions (NVTC and the Potomac and Rappahannock Transportation Commission, which have joint approval authority over the program) in March after ending the review of the eligibility of each application. The team will score the eligible proposals in March, followed by a fully online public comment period from April 16 to May 17. In April, the Joint Commission Working Group (JCWG) will review the scored projects and recommend a programming approach for both PRTC and NVTC to consider. The two Commissions and the Commonwealth Transportation Board will review the JCWG’s recommendations and adopt selected projects this June.

The Commuter Choice team anticipates full funding of approximately \$30 million for the two-year program through the annual transit investment payments to the Commonwealth by Transurban, the concessionaire for the 95 and 395 Express Lanes. The Express Lanes’ length and full-time tolling have provided relatively resilient revenues despite decreased peak-period commute traffic due to the continuing COVID-19 public health emergency. Peak period, peak direction express routes have been the focus of previous funding rounds, however, continued diminished demand for new transit services likely contributed to the modest request for Round Two funds. Proposals to this round focused on the continuation of Commuter Choice-supported transit enhancements funded in Round One, significant enhancements to local bus routes in Alexandria and Fairfax County, expansions of park-and-ride capacity in the southern portion of the corridor, and incentives and promotions to increase vanpooling and carpooling in the corridor.



I-395-95 Express Lanes. Courtesy: Transurban.

Virginia General Assembly, Congress take up NVTC priorities

Virginia General Assembly

Landmark legislation to abolish the death penalty, legalize marijuana and address the continued impacts of the COVID-19 pandemic on the Commonwealth were key priorities in both the regular and Special Sessions of the 2021 Virginia General Assembly.

The regular Session began in the same way as last fall’s Special Session to observe social distancing with the Senate meeting in the Science Museum and the House convening virtually. One notable procedural change this Session was the limit on the number of bills that legislators could introduce, requiring members to be more selective about their legislative priorities.

Initially, the 2021 Session was scheduled to last 30 days. However, Governor Ralph Northam called the members of the General Assembly into 16-day Special Session on February 10 to complete their work. While transportation-related legislation was not on the top of the list this Session, members did consider bills that reflect NVTC’s priorities including bills expanding the eligibility of a members of a public body or joint meeting to convene electronically ([HB 1931](#) and [SB 1271](#)) and a bill directing the Joint Legislative Audit & Review Commission to work with DRPT to complete a study of transit equity and modernization in the Commonwealth ([HJ 542](#)).

The House and Senate offered different [amendments](#) to the Commonwealth’s budget during the regular Session. The approved amendments include measures to fund the revenue gap in the Commonwealth’s portion of the \$500 million annual commitment to the WMATA Capital program, support transit incentives focused on fare and congestion reduction programs and expand and improve passenger rail in Southwest Virginia. The General Assembly’s proposed budget amendments did not include an NVTC-requested budget amendment to allocate \$30 million to support Northern Virginia’s FY 2022 operating and capital obligation. However, budget conferees from both the House and Senate were still negotiating their spending priorities and how to apply an additional \$730.2 million (\$410.1 million in FY 2021 and \$320.1 million in FY 2022) to the budget after receiving a favorable revenue forecast.

Congress and Federal Government

Federal legislative activities appear to be starting to move. Sen. Mark Warner announced the [Metro Safety, Accountability and Investment Act of 2021](#) to a group of regional transportation leaders at a meeting at NVTC. The bill, co-sponsored by Tim Kaine (both D-VA) along with Sens. Ben Cardin and Chris Van Hollen of Maryland would provide dedicated state of good repair funding to Metro as well as reforms to the Office of Inspector General.

On the Administration side, USDOT announced its latest INFRA Multimodal [grant application](#) process, which will prioritize projects that address climate change and environmental justice. The INFRA announcement also announces the creation of the “INFRA Extra” Program, which will identify competitive INFRA applicants who do not receive an INFRA award and authorize them to seek a Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan up to 49% of their project cost.

The Federal Transit Administration rescinded Trump administration policy on [Capital Investment Grant](#) (CIG) applications that rewarded greater local financial commitment to a project beyond what is required in statute.

Region’s transit agencies amplify mask mandate message

New signs and [social media](#) messages remind passengers that masks are now required on all of the region’s trains and buses. The Centers for Disease Control and Prevention issued [an order](#) that requires face masks to be worn by all travelers while on public transportation. People must wear masks that completely cover both the mouth and nose while awaiting, boarding, disembarking or traveling on airplanes, ships, ferries, trains, subways, buses, taxis and ride-share vehicles as they are traveling into, within or out of the United States and U.S. territories. They must also wear masks while at transportation hubs, including bus terminals, train and subway stations where people board public transportation in the United States and U.S. territories. As part of his meeting with Metro and VRE leaders at Union Station February 5, Transportation Secretary Pete Buttigieg expressed his support for mask wearing.



Report finds sustained remote work could impact transit revenues

A [survey](#) from the [Greater Washington Partnership](#) found that employers expected fewer than 30% of their employees to be physically at worksites during the first quarter of this year with a jump to 75% by the fall. This study of the Baltimore-Washington-Richmond corridor sought to understand the impacts of different remote work scenarios, including a moderate and substantial shift to elevated levels of remote work, which NVTC has long supported as a way to reduce the region’s traffic congestion. Any shift to long-term remote work may have large implications. Further, many employers are planning to deploy a hybrid strategy regarding remote work post-pandemic. Scenarios including having employees work some days on-site and other days at home or in a non-worksite location.

While remote capable workers may benefit from a more flexible work environment and time saved on their commute, the study found that the benefits will not be felt evenly across the region or its residents. Public transit, smaller businesses in central business districts, and frontline and essential workers – especially minorities and those with lower educational attainment levels – may be severely impacted.

The report, in part, looks at transportation demand and mobility changes, finding:

- Trips taken for non-work purposes represent a large majority of trips taken in the region. These are unlikely to change significantly under a future remote work scenario.
- A shift toward remote work may have a disproportionate impact on some modes - particularly transit - that are used more frequently for commuting than they are for non-commute trips. Without changes to service patterns or farebox revenue strategies, the region's subway, rail and bus systems could see reductions of up to 5% in overall operating revenues.



VRE CEO, crew shine in Twitter moment

Newly-confirmed Transportation Secretary Pete Buttigieg posed in front of a VRE train at Union Station February 5. The moment went viral on [Twitter](#) after the official Department of Transportation account tweeted “name this band” with the image. To the left of Buttigieg, you can see VRE CEO Rich Dalton. Crew members stand behind both men. Buttigieg was there to discuss legislative priorities with VRE, Amtrak and MARC officials and the Biden administration’s support for public transit.



Wireless service now active in all Metro tunnels

That call or text no longer has to wait until you’re off Metro. The transit agency [announced](#) that wireless service for AT&T, T-Mobile and Verizon now works in all 100 miles of train tunnels. The latest activation brings the final three segments online between Dupont Circle in Downtown DC and White Flint in Maryland, the Yellow Line from L’Enfant Plaza to the Pentagon and the Silver Line in Tysons Corner.

Metro notes that the agency and the wireless carriers worked closely with the region’s Congressional delegation on the project, including Sen. Mark Warner. “This is something we’ve been working with Metro and the carriers on for years, because it will improve safety for Metro riders and workers,” said Sen. Warner, “The federal government and the region have made substantial investments in making this system safer and more reliable, from rebuilding tracks to introducing new rail cars, and now passengers will be able to use their cellphones underground throughout the system.”

Surveys review Richmond Highway Bus Rapid Transit branding, station design

The Fairfax County Department of Transportation wrapped up two surveys March 1 that asked people their opinions about potential branding and station designs for the future Bus Rapid Transit System (BRT) that will serve Richmond Highway. The BRT would run in a dedicated transitway along Route 1 from the Huntington Metro Station to Fort Belvoir. FCDOT also held a [virtual meeting](#) to explain the proposed concepts.



Renderings: FCDOT

New platform track part of Amtrak Northeast Corridor upgrades

Amtrak recently solicited [Letters of Interest](#) for construction work associated with building a third platform track at New Carrollton Station. The railroad plans [improvements](#) between Washington and Baltimore aimed at reducing congestion and delays. That includes upgrading its lower speed track to high-speed standards. The New Carrollton Station serves Amtrak and MARC and connects with Metrorail, Metrobus and other regional bus providers.



Photo: Amtrak

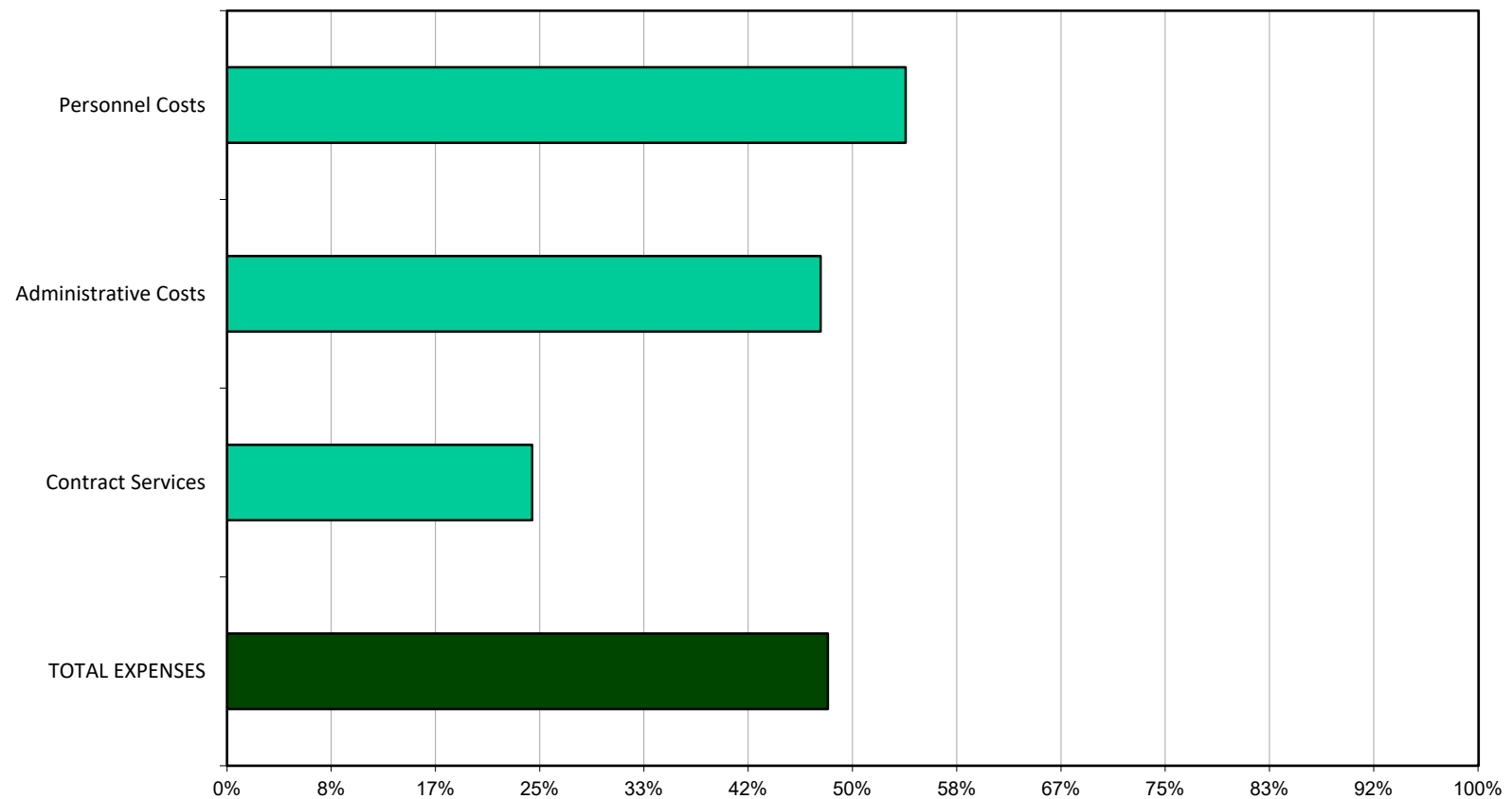


Northern Virginia Transportation Commission

Financial Reports
January 2021

PERCENTAGE OF FY 2021 NVTC ADMINISTRATIVE BUDGET USED

JANUARY 2021
(TARGET 58.3% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January 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	\$ 160,703.24	\$ 1,097,271.07	\$ 2,041,700.00	\$ 944,428.93	46.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>160,703.24</u>	<u>1,097,271.07</u>	<u>2,041,700.00</u>	<u>944,428.93</u>	<u>46.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	16,412.24	79,048.49	140,100.00	61,051.51	43.6%
Group Health Insurance	11,410.47	82,415.80	176,600.00	94,184.20	53.3%
Retirement	15,922.00	112,994.00	174,000.00	61,006.00	35.1%
Workmans & Unemployment Compensation	1,644.84	2,460.84	5,100.00	2,639.16	51.7%
Life Insurance	2,211.08	5,138.31	6,800.00	1,661.69	24.4%
Long Term Disability Insurance	881.41	6,034.29	10,000.00	3,965.71	39.7%
Total Benefit Costs	<u>48,482.04</u>	<u>288,091.73</u>	<u>512,600.00</u>	<u>224,508.27</u>	<u>43.8%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	2,100.00	9,150.00	14,600.00	5,450.00	37.3%
<i>Rents:</i>	<i>30,401.43</i>	<i>212,749.66</i>	<i>393,400.00</i>	<i>180,650.34</i>	<i>45.9%</i>
Office Rent	30,372.63	212,608.41	366,000.00	153,391.59	41.9%
Parking & Transit Benefits	28.80	141.25	27,400.00	27,258.75	99.5%
<i>Insurance:</i>	<i>678.14</i>	<i>5,000.35</i>	<i>6,800.00</i>	<i>1,799.65</i>	<i>26.5%</i>
Public Official Bonds	200.00	1,600.00	2,000.00	400.00	20.0%
Liability and Property	478.14	3,400.35	4,800.00	1,399.65	29.2%
<i>Travel:</i>	<i>-</i>	<i>1,891.73</i>	<i>44,600.00</i>	<i>42,708.27</i>	<i>95.8%</i>
Conference / Professional Development	-	1,551.09	27,100.00	25,548.91	94.3%
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
January 2021

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,364.74	8,011.01	15,500.00	7,488.99	48.3%
Postage	-	453.46	1,400.00	946.54	67.6%
Telephone and Data	1,364.74	7,557.55	14,100.00	6,542.45	46.4%
<i>Publications & Supplies</i>	4,516.13	8,398.39	28,700.00	20,301.61	70.7%
Office Supplies	-	279.90	2,800.00	2,520.10	90.0%
Duplication and Paper	421.01	3,523.37	10,900.00	7,376.63	67.7%
Public Engagement	4,095.12	4,595.12	15,000.00	10,404.88	69.4%
<i>Operations:</i>	1,266.40	10,574.54	37,500.00	26,925.46	71.8%
Furniture and Equipment (Capital)	-	1,024.48	13,600.00	12,575.52	92.5%
Repairs and Maintenance	82.50	332.50	1,000.00	667.50	66.8%
Computer Operations	1,183.90	9,217.56	22,900.00	13,682.44	59.7%
<i>Other General and Administrative:</i>	1,049.57	5,439.66	9,600.00	4,160.34	43.3%
Memberships	80.75	1,058.97	1,600.00	541.03	33.8%
Fees and Miscellaneous	968.82	4,380.69	6,500.00	2,119.31	32.6%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>41,376.41</u>	<u>261,215.34</u>	<u>550,700.00</u>	<u>289,484.66</u>	<u>52.6%</u>
<u>Contracting Services</u>					
Auditing	-	9,500.00	24,500.00	15,000.00	61.2%
Contract Services and Support - Commuter Choice	23,295.27	85,942.49	479,000.00	393,057.51	82.1%
Contract Services and Support - Other	11,024.41	44,724.40	120,000.00	75,275.60	62.7%
Legal	2,916.67	20,416.69	35,000.00	14,583.31	41.7%
Total Contract Services	<u>37,236.35</u>	<u>160,583.58</u>	<u>658,500.00</u>	<u>497,916.42</u>	<u>75.6%</u>
 Total Gross G&A Expenses	<u><u>\$ 287,798.04</u></u>	<u><u>\$ 1,807,161.72</u></u>	<u><u>\$ 3,763,500.00</u></u>	<u><u>\$ 1,956,338.28</u></u>	<u><u>52.0%</u></u>

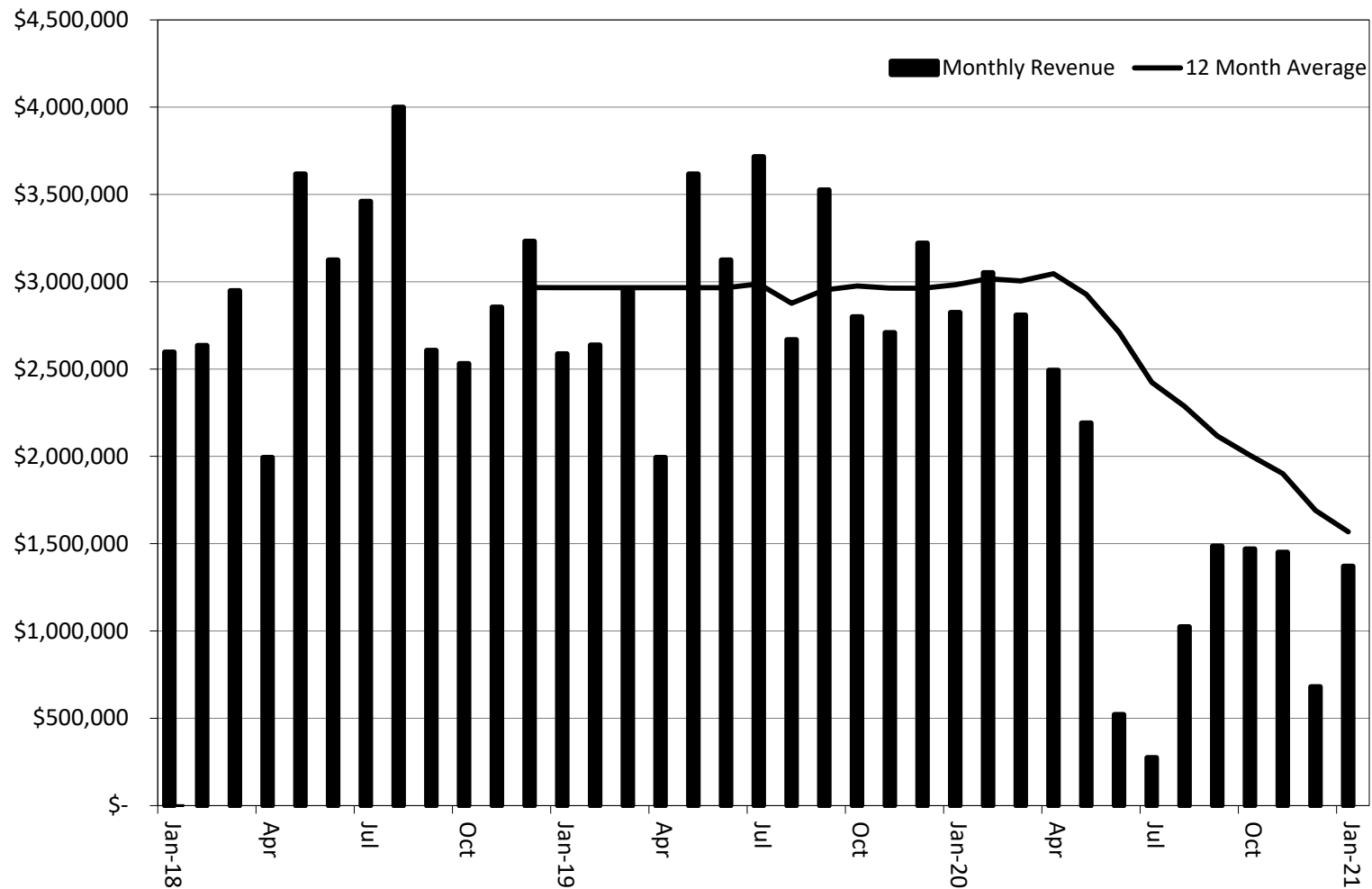
NVTC
RECEIPTS and DISBURSEMENTS
January 2021

January 2021			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
4	Alexandria	G&A contribution		\$ 9,891.75			
6	DRPT	Operating assistance - Fairfax					7,807,954.00
6	DRPT	Capital grants receipts - VRE			1,116,758.00		
15	DRPT	Capital grant receipt - Fairfax					1,105,104.00
21	DRPT	Capital and operating assistance - WMATA					15,686,733.00
28	DRPT	Operating assistance - Fairfax					4,148,904.00
29	DRPT	I-395/95 concessionaire receipt				15,375,000.00	
31	Banks	Investment earnings		3.96	52.80	3,997.27	17,970.78
			-	9,895.71	1,116,810.80	15,378,997.27	28,766,665.78
DISBURSEMENTS							
1-31	Various	G&A expenses	(231,824.31)				
4	WMATA	Metrobus operating					(14,643,812.00)
4	WMATA	Metroaccess operating					(3,878,716.00)
4	WMATA	Metrorail operating					(26,550,394.00)
4	WMATA	CIP					(184,884.00)
4	WMATA	Project development					(127,831.00)
6	VRE	Grant revenue			(1,116,758.00)		
13	Kimley-Horn	Consulting - Fare collection project	(9,739.98)				
13	Stantec	Consulting - NTD project	(32,749.43)				
13	Kimley-Horn	Consulting - Commuter Choice program	(12,019.02)				
13	SIR	Consulting - I-66 Commuter Choice outreach	(11,276.25)				
15	Arlington	Commuter Choice I-66 project reimbursement				(21,159.00)	
15	Loudoun	Commuter Choice I-66 project reimbursement				(112,077.00)	
15	PRTC	Commuter Choice I-66 project reimbursement				(90,466.00)	
15	Arlington	Commuter Choice I-395/95 project reimbursement				(62,679.00)	
15	Alexandria	Commuter Choice I-395/95 project reimbursement				(525,143.00)	
15	NVRC	Commuter Choice I-395/95 project reimbursement				(30,360.00)	
15	PRTC	Commuter Choice I-395/95 project reimbursement				(297,683.00)	
31	Banks	Service charges	(53.77)	(5.55)			
			(297,662.76)	(5.55)	(1,116,758.00)	(1,139,567.00)	(45,385,637.00)
TRANSFERS							
14	Transfer	From LGIP to LGIP (G&A contribution)			1,140,753.00		(1,140,753.00)
14	Transfer	From LGIP to checking	300,000.00		(300,000.00)		
15	Transfer	From LGIP to LGIP (NTD project)			32,749.43		(32,749.43)
			300,000.00	-	873,502.43	-	(1,173,502.43)
NET INCREASE (DECREASE) FOR MONTH			\$ 2,337.24	\$ 9,890.16	\$ 873,555.23	\$ 14,239,430.27	\$ (17,792,473.65)

**NVTC
INVESTMENT REPORT
January 2021**

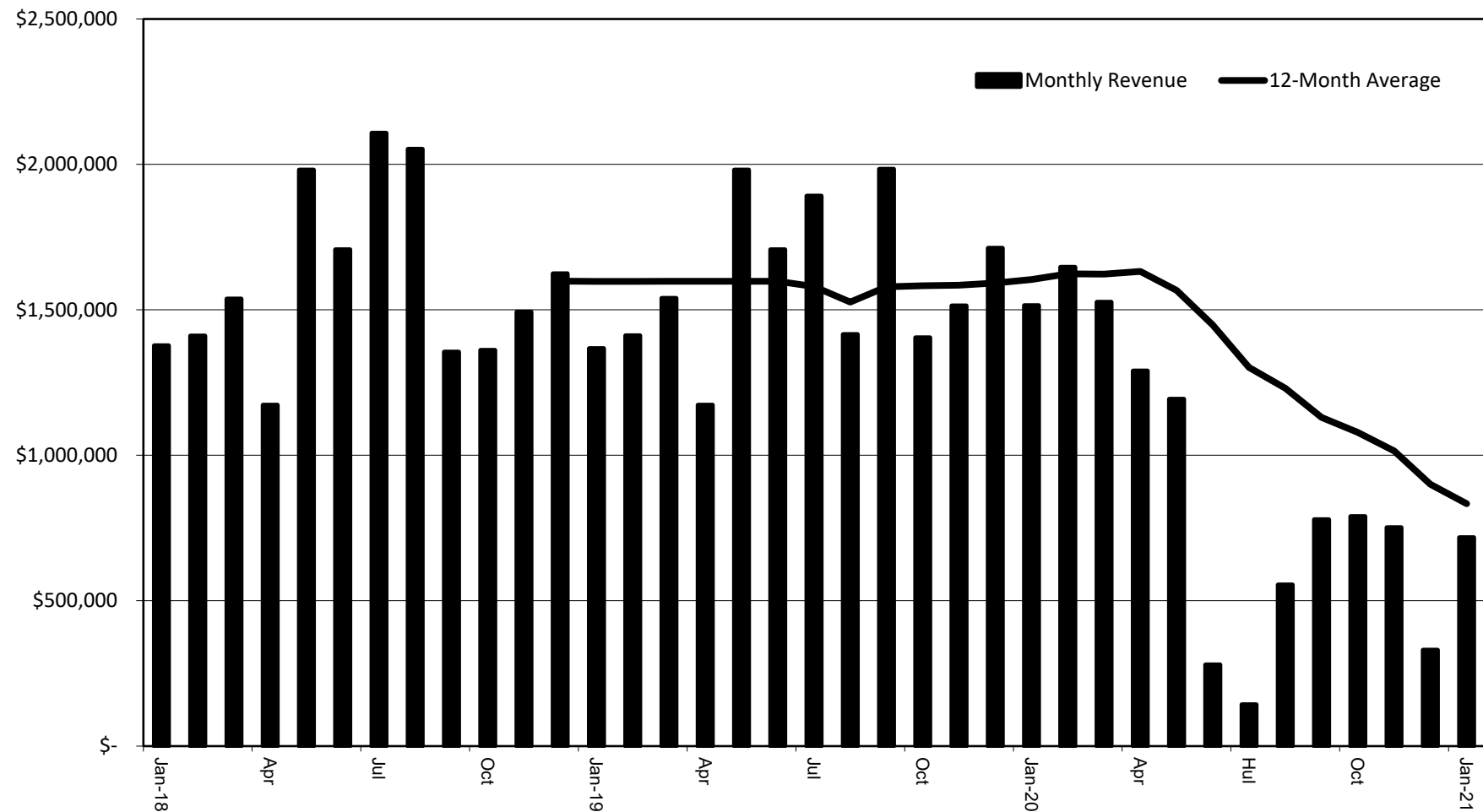
Type	Rate	Balance 12/31/2020	Increase (Decrease)	Balance 1/31/2021	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 105,441.46	\$ 2,337.24	\$ 107,778.70	\$ 107,778.70	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.160%	20,155.33	9,890.16	30,045.49	30,045.49	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	0.128%	230,509,531.51	(2,679,488.15)	227,830,043.36	877,771.66	50,232,905.45	134,772,662.99	41,946,703.26	
		<u>\$ 230,635,128.30</u>	<u>\$ (2,667,260.75)</u>	<u>\$ 227,967,867.55</u>	<u>\$ 1,015,595.85</u>	<u>\$ 50,232,905.45</u>	<u>\$ 134,772,662.99</u>	<u>\$ 41,946,703.26</u>	

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



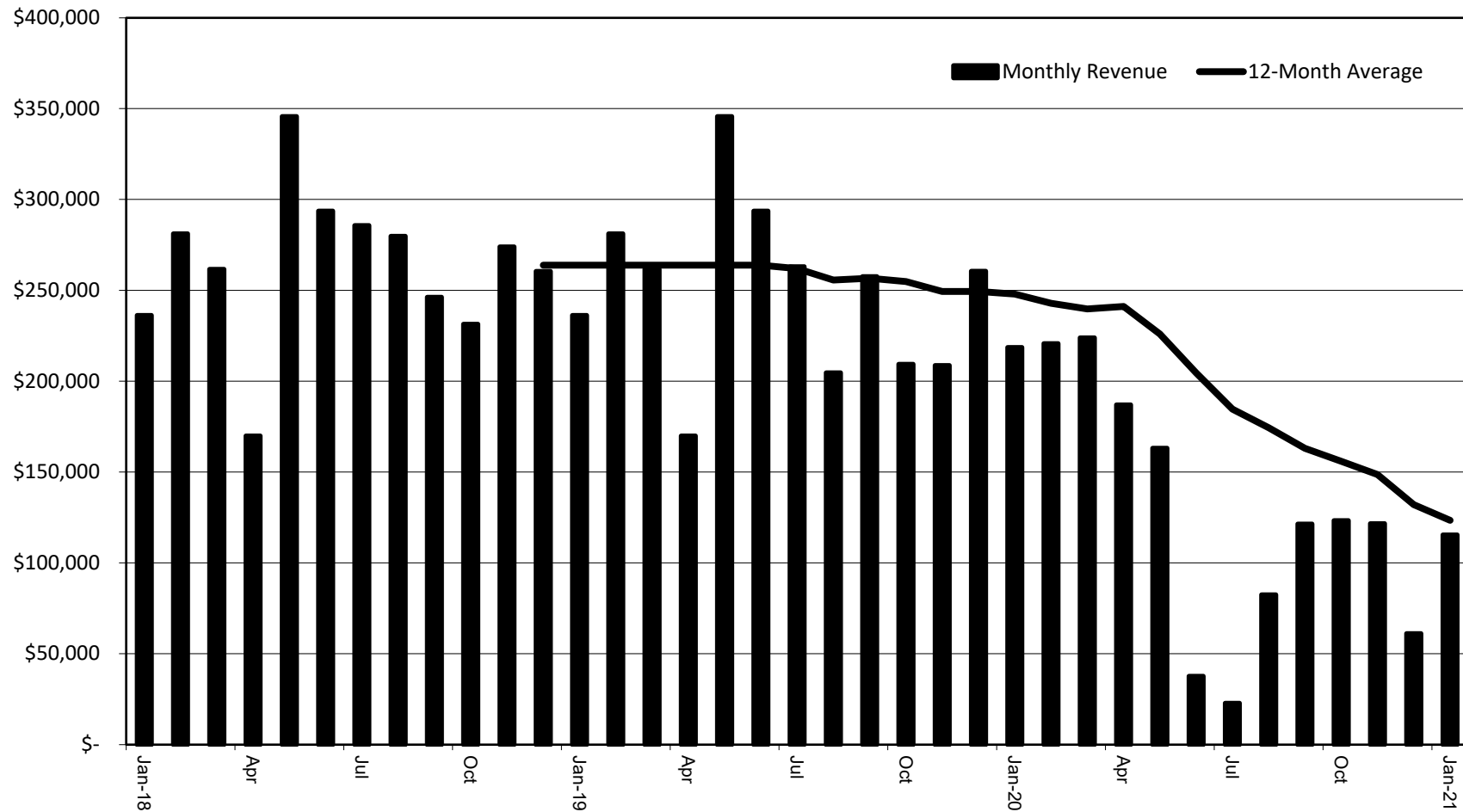
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



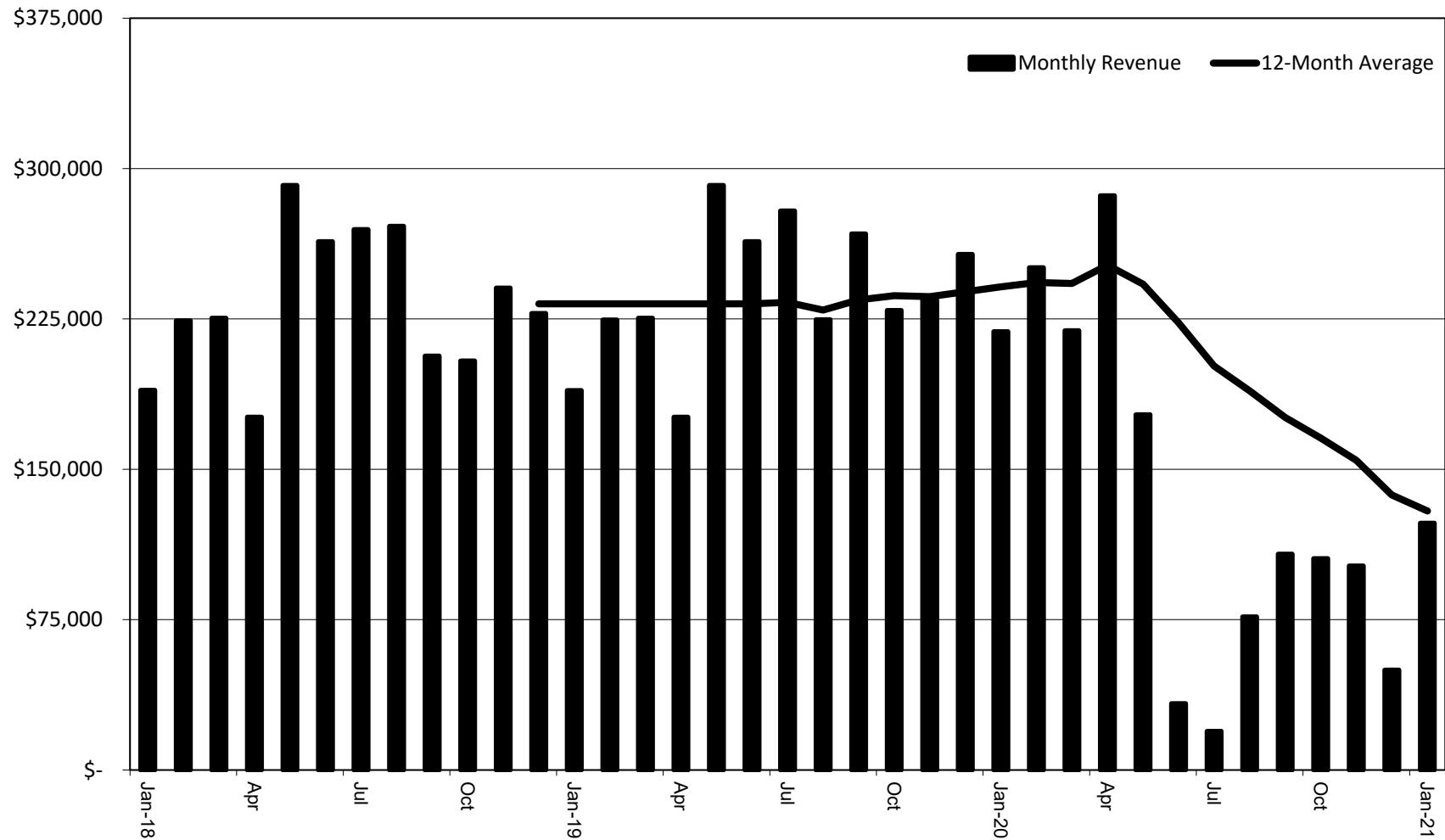
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NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2018-2021



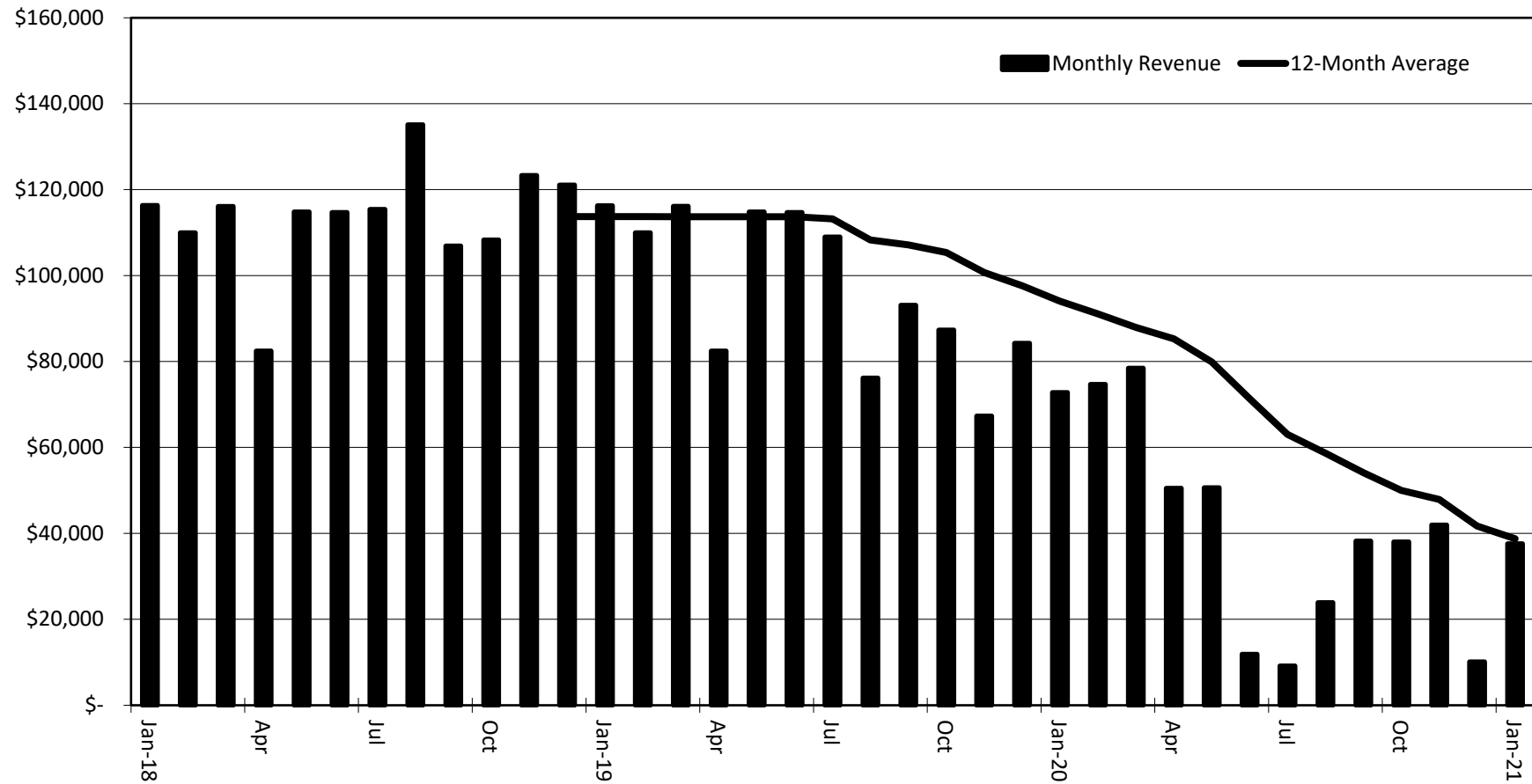
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



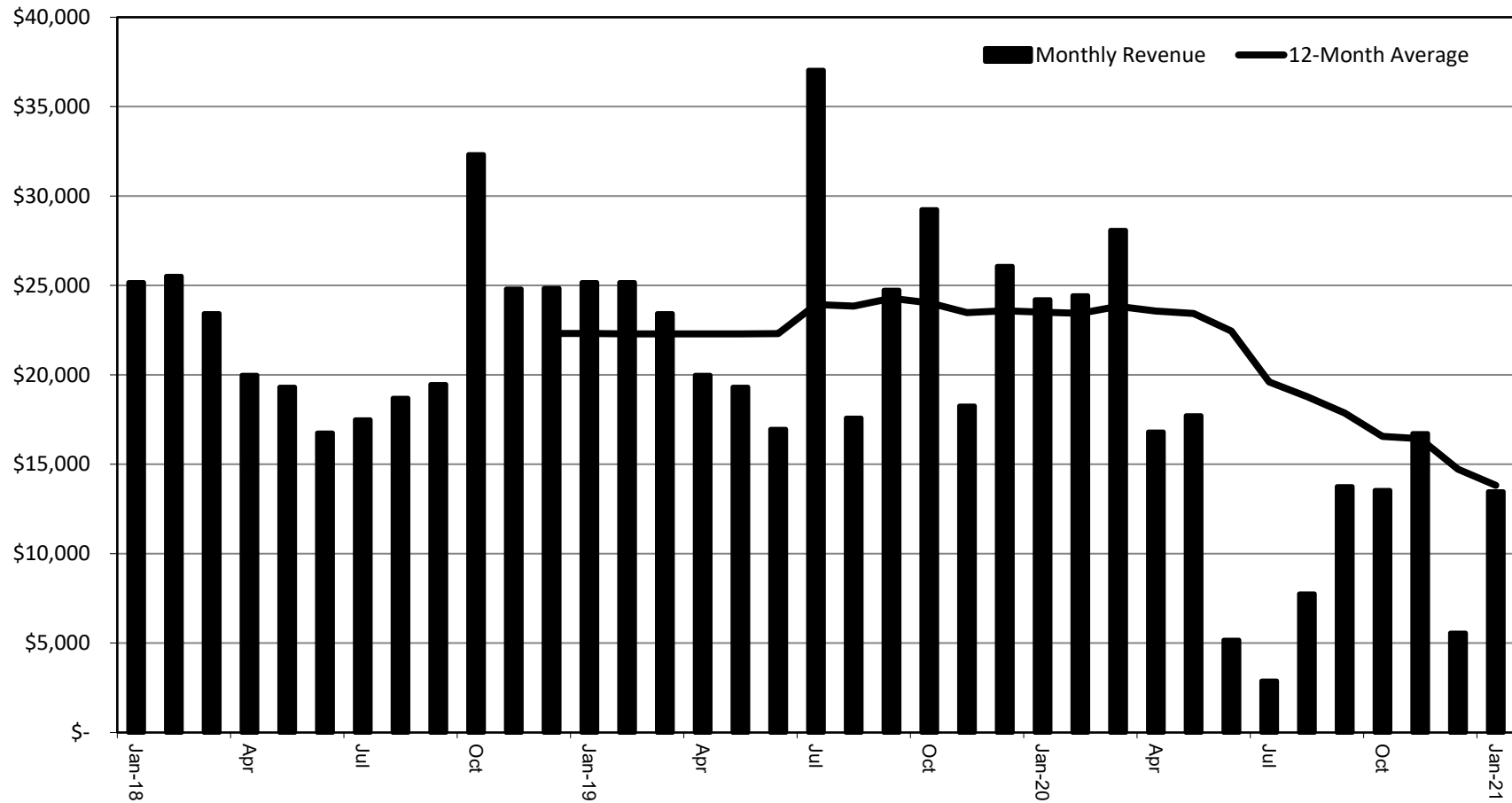
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



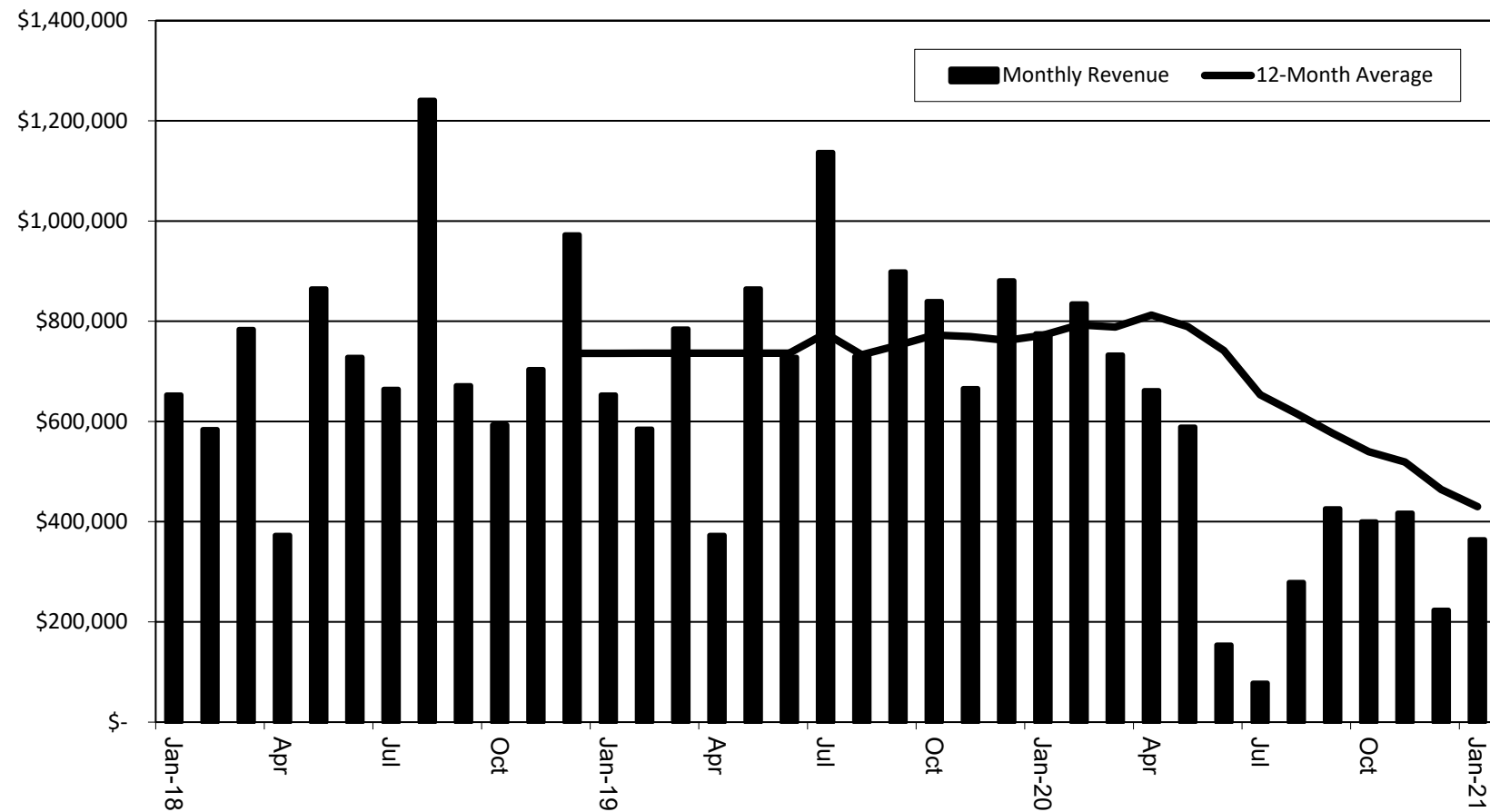
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.