



Commission Meeting Materials

November 4, 2021



novatransit.org

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NVTC's November 4, 2021 meeting will be an in-person meeting. Jurisdictional staff and the public are still encouraged to watch the meeting via the audio live stream through YouTube and Facebook Live.

Action Items

- 2022 NVTC Meeting Schedule
- Letter of Endorsement for an Arlington County NVTA Grant
- Commuter Choice on the I-66 Corridor Round Five Call for Projects

Other Meeting Highlights

- Public Comment Received
- Zero-Emissions Bus Symposium Roundtable
- Legislative Update, including Proposed 2022 Legislative and Policy Agenda
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director, which include presentations on the draft Annual Report on the Performance and Condition of WMATA, VRE Debt Issuance and Update on the Transit Equity and Modernization Study
- Closed Session

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**NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 4, 2021
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
Public Streaming Via YouTube
7:00 p.m.**

AGENDA

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

5:45 p.m. Boxed Dinners Available for Commissioners Only

6:00 p.m. Executive Committee Meeting – NVTC Conference Room Suite #230

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

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

1. Opening Remarks
 - Public Comments Received
2. **ACTION ITEM: Approve the Minutes of the October 7, 2021 NVTC Meeting**
3. **ACTION ITEM: Approve the CONSENT AGENDA (subject to approval of chair)**
 - A. **Approve the 2022 NVTC Meeting Schedule**
 - B. **Authorize the Chair to Sign a Letter of Endorsement for Arlington County's Application to the Northern Virginia Transportation Authority**
4. Transit Technology Program
 - A. Zero-Emissions Bus Symposium Roundtable
 - B. Northern Virginia Regional Fare Collection Update

5. Commuter Choice Program

A. Commuter Choice on the I-66 Corridor

- **ACTION ITEM: Authorize the Executive Director to Issue a Call for Projects for I-66 Corridor Round Five**

B. Commuter Choice on the I-395/95 Corridor Update

6. Washington Metropolitan Area Transportation Authority (WMATA)

A. WMATA COVID-19 Response

B. Report from the Virginia WMATA Board Members

C. Report from the Chair of the NVTC WMATA Committee

- Presentation: NVTC's Draft 2020 Report on the Performance and Condition of WMATA

7. Legislative Update

A. Report from the Chair of the Legislative and Policy Committee

- Presentation: Proposed NVTC 2022 Legislative and Policy Agenda

B. Federal Update

C. Annual Joint NVTC-PRTC Legislative Briefing

8. Virginia Railway Express (VRE)

A. VRE COVID-19 Response

B. VRE CEO Report and Minutes

C. VRE Debt Issuance

D. Draft 2022 VRE Legislative Agenda

9. Department of Rail and Public Transportation (DRPT)

A. Monthly DRPT Report

B. Transit Equity and Modernization Study Update

C. WMATA Annual Reporting Requirements

10. Executive Director Report

A. Executive Director Newsletter

B. Financial Report

11. Closed Session

MINUTES
NVTC COMMISSION MEETING – OCTOBER 7, 2021
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Cristol at 7:04 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Elizabeth Bennett-Parker (*via electronic participation*)
Katie Cristol
Matt de Ferranti
Adam Ebbin
Eileen Filler-Corn
Libby Garvey
Matt Letourneau (*via electronic participation*)
Jeff McKay
David Meyer
Jennifer Mitchell, Commonwealth Alternate (*via electronic participation*)
Dalia Palchik (*via electronic participation*)
David Reid
Paul Smedberg
David Snyder (*via electronic participation*)
Mike Turner
James Walkinshaw

Members Not Present

John J. Bell
John Foust
Paul Krizek
Richard Sullivan

Staff Present

Kate Mattice, Executive Director
Andrew D’huyvetter
Allan Fye
Matt Friedman
Rhonda Gilchrest
Ben Owen
Sophie Spiliotopoulos
Melissa Walker
Ronnetta Zack-Williams

Rich Dalton (VRE)
Steve MacIsaac (VRE)
Mark Schofield (VRE)

Staff Present via Electronic Participation

Scott Kalkwarf
Tenley O’Hara
Greg Potts (WMATA)

Opening Remarks

Chair Cristol welcomed everyone to the October 7, 2021 NVTC meeting, which is also being shown on YouTube livestream for the public.

Commission Secretary Rhonda Gilchrest confirmed a quorum was present. Chair Cristol noted that Matt Letourneau and Dalia Palchik are participating electronically due to medical reasons. Elizabeth Bennett-Parker is participating electronically for a personal reason and will be joining later in the meeting. Jennifer Mitchell is participating electronically under the provision of NVTC's Electronic Participation Policy that allows a member to participate electronically if they live 60 or more miles away from the meeting.

Ms. Mattice reported that NVTC did not receive any public comments this month.

Minutes of the September 2, 2021 NVTC Commission Meeting

Mr. Meyer moved, with a second by Mr. McKay, to approve the minutes of the September 2, 2021 meeting. Due to technical difficulties in hearing those Commissioners participating electronically, Chair Cristol stated that they would hold open the vote until the issue was resolved. The issue was quickly resolved and the Commission unanimously approved the minutes. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Garvey, McKay, Meyer, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Letourneau and Palchik cast affirmative votes.

Consent Agenda

Chair Cristol stated that there are three actions on the Consent Agenda:

- A. Authorize the Notice of Direct Contributions to the Jurisdictions
- B. Approve Resolution #2460: Authorize the Executive Director to Apply for the DRPT Transit Recovery Marketing Initiative
- C. Authorize the Chair to Sign a Letter of Endorsement of Fairfax County's Application to the Transit Ridership Incentive Program (TRIP)

Ms. Mattice explained NVTC received clarification from DRPT that while federal funding was used to create the marketing materials, the source of funding for the marketing campaign itself is not federal funding. The third whereas clause in Resolution #2460 was amended to reflect that new information. She also noted that if awarded, this marketing effort will be coordinated with other transit marketing efforts in the region, including Commuter Connections and WMATA.

Mr. Aguirre moved, with a second by Mr. McKay, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Garvey, McKay, Meyer, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for

those Commissioners participating electronically. Commissioners Letourneau and Palchik cast affirmative votes. The motion passed.

Report from the Chair of the Program Advisory Committee

Chair Cristol reported that the Program Advisory Committee (PAC) met recently and discussed the Envision Route 7 BRT project and the Commuter Choice program. She asked Mr. Snyder, the chair of the Program Advisory Committee, to give his report and introduce the three actions.

Envision Route 7 Phase IV-2 Mobility Study. Mr. Snyder stated that the Program Advisory Committee met on September 13 and discussed the next phase of the Envision Route 7 project, which is an important project for the entire region. This next phase of the study will evaluate the mobility benefits and determine the impacts of the proposed Bus Rapid Transit (BRT) from Tysons to Seven Corners. This phase will also invest a significant amount of time engaging with the public along this diverse and transit rich corridor.

Mr. Snyder explained that the Commission is asked to authorize the executive director to execute an 18-month contract with Kittelson & Associates, Inc. for the Envision Route 7 Phase IV-1 Mobility Study at a cost not to exceed \$516,800. The funding is provided by the Virginia Department of Rail and Public Transportation, the cities of Alexandria and Falls Church as well as Arlington and Fairfax County. In response to a question from Ms. Garvey, Ms. Mattice provided some information about the competitive procurement process that resulted in this recommendation.

Mr. Snyder moved, with a second by Ms. Garvey, to authorize the executive director to execute a contract with Kittelson & Associates, Inc. for the Envision Route 7 Phase IV-1 Mobility Study. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Garvey, McKay, Meyer, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Letourneau and Palchik cast affirmative votes. The motion passed.

Commuter Choice Program At Large. Mr. Snyder stated that the Commission is being asked to authorize the executive director to submit the NVTC Commuter Choice Program FY 2021 Annual Report to the Commonwealth Transportation Board. As with last year's report, the FY 2021 report includes a look-back on the performance of projects funded under the program since its inception in 2015, as required by the respective I-395/95 and I-66 Inside the Beltway Memoranda of Agreements with the Commonwealth.

Mr. Snyder stated that the report comprises a summary of the Commuter Choice program during FY 2021, including the impacts to the Commuter Choice program resulting from the COVID-19 pandemic. There is also a website, which will be live by the end of October. The website feature allows NVTC to share Commuter Choice program news with more stakeholders efficiently and in an easy to navigate format.

Ms. Mattice reported that on September 23, along with NVTC Vice-Chair Aguirre, several NVTC staff participated in an event where the Alexandria Transit Company (DASH) and the City of Alexandria commemorated the launch of the new DASH Network and the introduction of free fares on all DASH buses. DASH joins Fairfax's CUE as the only two Northern Virginia bus systems that are 100% fare-free. The New DASH Network includes the introduction of major service increases in West Alexandria, which are made possible by NVTC's I-395/95 Commuter Choice grant program. Through the Commuter Choice program, NVTC has been able to make focused investments that are integral to the reimagined DASH system, including funding the DASH 35 bus route from Van Dorn to the Pentagon and the DASH 25 bus route from Mark Center to Potomac Yard. She noted that these bus routes are some of the strongest performing in the system and NVTC is proud to be a part of making that happen.

Mr. Owen gave an overview of the highlights of this year's annual report. The report includes the performance of the projects in the context of regional travel trends, which shows atypical ridership due to the COVID-19 pandemic. He noted that there were still bright spots in the program, which include Commuter Choice-funded express routes to the Pentagon that achieved 37% of their ridership targets compared to 15% for downtown D.C. express routes, as well as two DASH local routes with Commuter Choice-funded service enhancements that retained almost all of their ridership relative to pre-pandemic service, significantly outperforming the overall DASH network. By Spring 2021 transit ridership and toll revenue were beginning to gradually rebound.

Mr. Snyder stated that in view of the change in travel behavior staff should consider more of an emphasis on moving people in the middle of the day and/or locally, as opposed to long-haul commuter routes.

Mr. Snyder moved, with a second by Mr. de Ferranti, to authorize the executive director to submit the NVTC Commuter Choice Program FY 2021 Annual Report to the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Garvey, McKay, Meyer, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Letourneau and Palchik cast affirmative votes. The motion passed.

Commuter Choice on the I-66 Corridor. Mr. Snyder reported that at the Program Advisory Committee meeting the committee also discussed the next steps for the Commuter Choice on the I-66 Corridor Round Four Supplemental program and staff's recommended Program of Projects. The proposed program includes three of the four outstanding proposals for new transit services, new commuter incentives and larger capital efforts that were submitted to NVTC's Round Four call for projects in January 2020, as well as NVTC's program administration and oversight activities for the overall I-66 Corridor program for FY 2022. He explained that the City of Falls Church withdrew its proposal for a restoration of peak-period Metrobus Route 28X service because WMATA adopted all-day, daily service improvements effective this September to the local route serving the same alignment.

Mr. Snyder stated that the proposed program fits within the \$7 million in revenue that is now available for programming. Any leftover funds will be applied to the upcoming Round Five call for projects. As a reminder, as part of last October's Commission action to approve the Initial Round

Four Program of Projects, the Commission agreed that if funding allowed, NVTC would select a Supplemental Program of Projects based on projects' application scores and subject to public comment. The FY 2022 program is as follows:

Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program

Applicant	Project	Funding Request
OmniRide	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	\$85,000
Fairfax County	New Bus Service from Reston South to Crystal City	\$5,110,800
Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	\$154,500
NVTC	<i>I-66 Corridor Program Administration and Oversight for FY 2022</i>	\$400,000
	TOTAL PROPOSED FOR AWARD	\$5,750,300

Mr. Snyder explained that at the September 13 meeting, the Program Advisory Committee asked staff to inquire with Fairfax County on the feasibility of acquiring six electric buses rather than clean diesel buses as part of the proposed Reston South to Crystal City bus service project. He asked Ms. Mattice to speak to that request. Ms. Mattice stated that Fairfax County staff responded that they are developing a plan to transition their public transportation fleets from clean diesel buses to electric buses. Fairfax County staff reported that this is a substantial undertaking both due to the size of the Fairfax Connector fleet and the complexity and cost of electric buses and related infrastructure. In the coming months, the county plans to begin a pilot deployment of four electric buses in the I-66 Corridor that will help understand how these buses can be most efficiently and reliably deployed. As a result, it is not feasible to adjust the Reston South to Crystal City project to electric buses.

Ms. Mattice also stated that NVTC staff is working with all of the local transit providers to share best practices and identify opportunities for regional collaborate on the topic of electrification. NVTC is conducting a regional symposium later this month specifically focused on how to implement electric and zero-emissions buses. The highlights of that event will be shared at the November Commission meeting.

Mr. Snyder moved, with a second by Mr. Alcorn, to approve Resolution #2461, which will approve the Commuter Choice on the I-66 Corridor Round Four Supplemental Program of Projects for submission to the Commonwealth Transportation Board and authorize the executive director to execute the Standard Project Agreements.

Mr. Alcorn provided an overview of Fairfax County's goal to transition to an all-electric bus fleet by 2035. Mr. McKay stated that the county will stop buying diesel buses by 2024 and that there is a hope to speed up the process. Although it would be ideal to not purchase any more diesel buses, the county does not yet have the infrastructure in place for electric buses.

Mr. Turner stated that the Program Advisory Committee discussed that NVTC, as a transit leader, setting the tone to encourage and/or incentivize electric vehicles within the scoring process. Chair Cristol observed that electric buses are a goal that everyone supports, but it is important to make sure the reality of what is needed for infrastructure to support it. Ms. Mattice stated that this is why NVTC is working with its jurisdictions and transit systems on these issues. Mr. Owen reviewed the regional status and issues of the local transit systems regarding transitioning to electric buses. Mr. Snyder asked for information about the status of WMATA and electric buses. Mr. Smedberg stated that it is not just the issue of the cost of purchasing electric buses, but all the infrastructure costs needed to support them, which includes working with the electric company, how it is engineered, training employees, inventory, charging stations, etc. In a lot of ways, it is building a whole new system. Mr. Letourneau stated that it is not just about electric buses, but zero-emissions buses as well. There are some other technologies emerging and WMATA is open to these new technologies.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Filler-Corn, Garvey, McKay, Meyer, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Letourneau and Palchik cast affirmative votes. The motion passed.

Report from the Chair of the Legislative and Policy Committee

Legislative and Policy Committee Chair David Meyer reported that the committee met prior to this meeting and has started developing the 2022 Legislative and Policy Agenda which will articulate NVTC's priorities for both state and federal legislative activities in the coming year. The draft 2022 Legislative and Policy Agenda will be presented to the Commission for review and consideration at its November meeting with final approval requested in December. The committee plans to meet again later in November to finalize the agenda. For the State Legislative Agenda, there are currently eight priorities:

1. Protect Existing Transit Programs and Funding
2. Support the Implementation of the Transit Equity and Modernization Study
3. Leverage Unallocated COVID Relief Funding for Public Transit Purposes
4. Support Funding to Implement Zero and Low-Emission Public Transit
5. Continue Support for the Transforming Rail in Virginia Program
6. Preserve NVTC Stewardship of NVTC Programs
7. Restore Funding to the Northern Virginia Transportation Authority (NVTA)
8. Continue to Support Flexibility for Remote Public Meetings

Mr. Meyer reviewed the proposed 2022 federal priorities:

1. Effective and Timely Implementation of New Infrastructure Package
2. Continue support for COVID-19 Relief for Transit Agencies
3. Explore Federal Funding Support for Transit Operations
4. Continue Support for Commuter Tax Benefits

Finally, Mr. Meyer announced that the annual Joint NVTC-PRTC Legislative Briefing will be held on Monday, December 6 at 8:30 a.m. at the Embassy Suites by Hilton Springfield (8100 Loisdale Road, Springfield, VA). Ms. Mattice stated that the event will provide an overview of federal and state issues affecting transit in Northern Virginia. NVTC has invited U.S. Deputy Secretary of Transportation Polly Trottenberg and Virginia Secretary of Transportation Valentine to speak. In addition, NVTC staff has confirmed WMATA General Manager Paul Wiedefeld, and VRE Chief Executive Officer Rich Dalton, will join NVTC Executive Director Kate Mattice and PRTC Executive Director Bob Schneider, to preview the policy issues and concerns of transit in Northern Virginia.

Mr. McKay suggested NVTC coordinate with the Northern Virginia Transportation Authority (NVTA) on specific language of the state legislative agenda so both agencies' agendas are synched together.

Washington Metropolitan Area Transit Authority

Report from Virginia WMATA Board Members. Mr. Smedberg reported that the WMATA Finance and Capital Committee conducted a work session on fare policy and fare concepts. Fares drive both ridership and revenue, and balancing these needs is a critical policy question in front of the Board. He reviewed the handout showing how much passenger revenue WMATA planned for in the FY 2021 pre-pandemic budget. Much of the loss in fare revenue during the pandemic was offset by federal aid. WMATA's post-pandemic recovery will determine the extent that fare revenue can replace federal aid when it is exhausted. WMATA staff presented a number of fare policy concepts for the Board's consideration. He summarized the WMATA's Board early guidance to WMATA staff. He stated that the Board will continue to discuss additional fare concepts, has asked WMATA staff for more data on ridership and has asked to see a zone option. The General Manager may include some of these concepts in the upcoming FY 2023 proposed budget for further consideration. He also reported that WMATA is seeing a gradual increase in rail ridership. He also announced that he appointed Mr. Letourneau to chair the Finance and Capital Committee for next year.

Mr. Letourneau reviewed the new members recently appointed to the WMATA Board. He also stated that WMATA is aware that the jurisdictions would like budget numbers as soon as possible, but there may be some delay as WMATA staff needs more direction from the Board on the budget. He reported that the Finance and Capital Committee also received an update on the Blue/Orange/Silver Line Capacity and Reliability Study. WMATA started this study in 2019 and the study goal is to identify a project or package of projects to address constraints and crowding, reliability concerns, a lack of operational flexibility, and threats to sustainability in the corridor. The corridor is growing and running three lines through one tunnel and sets of tracks, which creates challenges for WMATA. Several alternatives have been identified and WMATA staff will engage in elected official outreach over the coming months. It is still early in the process; any funding agreement or construction would be at least 10-20 years away. The goal of this immediate phase in the process is for the WMATA Board to select a preferred alternative, which could be one of the alternatives or some combination of the alternatives. He has some concern that some alternatives are large and add a lot of capacity but also carry a large price tag. WMATA staff from the Blue/Orange/Silver study team will present a briefing of the study status and the

alternatives at the October 21 NVTC WMATA Committee meeting. He encouraged all Commissioners to attend.

Mr. Letourneau gave a brief update on the Silver Line Phase 2 project and stated he can report on some on the upcoming testing at the next meeting. In response to a question from Mr. Reid, Mr. Letourneau provided some more information about the code issue and how it is being resolved and tested. It is his understanding that these types of integration issues are common, and time is needed to resolve them.

[Mr. Meyer left the meeting at 8:07 p.m. and did not return. Ms. Bennett-Parker joined the meeting via electronic participation at 8:08 p.m.]

Report from the Chair of the NVTC WMATA Committee. Mr. Aguirre stated that at the last WMATA Committee meeting in September, the committee discussed the Annual Report on the Performance and Condition of WMATA. Staff are working on a draft and will provide an update on this year's report to the Commission at its November meeting, prior to Commission action in December. NVTC staff also outlined a variety of fare concepts that were presented to the WMATA Board in September. He summarized the committee's discussions of a variety of topics:

- There is support for fare changes that benefits ridership, but careful attention should be paid to balancing these changes to capture enough fare revenue to fund service.
- Employer (and federal) transit benefits are a vital source of fare revenue for WMATA, and these should be adequately capture in any future fare structure.
- Zero or low-fare policies are important tools to benefit low-income riders, and these should be funded through jurisdictionally sponsored fare subsidy programs.

Mr. Aguirre announced that the next NVTC WMATA Committee meeting is October 21 at 6:00 p.m. The preliminary agenda includes an update from staff on the Annual Report on the Performance and Condition of WMATA, continue the discussion on WMATA's fare policy and structure and a briefing from WMATA staff on the Blue Orange Silver Capacity and Reliability Study.

Ms. Garvey asked if the region will ever see the return of a traditional peak rush hour. Mr. Smedberg responded that it was assumed that eventually the peak transit hours would return, but travel patterns in general have changed, so this will be something to watch. The Commission had a brief discussion about travel patterns and behaviors. Chair Cristol noted that the transit systems and other regional agencies are doing analysis on these types of topics, including NVTC. Mr. Snyder stated that highway levels are up to 2019 levels, so looking at where people are going and why would be beneficial to research. He stated that if it comes to reducing transit service, he requested that WMATA not shut down stations, such as the East Falls Church Station.

[Ms. Filler-Corn and Mr. Letourneau left the meeting at 8:17 p.m. and did not return.]

Virginia Railway Express

Since Mr. Dalton had not yet arrived from the PRTC meeting, Mr. Schofield suggested the Commission first discuss the VRE action items.

Authorization to Refer the Preliminary FY 2023 VRE Operating and Capital Budget to the Jurisdictions. Ms. Bennett-Parker stated that the Commission is asked to approve Resolution #2462, which will authorize the VRE CEO to refer the preliminary FY 2023 VRE Operating and Capital Budget to the jurisdictions for review and comment. VRE's preliminary FY 2023 operating budget totals \$96.7 million, which includes operations, maintenance and existing debt service. This preliminary budget represents an increase of 7.8% over the approved FY 2022 operating budget of \$89.7 million, and VRE staff are continuing to closely review departmental budgets to identify potential expense reductions. The preliminary operating deficit for the FY 2023 budget is \$22.5 million but does not include the use of any available federal pandemic relief funds to replace lost passenger revenue. VRE's preliminary FY 2023 capital budget includes commitments of \$86.3 million from federal, state, regional and local funding sources towards the Capital Improvement Program.

Ms. Bennett-Parker stated that a final balanced FY 2023 budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for final approval in January 2022. Projections of both revenues and expenses are still under review by VRE staff and may change materially as the COVID-19 pandemic progresses.

Mr. Schofield stated that VRE is looking at what the new normal for VRE service will look like, as people return to transit. VRE is seeing an increase in daily ridership of 3,000, but still way below pre-pandemic levels. The anticipated ridership increase after Labor Day did not materialize. These ridership trends are reflected in the preliminary budget. VRE has not programmed any of its COVID-19 pandemic relief funding in the budget. On a positive note, VRE will be able to begin to add service starting in the FY 2023 budget cycle. The timing is still uncertain, and costs are not currently part of the budget.

Ms. Bennett-Parker moved, with a second by Mr. Walkinshaw, to approve Resolution #2462 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Garvey, McKay, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bennett-Parker and Palchik cast affirmative votes. The motion passed.

Authorization to Amend a Site License Agreement for Real Property at Leeland Road Station. Ms. Bennett-Parker explained that the Commission is asked to approve Resolution #2463, which would authorize the VRE CEO to execute an amendment to a Site License Agreement with GTP Towers I, LLC, of Delaware (formerly Mid-Atlantic Tower Holding Company) for property used for a communications tower at VRE's Leeland Road Station to provide the option to extend the Lease for each of six additional five-year renewal terms and reduce the annual rent amount payable to VRE to \$25,847 subject to an annual escalation of 3%.

Ms. Bennett-Parker stated that VRE operates a VHF two-way radio communications system for communication between VRE trains and the VRE Headquarters. Mid-Atlantic (now GTP-Towers I, LLC) constructed the radio tower at no expense to VRE. VRE owns the tower and GTP-Towers pays VRE rent which allows GTP-Towers to locate its own facilities on the tower and also allows VRE space on the tower to support the VHF radio project per the Lease. GTP-Towers proposed to remove its facilities from the tower and terminate the Lease which would leave VRE without someone to maintain the tower. As an alternative to termination, GTP-Towers and VRE negotiated a continuation of the Lease with revised terms.

[Mr. Ebbin stepped out of the room.]

Ms. Bennett-Parker stated that there is no expenditure for VRE associated with the proposed amendment of this agreement. The proposed reduction in annual lease revenue of approximately \$7,000 is not material to VRE's operating budget and is outweighed by the importance of maintaining the two-way radio system.

Ms. Bennett-Parker moved, with a second by Mr. de Ferranti, to approve Resolution #2463 (copy attached). The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Garvey, McKay, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bennett-Parker and Palchik cast affirmative votes. The motion passed. (Mr. Ebbin did not participate in the vote.)

Mr. Schofield also announced that VRE will participate in this year's Clifton Days.

Department of Rail and Public Transportation

DRPT Director Mitchell reported that DRPT brought recommendations to the Commonwealth Transportation Board regarding WMATA compliance, which includes a recommendation of no withholding of funds at this time. The CTB is expected to act on this at its next meeting. DRPT will also be presenting some initial findings of the initial application process for the Transit Ridership Incentive Program (TRIP). DRPT received 13 applications, of which two of the applications were from NVTC jurisdictions (City of Alexandria and Fairfax County). There is a total of \$20 million available for FY 2022.

Ms. Mitchell reported that DRPT held two public meetings on the Springfield to Quantico Enhanced Public Transportation Feasibility Study, with an elected official briefing to be held next month. There will be a public comment period on the draft study. She also gave a progress report on the Virginia Passenger Rail Authority.

Ms. Mitchell reported that on September 27 Governor Northam announced the launch of expanded rail service from Richmond to the Northeast corridor. The Amtrak Northeast Regional Route 51 will now offer early morning service from Main Street Station, getting travelers from Downtown Richmond to Washington D.C. when the workday begins or to New York for a lunchtime meeting. The new train is the first expansion of service under Governor Northam's Transforming Rail in Virginia program to significantly expand rail infrastructure

throughout the Commonwealth. There was a ribbon cutting event on September 27 from the tracks at Main Street Station as the first train departed at 5:35 a.m.

[Mr. Ebbin returned and joined the discussion.]

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter. She gave highlights of several important transit events over the past month, including the Northern Virginia Chamber of Commerce's annual State of Transportation event, a roundtable discussion about recently completed infrastructure projects at Reagan National Airport and how the surrounding region will benefit from the Bipartisan Infrastructure Investment and Jobs Act, and the Virginia Transit Association's Annual Conference and Expo.

Ms. Mattice reminded Commissioners of several upcoming NVTC committee meetings:

- NVTC's WMATA Committee will meet on October 21 at 6:00 p.m.
- The Executive Committee will meet on November 4 at 6:00 p.m.
- The Legislative and Policy Committee will meet in mid-November (TBD).

She also noted that NVTC will host a virtual zero-emission bus symposium for the region's transit operators and staff on the morning of October 22.

Ms. Mattice noted that the Financial Report for August 2021 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 Commission returns to Open Session. Ms. Cristol moved, with a second by Mr. Ebbin, the following motion to go into Closed Session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711.A.1 of the Code of Virginia), the Northern Virginia Transportation Commission moves to convene a Closed Session to discuss two personnel matters concerning the Virginia Railway Express' Chief Executive Officer's performance evaluation and the NVTC Executive Director's performance evaluation.

The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Garvey, McKay, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bennett-Parker and Palchik cast affirmative votes. The motion passed.

The Commission entered into Closed Session at 8:39 p.m. and returned to Open Session at 9:01 p.m.

Chair Cristol moved, with a second by Mr. Ebbin, 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 in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Garvey, McKay, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bennett-Parker and Palchik cast affirmative votes. The motion passed.

Chair Cristol moved, with a second by Mr. Alcorn, to approve the First Amendment to the Employment Agreement with VRE CEO Rich Dalton and that the chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by Commissioners Aguirre, Alcorn, Cristol, de Ferranti, Ebbin, Garvey, McKay, Reid, Smedberg, Snyder, Turner and Walkinshaw. A roll call vote followed for those Commissioners participating electronically. Commissioners Bennett-Parker and Palchik cast affirmative votes. The motion passed. Chair Cristol noted that the Potomac and Rappahannock Transportation Commission passed a similar motion at its October 7 meeting.

Adjournment

Without objection, Chair Cristol adjourned the meeting at 9:04 p.m.

Approved this 4th day of November 2021.

Katie Cristol
Chair

Dalia Palchik
Secretary-Treasurer



RESOLUTION #2460

SUBJECT: Authorize the Executive Director to Apply to DRPT for Transit Recovery Marketing Initiative Funds and to Execute a Memorandum of Agreement with Local Jurisdictions for the Local Match

WHEREAS: The Department of Rail and Public Transportation (DRPT) identified a need to conduct a statewide marketing plan to bring back transit riders who stopped using transit or are hesitant to use transit because of COVID-19 and its variants;

WHEREAS: DRPT is accepting proposals for marketing campaigns to improve the public's confidence in transit services in order to increase ridership on Virginia's transit services from public transportation service providers, planning district commissions, regional planning commissions, metropolitan planning organizations, local governments and transportation management associations through November 1, 2021;

WHEREAS: The Federal Transit Administration (FTA) has allocated funding from the COVID Research Demonstration Grant program to conduct research and develop messaging and marketing tools and DRPT has \$2 million available for funding throughout the Commonwealth;

WHEREAS: NVTC will request \$500,000 to develop and implement a marketing effort to bring back riders who stopped using transit or are hesitant to use transit because of COVID-19 or its variants;

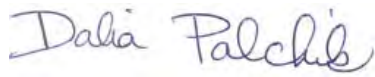
WHEREAS: Application requirements favor coordination with other agencies;

WHEREAS: The funding requires a local match of 20% (\$100,000) and NVTC will seek matching funds from the cities of Alexandria, Falls Church and Fairfax, the counties of Arlington, Fairfax and Loudoun, the Virginia Railway Express and OmniRide; and

WHEREAS: The Commission has consistently supported efforts to improve Metrorail and transit ridership.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, to apply to the Department of Rail and Public Transportation for Transit Recovery Marketing Initiative Funds, to execute the associated funding agreement with DRPT, and to execute a Memorandum of Agreement with local jurisdictions and transit agencies to provide the 20% local match required for the grant.

Approved this 7th day of October 2021.



Dalia Palchik
Secretary-Treasurer



Katie Cristol
Chair



RESOLUTION #2461

- SUBJECT:** Approve the Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the *Second Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects under Commuter Choice on the I-66 Corridor that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;
- WHEREAS:** The principal objective of the Commuter Choice program is to select projects that meet goals identified in the MOA, which are to (1) maximize person throughput and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** NVTC is responsible for Commuter Choice project selection; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;
- WHEREAS:** From November 2019 to January 2020, NVTC conducted a Commuter Choice on the I-66 Corridor Round Four call for projects for a two-year program that yielded 14 eligible applications with a total funding request of \$36.8 million;
- WHEREAS:** The MOA projected that, under typical traffic conditions, NVTC would receive \$10 million in FY 2021 and \$15 million in FY 2022 for its Commuter Choice on the I-66 Corridor program, for a total of \$25 million for a two-year program;
- WHEREAS:** Traffic impacts of the COVID-19 public health emergency sharply reduced I-66 inside the Beltway toll revenue collections, such that NVTC conservatively advanced a limited \$3.8 million Commuter Choice on the I-66 Corridor Initial Round Four (FY 2021) program of six low-cost, low-risk projects last year;
- WHEREAS:** The Commission resolved with the approval of the Initial Round Four program to select a Supplemental Round Four (FY 2022) Program sourced from remaining Round Four proposals, based upon each project's application score and subject to public comment, with the expectation that more funding would become available;
- WHEREAS:** A total of \$7 million in new and de-obligated I-66 corridor revenue is now available for programming to new projects;

WHEREAS: Four proposals with a total funding request of \$10.4 million remain under consideration for funding, following applicants' deferrals and withdrawals of further proposals since the call for projects closed; and

WHEREAS: NVTC staff recommends approval of the Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program of Projects that includes three projects and NVTC's administrative costs, totaling \$5,750,300 (Table 1).

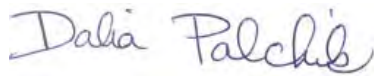
NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, to execute the Standard Project Agreements for the Commuter Choice on the I-66 Corridor Supplemental Round Four (FY 2022) Program following approval by the Commonwealth Transportation Board.

Approved this 7th day of October 2021.



Katie Cristol
Chair



Dalia Palchik
Secretary-Treasurer

**Table 1: Recommended Commuter Choice on the I-66 Corridor
Supplemental Round Four (FY 2022) Program**

	Commuter Choice on the I-66 Corridor Round Four Project Name	Applicant	Funding Request
1	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	OmniRide	\$85,000
2	New Bus Service from Reston South to Crystal City	Fairfax County	\$5,110,800
3	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	Fairfax County	\$154,500
	<i>Program Administration and Oversight for FY 2022</i>	<i>NVTC</i>	<i>\$400,000</i>
		TOTAL	\$5,750,300



RESOLUTION #2462

SUBJECT: Authorize the VRE CEO to Refer the Preliminary FY 2023 VRE Operating and Capital Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement required the VRE Operations Board to submit to the Commissions a preliminary fiscal year budget by September 30 each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2023 VRE Operating and Capital Budget;

WHEREAS: The preliminary FY 2023 budget proposes no increase in passenger fares and a return to the prior total annual jurisdictional subsidy level of FY 2021; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE CEO to forward the budget to the jurisdictions for further formal review and comment.

BE IT FURTHER RESOLVED that NVTC that hereby directs VRE staff to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December 2021 meeting for consideration and referral to the Commissions for adoption in January 2022.

Approved this 7th day of October 2021.

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

Dalia Palchik
Secretary-Treasurer

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

Katie Cristol
Chair



RESOLUTION #2463

SUBJECT: Authorize the VRE CEO to Amend a Site License Agreement for Real Property at Leeland Road Station

WHEREAS: VRE operates a VHF two-way radio communications system for communication between VRE trains and the VRE Headquarters;

WHEREAS: The radio system required a communications tower be built at the Leeland Road Station;

WHEREAS: GTP-Towers I, LLC constructed the tower at no expense to VRE;

WHEREAS: VRE owns the tower and GTP Towers I, LLC pays VRE rent which allows them to locate their facilities on the tower and also allows VRE space on the tower to support the VHF radio project per the Lease;

WHEREAS: GTP Towers I, LLC and VRE wish to amend the Lease; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute the amendment to the Site License Agreement with GTP Towers I, LLC of Delaware for property used for a communications tower at VRE's Leeland Road Station to provide the option to extend the Lease for each of six additional five-year renewal terms, make changes to the rent payable to VRE, and other provisions in a form approved by Legal Counsel.

Approved this 7th day of October 2021.

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

Katie Cristol
Chair

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

Dalia Palchik
Secretary-Treasurer

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TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: October 28, 2021
SUBJECT: Consent Agenda (subject to approval of chair)

At the November meeting the Commission will be asked to approve the Consent Agenda, which includes two actions.

ACTION ITEM: Approve the CONSENT AGENDA

A. Approve the 2022 NVTC Meeting Schedule

The Commission is asked to approve the proposed 2022 NVTC Meeting Schedule. At this time, the April 7, 2022 meeting is tentative and may be canceled due to multiple jurisdictional budget hearings and meetings. If the April meeting is cancelled, staff will coordinate any anticipated Commission actions to coincide with the March or May meetings. Also, staff is recommending that the February 2022 meeting, typically held in Richmond during the General Assembly Session, be held in Northern Virginia. NVTC's electronic participation policy will allow General Assembly members to join remotely.

B. Authorize the Chair to Sign a Letter of Endorsement for Arlington County's Application to the Northern Virginia Transportation Authority

The Commission is asked to authorize the chair to sign a letter of endorsement of Arlington County's application to the Northern Virginia Transportation Authority (NVTA) for \$80,000,000 to construct a second entrance to the Ballston-MU Metrorail Station.

The project provides a second entrance to the station at North Fairfax Drive and North Vermont Street, almost a quarter of a mile west of the existing entrance, greatly expanding multimodal access to the station and providing greater capacity to and efficiency for Metrorail. The project will include two street-level elevators and stairs connecting to an underground passageway and a new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines and an attended kiosk.

The new entrance will provide more direct access to businesses and residences on the west side of Ballston where high-density redevelopment with lower parking ratios has continued since the county's previous application to the Authority in 2019. It will relieve congested conditions at the current entrance and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide

adequate egress during emergency situations and improve bus-to-Metro transfers for routes entering Ballston from I-66.

Note: NVTC understands that Arlington County may also pursue Commuter Choice on the I-66 Corridor funding for the project. NVTC's endorsement of this project for NVTA funding does not construe a commitment to award Commuter Choice funding to the project. If Arlington County applies for Commuter Choice funding for this project, the application will be considered on its own merits, subject to the rules and requirements of this competitive, data-driven program.



NVTC 2022 MEETING SCHEDULE

– proposed –

NVTC Commission meetings start at 7:00 p.m. on the first Thursday of the month. Meetings are usually held in the First Floor Main Conference Room of the Navy League Building, 2300 Wilson Blvd, Arlington, Virginia, unless otherwise noted. The Executive Committee meets at 6:00 p.m. Please check NVTC's [meeting website page](#) for updates.

January 6, 2022

February 3, 2022

March 3, 2022

April 7, 2022

May 5, 2022

June 2, 2022

July 7, 2022

August 2022 – No Commission Meeting

September 1, 2022

October 6, 2022

November 3, 2022

December 1, 2022

Other NVTC Meetings:

May/June – Joint NVTC/NVTA/VRE/CTB Public Meeting – date/location TBD

December 5, 2022 – Joint NVTC-PRTC Legislative Briefing – Embassy Suites Hotel, Springfield



November 5, 2021

Chair

Hon. Katie Cristol

Vice Chair

Hon. Canek Aguirre

Secretary-Treasurer

Hon. Dalia A. Palchik

City of Alexandria

Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

Arlington County

Hon. Katie Cristol

Hon. Matt de Ferranti

Hon. Libby Garvey

Fairfax County

Hon. Walter L. Alcorn

Hon. John Foust

Hon. Jeffrey C. McKay

Hon. Dalia A. Palchik

Hon. James R. Walkinshaw

City of Fairfax

Hon. David Meyer

City of Falls Church

Hon. David F. Snyder

Loudoun County

Hon. Matthew Letourneau

Hon. Michael R. Turner

Commonwealth of Virginia

Hon. Paul C. Smedberg

Virginia General Assembly**Senate**

Hon. John J. Bell

Hon. Adam Ebbin

House of Delegates

Hon. Eileen Filler-Corn

Hon. Paul Krizek

Hon. David Reid

Hon. Richard "Rip" Sullivan, Jr.

Executive Director

Katherine A. Mattice

The Honorable Phyllis Randall
 Chair, Northern Virginia Transportation Authority
 3040 Williams Drive, Suite 200
 Fairfax, VA 22031

RE: Arlington County's Application for NVTA FY 2022 - 2027 70% Regional Funds
 to Construct a Second Entrance to the Ballston-MU Metrorail Station

Dear Chair Randall:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to express support for Arlington County's application for \$80,000,000 to construct a second entrance to the Ballston-MU Metrorail Station.

The project provides a second entrance to the station at North Fairfax Drive and North Vermont Street, almost a quarter of a mile west of the existing entrance, greatly expanding multimodal access to the station and providing greater capacity to and efficiency for Metrorail. The project will include two street-level elevators and stairs connecting to an underground passageway and a new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines and an attended kiosk. This new entrance will provide more direct access to businesses and residences on the west side of Ballston where high-density redevelopment with lower parking ratios has continued since the county's previous application to the Authority in 2019. It will relieve congested conditions at the current entrance and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide adequate egress during emergency situations and improve bus-to-Metro transfers for routes entering Ballston from I-66.

NVTC understands that Arlington County may also pursue Commuter Choice on the I-66 Corridor funding for the project. NVTC's endorsement of this project for NVTA funding does not construe a commitment to award Commuter Choice funding to the project. If Arlington County applies for Commuter Choice funding for this project, the application will be considered on its own merits, subject to the rules and requirements of this competitive, data-driven program.

Thank you for your consideration of this application.

Best regards,

Katie Cristol
 NVTC Chair

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice, Allan Fye and Patricia Happ
DATE: October 28, 2021
SUBJECT: Transit Technology Program

At the November meeting the Commission will participate in a roundtable discussion regarding zero-emission bus planning. Also, this memo includes a written update on Regional Fare Collection, which is a part of the Transit Technology Program.

A. Zero-Emission Bus Roundtable

NVTC held a Zero-Emission Bus Symposium on October 22, providing Northern Virginia jurisdictions and transit partner staff a platform to highlight, learn and discuss zero-emission bus planning, implementation and procurement to better understand regional zero-emission bus visions and goals. The event facilitated regional knowledge-sharing through collaborative discussion to assist with zero-emission bus system planning.

At the November meeting the Commission will receive presentations from the Alexandria Transit Company (known as DASH) and NVTC as part of a roundtable discussion regarding zero-emission bus efforts.

- Alexandria/DASH Zero-Emission Electric Bus Program

While all NVTC regional transit systems are exploring zero-emission and all-electric bus options, DASH was the first in Northern Virginia to incorporate battery-electric buses into its fleet, reaching a milestone toward its goals established in the City's Environmental Action Plan. DASH General Manager and CEO Josh Baker will provide an overview of DASH's Electric Bus Program including environmental and fiscal goals, activities, challenges and next steps.

- The State of Zero-Emission Bus Planning in Northern Virginia

NVTC partners have all indicated interest in zero-emission bus implementation, and several are studying feasibility, developing pilot programs, purchasing buses and seeking funding toward this goal. Transitioning to zero-emission vehicles will require participation and coordination across multiple sectors and stakeholders. NVTC Transit Technology Senior Program Manager Patricia Happ will present an overview of vehicle electrification efforts and opportunities in the region.

- Options for NVTC's Role in Zero/Low-Emission Buses

NVTC Director of Programs and Policy Allan Fye will discuss options for NVTC's role in zero-emission planning going forward. The presentation will be followed by Q&A.

B. Northern Virginia Regional Fare Collection Update

NVTC's Transit Technology Program oversees the implementation of the [Northern Virginia Regional Fare Collection Strategic Plan](#), approved by the Commission in January 2021. NVTC engages with stakeholders to improve transit through innovative and emerging transit technology and provides analysis, technical assistance, tools, and risk assessment for implementing fare collection and technology solutions.

Since the May 2021 program update, staff has made progress in the following key areas:

- Next Generation Farebox

NVTC and regional partners reached a Next Generation Farebox milestone. Fairfax Connector and ART have placed orders for new fareboxes through the regional rider contract, and the other partners are developing plans regarding future farebox needs. This is the culmination of a multi-year effort where NVTC worked with WMATA on its Next Generation Bus Farebox System project to replace aging fareboxes and related garage equipment for Metrobus and regional bus systems.

- Fare Free and Reduced Fare Transit

In September 2021 NVTC published the [Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers](#) white paper. The report identifies the continuum of low fare and fare free options as well as important considerations for policy and technical decisionmakers to consider such as costs and benefits, implementation challenges and funding. NVTC also facilitated a zero and reduced-fare roundtable discussion at the July Commission meeting.

Background

The [2021 Northern Virginia Regional Fare Collection Strategic Plan](#) documents the vision for an enhanced regionally integrated fare collection system and identifies NVTC's ongoing role in supporting and coordinating implementation of fare collection initiatives in the region.

NVTC REGIONAL FARE COLLECTION VISION STATEMENT:

Northern Virginia transit systems envision an enhanced regionally integrated fare collection system with local flexibility to meet evolving customer expectations.

Now that new farebox procurement is underway, NVTC will pivot to implementing other areas of the Strategic Plan which focus on NVTC's role in regional coordination and collaboration. The Fare Collection Strategic Plan is only one element of NVTC's Transit Technology Program, which includes many other important and emerging technology issues such as zero-emission buses and transit cybersecurity.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice and Ben Owen
DATE: October 28, 2021
SUBJECT: Commuter Choice Program

At the November meeting the Commission will be asked to take action to authorize staff to open the Round Five (FY 2023 - FY 2024) call for projects for Commuter Choice on the I-66 Corridor. The Commission will also receive an update on the I-395/95 corridor program.

A. Commuter Choice on the I-66 Corridor

- **ACTION ITEM: Authorize the Executive Director to Issue a Call for Projects for I-66 Corridor Round Five**

The Commission will be asked to authorize the executive director to issue the [Commuter Choice on the I-66 Corridor](#) Round Five (FY 2023 - FY 2024) call for projects. Projects selected for funding will be included in the Commonwealth's FY 2023 to FY 2028 Six Year Improvement Program (SYIP).

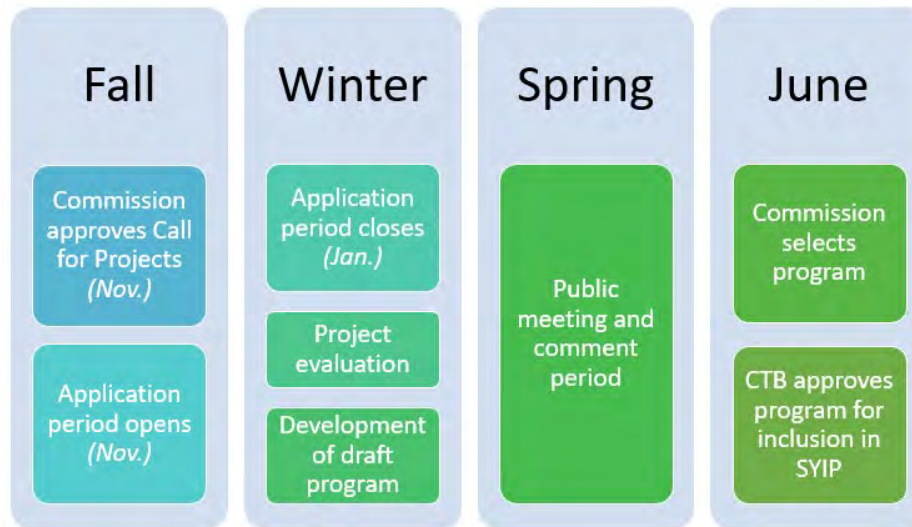
NVTC anticipates a minimum of about \$12 million in funding over the two-year period, comprising transit payments from the I-66 Outside the Beltway Express Lanes concessionaire that are stipulated in the [I-66 Corridor Memorandum of Agreement](#) (MOA) and carryover balances and de-obligations from projects that are expected to close out under budget.

Staff are working with the Virginia Department of Transportation (VDOT) to determine if I-66 Inside the Beltway revenues are likely to increase to a point where VDOT could resume substantive net payments to NVTC during FY 2022 to support Round Five projects. As of September, VDOT's I-66 Inside the Beltway monthly toll revenues had climbed to about 50% of pre-COVID-19 levels.

Figure 1 shows the primary steps in the proposed schedule for the Round Five call for projects, derived from the selection process prescribed in the [MOA](#). The call for projects notice, which will include information about how to apply for funds, will be issued to eligible applicants following approval by the Commission in November. Online applications will be accepted via the NVTC website from November 8, 2021 until January 28, 2022. Then, following staff's review of all applications for eligibility and scoring of all that are eligible, staff will develop a proposed Program of Projects for the NVTC Program Advisory Committee (PAC) to consider. The PAC recommends a Program of Projects to the full Commission, which then adopts a program and refers it to the CTB for final approval and adoption into the SYIP. NVTC staff will conduct a public comment

period and share comments with the PAC and Commission prior to any action to adopt a Program of Projects.

**Figure 1: Proposed Schedule for the Commuter Choice on the I-66 Corridor
Round Five Call for Projects**



NVTC staff began applicant engagement around the Round Five call for projects with an introductory webinar for all eligible applicants on Thursday, October 21 about the program and call for projects. Staff has requested high-level information from potential applicants about their project ideas and will review these in terms of alignment with program eligibility and goals with each eligible applicant at one-on-one workshop sessions after the call for projects opens. The one-on-one workshops will also provide an opportunity for NVTC and applicant staff to review the application form and other required materials in detail.

Policy Refinements for the Round Five (FY 2023-FY 2024) Call for Projects

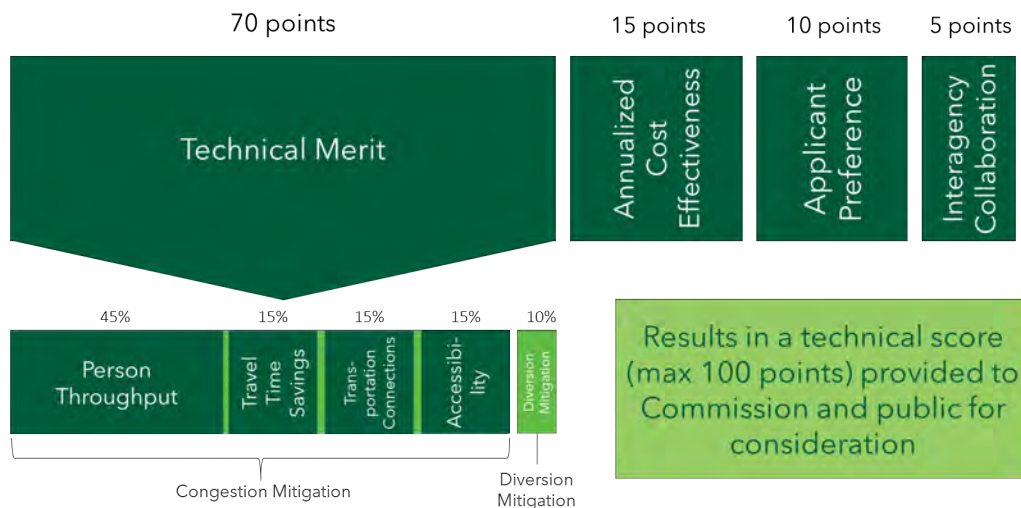
NVTC staff will implement two policy refinements administratively through program guidance materials:

- Staff will refine the definition of standalone transportation demand management (TDM) projects that the Commission adopted last year ([Resolution #2424 approved November 5, 2020](#)) to reinforce its intent. The definition requires any standalone TDM projects to be targeted exclusively to toll payers and have directly measurable usage or ridership outcomes. To ensure that such strategies are the focus of any proposed project, staff will require that direct incentives form at least two-thirds of the cost of any standalone TDM project. Staffing and/or marketing expenses may constitute the remainder. Staff reviewed this policy refinement with eligible applicants over the summer.
- As requested by the PAC, staff will begin to encourage applicants to consider procuring zero-emission vehicles for transit service projects at the appropriate time. Staff will clarify

the eligibility of zero-emission vehicles for Commuter Choice funding in program materials and ask about vehicle propulsion technology (as applicable) in the application. Staff expect to further develop and refine policy on this topic as the region's transit systems progress toward zero-emission fleets. Additionally, staff intend to report to the Commission on the anticipated greenhouse gas emissions reduction benefits of proposed projects under consideration for funding, regardless of project (or propulsion) type.

Staff are not proposing any changes to the technical evaluation process, which is shown in Figure 2. As part of opening the I-395/95 Round Two call for projects last fall, the Commission adopted the process for use under both corridors' programs until such time as the Commission wishes to revisit the criteria ([Resolution #2425 approved November 5, 2020](#)).

Figure 2: Proposed Technical Evaluation Process for the Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-2023) Program



B. Commuter Choice on the I-395/95 Corridor Update

Several projects that received funding in the \$22.7 million Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) program are now underway, following the Commonwealth Transportation Board's approval of the program in June and the start of the new fiscal year on July 1. NVTC staff have participated in kickoff events for construction of a new commuter lot in the Massaponax area of Spotsylvania County as well as the launch of significantly expanded service on two of DASH's redesigned bus routes.

OmniRide recently added trips to its Stafford County commuter bus routes to the Pentagon and downtown D.C. – which received continued funding from the program and have continued to post strong ridership during the COVID-19 public health emergency – and is preparing to launch incentives to rebuild the vanpool market in the I-395/95 Corridor. Fairfax County is preparing to begin work on a combined local bus route and bikeshare expansion in the Franconia-Springfield area, while Prince William County is accelerating its work to expand the Horner Road commuter lot, which was routinely full prior to the COVID-19 public health emergency.

While NVTC staff have been pleased with the variety and performance of transit services funded in the I-395/95 Corridor, both corridors' MOAs limit the overall share of program funds that can support transit operations. As NVTC is nearing the cap under the I-395/95 Corridor program, staff will work with applicants in future funding rounds to advance more capital proposals.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams
DATE: October 28, 2021
SUBJECT: Washington Metropolitan Area Transportation Authority (WMATA)

Blue Line Derailment

On October 12 a 7000-series Blue Line train derailed between the Arlington Cemetery and Rosslyn Stations. On October 13 WMATA, the National Transportation Safety Board (NSTB), Federal Transit Administration (FTA) and Washington Metrorail Safety Commission (WMSC) launched an investigation into the derailment. The wheel assembly on the 7000-series railcar is suspected to be a factor in the derailment. On October 17 the [WMSC ordered WMATA](#) to remove the 7000-series railcars from service, develop a plan to assess the cause and provide for the detection and prevention of wheel gauge anomalies in 7000-series railcars, and implement a plan that provides for the safe return to revenue service of each 7000-series railcar. The reduction in the active railcar fleet caused WMATA to run reduced service. WMATA has created a [web page on the derailment investigation and related service impacts](#).

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

A. WMATA COVID-19 Response

On March 13, 2020 WMATA implemented Phase 3 of its Pandemic Flu Plan, which is the highest level of response and includes all subsequent mitigation steps required during a public health emergency. WMATA expects to be at Phase 3 until further notice and has developed a [website](#) for customers to stay up to date with the latest information. The passage of three federal relief bills provided WMATA with the funding to address immediate needs related to the pandemic, providing necessary funding to avoid layoffs and service cuts, increase employee and rider protections, and maintain transit service. These funds have also enabled WMATA to support longer term relief and recovery.

As part of the region’s recovery, the WMATA Board approved several changes to bus and rail service to attract riders in 2021 which were implemented in early September. WMATA expanded frequent all-day service on weekdays and weekends on rail and improve late night service and hours. On Metrobus, WMATA is now operating 20 bus lines every 12 minutes or better and 16 bus lines every 20 minutes or better, seven days a week. The WMATA Board is anticipated to begin to discuss potential changes to fares and service in the fall as part of the FY 2023 budget process.

B. Report from the Virginia WMATA Board Members

▪ Approval of Agency Safety Plan Update

On October 28, 2021 the WMATA Board is anticipated to take action on approval of the [Agency Safety Plan \(ASP\)](#), which details how WMATA will improve and implement its safety management system. The creation and annual update of an Agency Safety Plan is required by the Federal Transit Administration (FTA). WMATA's ASP was completed and approved by the Board and Washington Metrorail Safety Commission (WMSC) in December 2020 and several updates have been made since. These updates included incorporating a SMS strategic roadmap, accounting for progress made and lessons learned, and refreshing the path forward. The ASP also includes four components:

- Safety Management Policy - Formalizes SMS adoption by WMATA
- Safety Risk Management - Processes and tools to drive proactive action before incidents occur
- Safety Assurance - Oversight to verify proactive action is being taken and working as intended
- Safety Promotion - Shape the culture required to sustain long-term effectiveness

With the Board's approval, the ASP will be sent to the WMSC for their approval. Following approval from WMSC, WMATA will be in compliance with federal requirements.

▪ Silver Line Phase 2 Update

On October 14 the Safety and Operations Committee received an update on the [Silver Line Phase 2 project](#). There are two unresolved issues: non-compliant clearance in the yard elevator machine room and turntable deficiencies in the yard. WMATA continues discussions with the Metropolitan Washington Airports Authority (MWAA) regarding funding for future maintenance/replacement costs on issues where accepting "as is" or remediation is not fully compliant with the approved design specifications or performance requirements. WMATA determines when the conditions necessary for WMATA acceptance of the project have been satisfied, and WMATA will establish a revenue service date after all identified deficiencies have been resolved to meet acceptance standards. As part of the project schedule, the Wiehle-Reston station was scheduled for shutdown between October 23-25 for the final integration of Phase 2.

▪ Metrorail Fleet Management Plan

On October 14 WMATA staff reviewed the draft [Metrorail Fleet Management Plan](#) with the Safety and Operations Committee. The Fleet Plan is a part of the FTA requirement and must be updated periodically. The last WMATA Metrorail Fleet Management Plan was updated in 2016. Key considerations of this plan include the level of service WMATA will provide in the future, the number of railcars needed to meet demand and service requirements, and how WMATA's rail maintenance/storage facilities will meet evolving needs.

Several factors determine the overall system capacity of Metrorail. These factors include fleet size, yard storage, maintenance shops, core throughput, traction power, terminal capacity and stations. The current system capacity can deliver 75% eight-car trains and an 8-minute peak system headway. The system is supported by a fleet of 1,278 railcars, 117 miles of track, 91 passenger stations, nine railcar storage locations and seven maintenance shops.

Figure 1: Impact of System Headways on Capacity

System Headway (End-of-Line Interval Between Trains*)	Line Capacity (Passenger Throughput)	Capacity Improvement
8-minute 75% eight-car trains (current)	5,000 to 6,000 passengers / hour	-
7-minute 100% eight-car trains	6,850 passengers / hour	~20%
6-minute 100% eight-car trains	8,000 passengers / hour	~35-40%

Source: [WMATA October 14 Safety and Operations Committee](#)

Regional transportation plans call for expanded Metrorail service to carry more riders as the region grows. Historically, Metrorail ridership has increased with population growth and MWCOC has projected 1% annual population growth in the region. Furthermore, it is projected that the share of people living near transit will rise from 29% to 38% by 2040. While Metrorail ridership has declined due to the pandemic, ridership has picked up 30% of pre-pandemic level on weekdays and 60% of pre-pandemic levels on weekends.

Figure 2: Service Demand Projections

Average Peak Hour Passengers per Car (PPC) at Peak Load Points

	System Headway	2020 Actual ¹	2030 Forecast	2040 Forecast
RD	8-minute	121	132	141
	7-minute		100	107
YL	8-minute	107	102	109
	7-minute		89	95
GR	8-minute	105	112	125
	7-minute		98	110
BL	8-minute	89	119	127
	7-minute		88	93
OR	8-minute	109	158	167
	7-minute ²		101	107
SV	8-minute	107	143	148
	7-minute		101	105

PPC <100
PPC 100-120
PPC > 120

Source: [WMATA October 14 Safety and Operations Committee](#)

To prepare for regional growth, WMATA's draft plan outlines investments for 100% eight-car trains and capacity to run more frequent service at 7-minute system headway level by 2030. This can be accomplished through the following:

- Expanding fleet through 8000-series procurement options:
 - The procurement of 8000-series railcars has begun, and service entry is expected to begin in 2025. There will be a base order of 256 railcars and options for fleet expansion to 800 railcars by 2026.
- Expanding rail yard and maintenance shop capacity and improve efficiency for eight-car train operations:
 - To deliver 7-minute system headways, additional storages spaces and shops are in development. These include 112 storage spaces and 16 shop spaces at New Carrollton Station, eight additional shop spaces at Branch Avenue Station, and 32 storage spaces at both Shady Grove and Glenmont Stations. Additionally, there is an opportunity to configure capacity expansions to support maintenance of full eight-car train on posted rail tracks to support efficiency of the system.
- Continuing traction power upgrades:
 - Completed upgrades are sufficient to meet 100% eight-car trains at 8-minute headways and there are planned upgrades to meet future needs. 7-minute headways are accomplished within the 26 train per hour core throughput standard and changes to terminal operations.

To enable eight-car train service with 7-minute or even 6-minute train frequencies requires incremental investments of \$1.05 - \$1.95 billion.

Figure 3: Rail System Capital Investment Estimates

Category	2030 7-Minute System Headway	Beyond 2040 6-Minute System Headway
Yard Improvement and Expansion	~\$250m	~\$500m
Shop Improvement and Expansion	~\$200m	~\$400m
Fleet Expansion 8000-Series Railcars	~\$600m	~\$1.05b
Total	~\$1.05b	~\$1.95b

Source: [WMATA October 14 Safety and Operations Committee](#)

Changes from the 2016 plan take into consideration COVID-19 implications and updates from previous projections. The 2016 plan projected the system to require 6-minute headway at 100% eight-car trains by 2030; however, the draft plan revised this goal to 7-minute system headway with 100% eight-car trains by 2030. Furthermore, anticipated capacity growth expected in 2025 has been delayed to 2030. The next step for the draft Metrorail Fleet Management Plan is Board review in December 2021 for adoption. Following this action, the plan will then be submitted to the FTA.

▪ Rail Service Standards

WMATA last updated its Rail Service Standards in 2012 and 2013, which defined rush hour crowding standards, and established weekday rush and non-rush minimum train frequencies. These [updated Rail Service Standards](#) will provide WMATA the opportunity to update standards to reflect current conditions and operations practices such as changes in service patterns and ridership, service adjustments for system renewal, and increased use of eight-car trains. The draft service standard increases train frequencies and updates passenger load standards to improve passenger experiences.

The minimum trains frequencies during regular service will include daytime and early evening from opening to 9:30 p.m., seven days a week:

- 12-minutes on the Blue, Orange, Silver, Green and Yellow Lines
- 6-minutes on the Red Line

Late night from 9:30 p.m. until closing, seven days a week:

- 15-minutes on the Blue, Orange, Silver, Green, and Yellow Lines
- 10-minutes on the Red Line

The passenger load standard will target peaks load at 100 passengers per car (PPC) with the following definitions:

- Optimal – 80 to 100 PPC
- Crowded: 101 to 120 PPC
- Very Crowded 121 or more PPC

WMATA staff propose an approach that would schedule peak service above minimum frequency levels to keep up with ridership and limit crowding, adding capacity to keep average loads at the optimal level as noted above. WMATA staff has asked for input and feedback on the updated standards and will provided updated rail service strands in December 2021.

▪ Fare Policy Principals and Strategy Framework

Following the WMATA Finance and Capital Committee work session on [fare policy and fare concepts](#), staff recommended the adoption of updated fare policy principles on October 14. WMATA's fare policy principles were last updated in 2010. The draft Fare Policy Principles emphasize that WMATA's fare should be customer-focused, simple, and convenient, equitable, seamless and built to driver ridership, as well as guide the development and evaluation of potential fare policy changes. The updated fare policy principles will inform any future proposed changes to fare policy and structure. The WMATA Board is anticipated to take action on new fare policy principles at its October 28 meeting.

▪ Capital Program Update

On October 14 WMATA staff presented an overview of the capital improvement program which featured accomplishments from FY 2021, upcoming FY 2022 projects, and a review of upcoming major project outages, maintenance backlog and an overview of baseline state of good repair needs.

In accordance with advancing safety and state of good repair, WMATA invested \$1.8 billion in FY 2021, its largest annual capital investment to date. These investments went to several projects including signal system rehabilitation at the Alexandria rail yard, station platform reconstruction, an upgraded interlocking system at Fort Totten, 130 escalator replacements at 32 stations and faregate modernization.

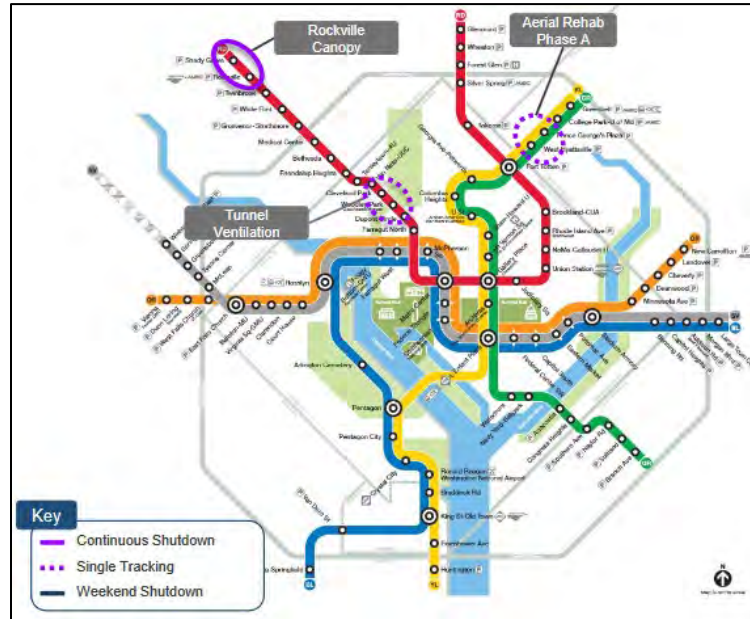
Over \$2 billion is set to be invested in FY 2022 for the following projects:

- Yellow Line Tunnel and Bridge Rehabilitation:
 - Due to water penetration and stray current impacts, the steel lined tunnel has excessive corrosion and section loss. The scope of the work includes tunnel liner, dry standpipe and bridge repair, bridge corrosion control, tunnel crack repairs and systems cable replacement. Construction is anticipated to begin in 2022.
- Phase 4 of the Platform Improvement Project:
 - To date 17 out of 20 stations have been completed. The remaining stations left for platform rehabilitation and station upgrades are Cheverly, Landover and New Carrollton. Additional work in the final phase includes five bridges and aerials structures and station upgrades at Deanwood and Minnesota Avenue.
- Northern Bus Garage Replacement:
 - In 2019 the garage was closed and the contract was awarded. Demolition and construction are set to begin in the spring of 2022 and take four years to complete. The garage will support 100% electric vehicles, have 590,000 SF with storage for 150 buses, be LEED certified and provide mixed-use community space.
- Pilot Tunnel Ventilation System Modifications:
 - This project is based on the recommendation by National Transportation Safety Board (NTSB) to update WMATA's ventilation systems. The pilot will be conducted in tunnel shafts between the Woodley Park and Cleveland Park Stations to add fans and platform dampers. The awarded contract value is \$34 million, and construction is underway. The project is expected to be completed in summer 2022.

With the upcoming projects scheduled, they will also be several major outages in the near future.

Figure 5: Major Outages Planned for September 2021 – December 2021

- From September 2021 through December 2021, there will be weekend shutdown events from Dupont Circle to Van Ness Stations, a three-month shutdown from Rockville to Shady Grove and three weekend single-tracking events from Fort Totten to Prince George's Plaza.



Source: [WMATA's October 14 Finance and Capital Committee Meeting](#)

Figure 6: Major Outages Planned for January 2022 – June 2022

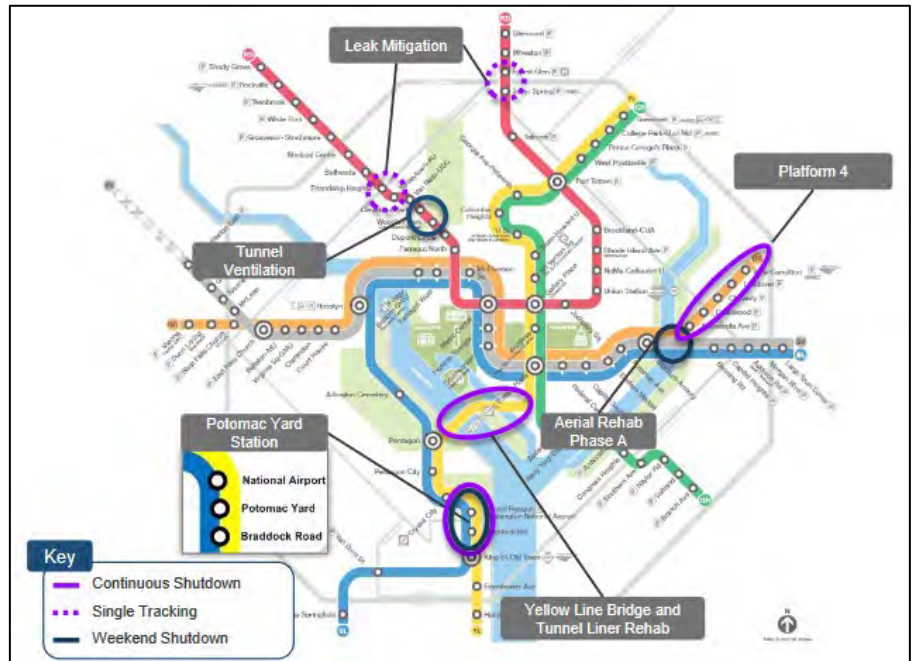
- From January 2022 through June 2022, there will be six single-tracking weekends between Silver Spring and Forest Glen on the Red Line, three preparatory weekend shutdowns, and a summer shutdown from Minnesota Avenue to New Carrollton for the fourth phase of the Platform Improvement Project.



Source: [WMATA's October 14 Finance and Capital Committee Meeting](#)

Figure 7: Major Outages Planned for July 2022-December 2022

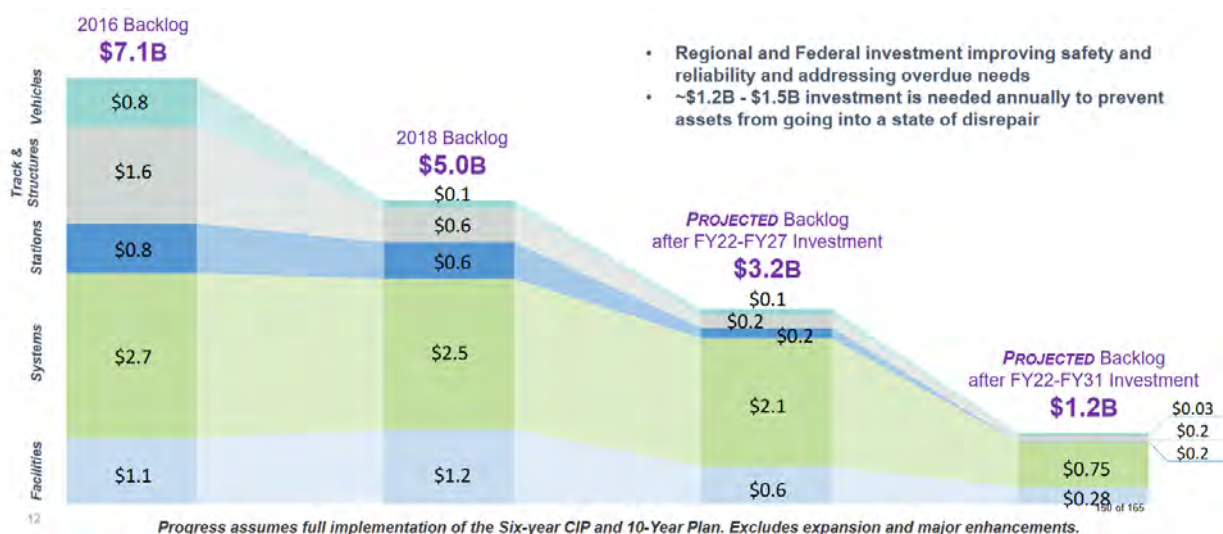
- From July 2022 through December 2022, there will be shutdowns between Pentagon and L'Enfant Stations, a four-week shutdown between Cleveland Park and Woodley Park, and a late summer/early fall shutdown for a track cutover for the Potomac Yard Station.



Source: [WMATA's October 14 Finance and Capital Committee Meeting](#)

Regional and federal investment has played a major role in addressing capital needs and programs to sustain safety and the state of good repair. WMATA has made progress with Track Rehab, SafeTrack and the Platform Improvement Program; however, many structures, systems, and facilities require immediate attention. In addition, sustaining recurring and cyclical maintenance, rehabilitation and replacement programs. \$1.2B - \$1.5B investment is needed annually to prevent assets from going into a state of disrepair.

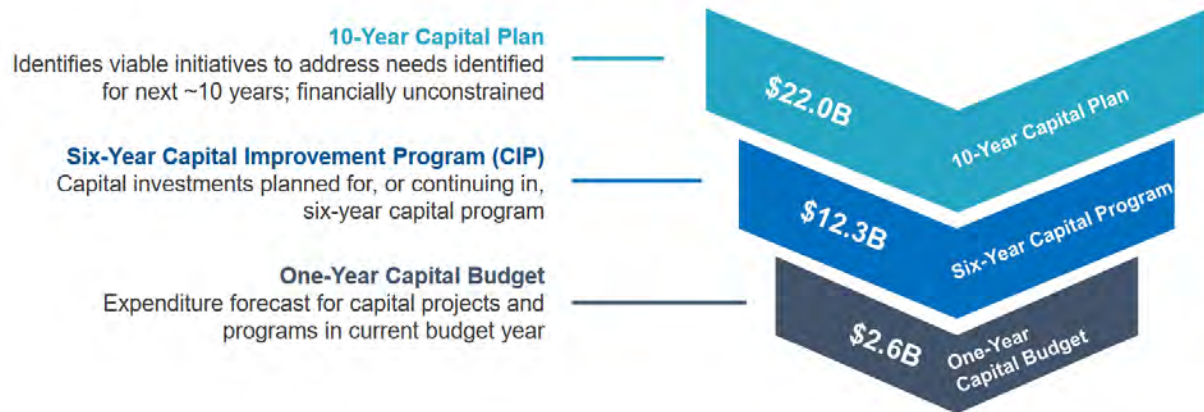
Figure 8: Investment in Reducing State of Good Repair Backlog (\$B)



Source: [WMATA's October 14 Finance and Capital Committee Meeting](#)

The FY 2023 – FY 2028 Capital Improvement Program is planning investments between \$11 and \$13 billion in safety, state of good repair, and resiliency programs and projects. The programs focus on rail, bus, paratransit, operations and administrative support. The FY 2023 Projected Capital Budget ranges from \$2.3 to \$2.5 billion, while the FY 2023-FY 2028 Projected Capital Program ranges from \$12 to \$13 billion.

Figure 9: Capital Program Development and Structure



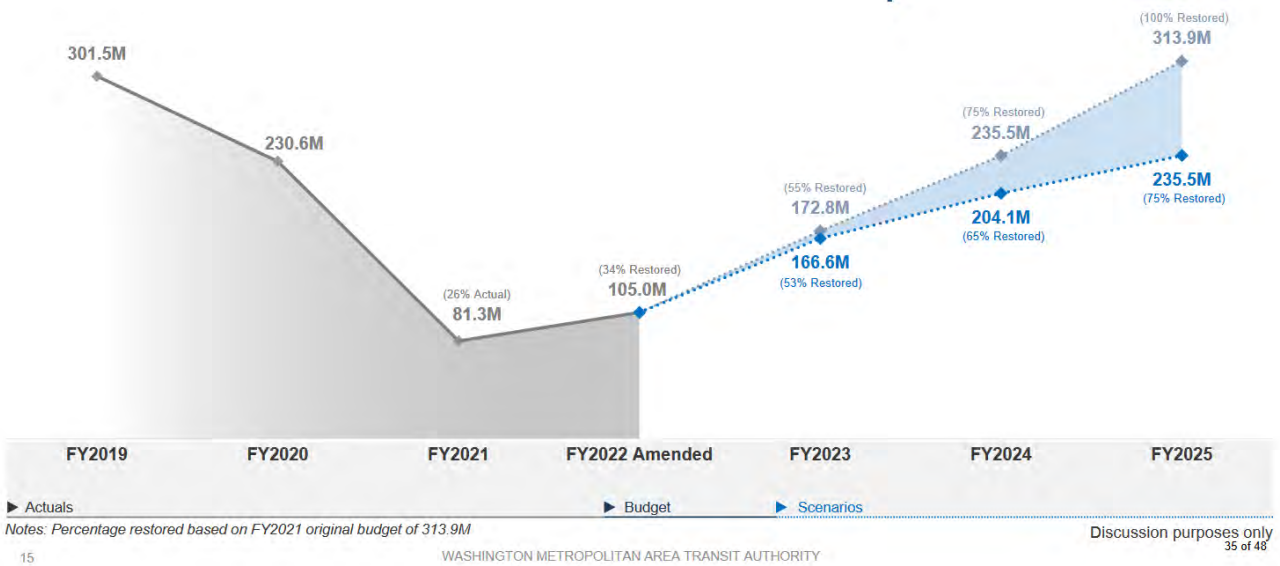
Source: [WMATA's October 14 Finance and Capital Committee Meeting](#)

The next action item is for the General Manager to present a proposed Capital Budget and Six-Year Capital Improvement Program, followed by many budget work sessions and public hearings, and the anticipated Board adoption of the CIP and Capital Budget in March 2022.

- **FY 2023 Ridership and Revenue Outlook**

On October 28 the Finance and Capitol Committee received an update on the [FY 2023 ridership and revenue outlook](#). During the first quarter of FY 2022, total WMATA ridership across all modes was favorable to budget, but fare and other non-passenger revenue were still well below their pre-pandemic levels. COVID-19's impact on WMATA continues to be felt, with total ridership across all modes projected to recover to between 53% and 55% of pre-pandemic levels for FY 2023. This compares to the actual 26% level of pre-pandemic ridership obtained in FY 2021 and the budgeted level of 34% for FY 2022. The projected level of FY 2023 ridership would yield an estimated \$304 to \$316 million in fare revenue, which is an estimated \$362 to \$374 million below pre-pandemic levels. WMATA has developed ridership scenarios which show a range of potential recoveries and projects a restoration of 75% to 100% of pre-pandemic levels in FY 2025. The primary drivers of ridership are vaccine acceptance, the economy, telework, traffic, service and fares.

Figure 10: WMATA's Projected Ridership Outlook for FY 2022 to FY 2025



Source: [WMATA's October 28 Finance and Capital Committee Meeting](#)

Preliminary estimates of total expenses are \$2.28 billion, which is driven by service and personnel costs. These estimates include the improved service levels that took effect in September 2021 and operations of the Silver Line Phase 2 and Potomac Yard Station. Based on the 3% growth of the FY 2022 subsidy and legislative exclusions, the FY 2023 jurisdictional subsidy total is expected to total \$1.19 billion. This leaves a \$692 to \$705 million budget gap that would be filled by federal aid to balance the budget.

C. Report from the Chair of the NVTC WMATA Committee

The NVTC WMATA Committee met on October 21, 2021 and received a [briefing from WMATA staff on WMATA's Blue/Orange/Silver Reliability and Capacity Study](#), an update from NVTC staff on NVTC's 2021 Annual Report on the Performance and Condition of WMATA and continued discussion on WMATA's fare policy and structure.

A draft chapter of the [2021 Update of the Annual Report on the Performance and Condition of WMATA](#) is attached. This chapter, on Strategies to Reduce the Growth in Costs and Improve Efficiencies, was reviewed by the NVTC WMATA Committee at its October meeting. NVTC staff will respond to Commissioner comments for the final draft which is anticipated to be reviewed by the Commission for action at the December meeting.

This year's report continues and updates NVTC recommendations around key priorities to improve efficiency and reduce costs, and these recommendations are even more important as WMATA and the region recover from the delta variant. In the 2021 report, NVTC continues to press WMATA to encourage riders to return to the system, align service to demand, and work closely with our Northern Virginia transit operators to improve the efficiency of the bus transit network, all through the lens of the COVID-19 pandemic and the systemic challenges that will linger in the years ahead.

Key recommendations to WMATA from the 2021 report include:

- **Leverage federal coronavirus relief aid** to prevent layoffs, sustain and improve service levels throughout a multi-year recovery period, and position WMATA for a sustainable long-term ridership and revenue recovery.
- **Communicate and encourage a safe return to transit** by highlighting and promoting enhanced safety efforts during the COVID-19 pandemic and developing a long-term, post-pandemic marketing and communications strategy to rebuild ridership.
- **Implement fare and parking policy changes** that improve revenue and ridership, remove barriers to access and retain newly returning riders.
- **Adapt rail service to anticipate demand** during the COVID-19 pandemic and the region's subsequent recovery period while maintaining an equitable, baseline level of service across all Metrorail lines.
- **Continue focus on ongoing initiatives to reduce the growth in operating costs and improve operational efficiencies** using NVTC's previously recommended strategies in past annual reports on the performance and condition of WMATA.

At the October NVTC WMATA Committee meeting, staff was asked to include information and/or strategies pertaining to the Blue Line derailment. In order to provide the appropriate context for the Governor and General Assembly and provide the latest available information from the NTSB investigation, NVTC staff will add the appropriate content to the draft which the Commission will take action at the December Commission meeting.

The report also provides WMATA's FY 2021 expenditures by CIP program area of the Virginia's \$154 million in annual dedicated capital funding. In addition to the aforementioned chapters, the report presented to the Commission in December will also include chapters on WMATA financial performance, safety, reliability and ridership. NVTC is currently working with WMATA staff to report safety and reliability data and are awaiting key data from the National Transit Database to be released by the Federal Transit Administration.

The next NVTC WMATA Committee meeting is on December 16, 2021 at 6:00 p.m.



Strategies to Reduce the Growth in Costs and Improve Operational Efficiencies

State code requires NVTC to recommend potential strategies to WMATA to reduce the growth in operating costs and improve operational efficiency. This annual report updates the previous year's recommendations in light of the ever-evolving COVID-19 pandemic and WMATA's response and recovery. The COVID-19 pandemic has dramatically lowered WMATA's ridership on bus and rail, causing significant declines in farebox revenues. This revenue decline has been offset by COVID-19 related federal aid and has allowed WMATA to restore services and avoid layoffs. The exact long-term impacts of the pandemic on ridership and WMATA's farebox recovery – especially when federal aid is exhausted – is uncertain and poses significant challenges to WMATA's long-term financial sustainability.

In previous reports, the Commission made several policy and program recommendations that should help WMATA improve efficiency, increase ridership, and increase revenue. These recommendations are still relevant, and WMATA has taken several service and fare policy actions consistent with previous NVTC recommendations as part of their pandemic recovery efforts to rebuild ridership. This chapter describes NVTC's recommendations that would help to reduce the growth in operating costs and improve operational efficiency and highlights recent major accomplishments by WMATA in those areas.

Strategy 1: Rebuild Metrorail & Metrobus Ridership

Rebuilding Metrorail and Metrobus ridership is critical to improving the efficiency of the system, controlling subsidy growth, and increasing farebox revenues. WMATA has actively pursued several initiatives to rebuild ridership that align with NVTC recommendations.

Recommended Strategies



Leverage federal aid to prevent layoffs, sustain and improve service levels throughout a multi-year recovery period, and position WMATA for a sustainable long-term ridership and revenue recovery

From the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and American Rescue Plan Act (ARPA) of 2021, WMATA has received over \$2.80 billion in federal aid for transit to help improve safety, sustain operations, and avoid layoffs. 349 million of the aid from all three aid bills was provided as a credit of non-federal funding to the jurisdictions to maintain local transit service. The latest aid bill, the American Rescue Plan Act, provided WMATA with the ability to sustain operations through FY 2023 with an uncertain outlook for FY 2024. This aid provides WMATA with the ability to improve service, navigate uncertainty, and sustain a multi-year recovery period that can help position WMATA for post pandemic recovery.



Communicate and encourage a safe return to transit

As the region enters a recovery period, WMATA should highlight and promote ongoing enhanced safety efforts and develop a long-term, post-pandemic marketing and communications strategy to help rebuild ridership. WMATA expects a gradual recovery and the long-term impacts of the pandemic on riders' perception of transit are unknown. Pre-pandemic (FY 2019), farebox recovery for rail was 51.5%. Bringing back and retaining riders who did not ride during the pandemic is critical to rebuilding ridership and fare revenue.



Implement fare and parking policy changes that improve revenue and ridership, remove barriers to access, and retain newly returning riders

The post pandemic recovery period offers an opportunity to revisit WMATA's fare and parking fee structure and offer pass products and other fare policy changes that improve revenue and ridership, remove barriers to access, and retain newly returning riders. With less riders due to the pandemic, WMATA should consider reducing parking rates at underutilized parking facilities. Fare pass products generally increase both encourage ridership with the potential to increase and revenue, so changes to passes should be considered to drive and retain riders and appeal to unmet market demand in a post-pandemic environment.



Better balance the weekend customer experience with service disruptions for weekend track work

Preventative maintenance and capital project work during operating hours on Metrorail are often accompanied by service disruptions and increased wait times for trains or additional transfers, all of which have a negative impact on service and weekend ridership. WMATA should improve weekend rail service by developing customer-focused service standards and operating procedures for planned weekend track service disruptions to minimize the impacts on riders.



Develop the next generation of fare collection technology and support strategic fare collection initiatives

WMATA's fare collection systems have aged beyond their lifespan and are being replaced and modernized. Modern and reliable fare collection technology provides new methods for customers to pay fares, improves convenience and reliability, and decreases repair costs. NVTC supports fare collection modernization efforts and coordination with WMATA through the Northern Virginia Fare Collection Strategic Plan.



Pursue partnerships with the business community and other stakeholders to provide easier access to transit for employees and visitors

Employers, universities, and other businesses offer opportunities to drive ridership by providing fare media and other fare products to students, visitors, and employees. WMATA offers unlimited Metrobus and Metrorail rides to full time college students through the University Pass program. WMATA has also entered into discounted fare agreements with several jurisdictions, including Fairfax County, where eligible students can ride Metrobus for free with the costs reimbursed by the sponsoring jurisdiction. WMATA should continue to pursue partnerships with the business community and other stakeholders.



Implement efforts on bus and rail to decrease fare evasion

WMATA estimates that, pre-pandemic, fare evasion on bus and rail cost the agency approximately \$40 million on an annual basis. Each state or local government, not WMATA, makes the applicable laws surrounding fare evasion within their respective jurisdictions. WMATA has taken several steps to better measure fare evasion and is working to install electronic gate sensors and other technology to provide better data on occurrences. WMATA should work with local jurisdictions to decrease fare evasion on rail and bus.

Major Recent Accomplishments

Metrorail and Metrobus provide all day frequent service

In anticipation of new travel patterns as the region reopens, WMATA provided increased off-peak Metrorail service on weekdays starting in September 2021. During off-peak hours, trains will operate every 6 minutes on the Red Line and every 12 minutes on all other lines. During peak hours trains will operate every 5 minutes on the Red Line and every 10 minutes on all other lines. In addition, 20 Metrobus lines will operate every 12 minutes or better and 16 bus lines will operate every 20 minutes or better, for most of the day all week.

Recommendation: Leverage federal aid to prevent layoffs, sustain and improve service levels throughout a multi-year recovery period, and position WMATA for a sustainable long-term ridership and revenue recovery

Post-pandemic marketing campaign

In August 2021, WMATA debuted a marketing campaign, "Doing our part," to advertise its COVID safety precautions and assure the public and business community that Metrorail and Metrobus are safe and ready for riders as the region reopens.

Recommendation: Communicate and encourage a safe return to transit.

Mobile fare payment launched for Apple and Android

In 2020 and 2021, WMATA launched a mobile app allowing both Apple and Android users to pay their fares with their phone. Mobile fare payments are now accepted anywhere SmarTrip is used, including on all regional bus providers.

Recommendation: Develop the next generation of fare collection technology and advance strategic fare collection initiatives

WMATA partners with Capital Bikeshare

In August 2021, WMATA announced a partnership with Capital Bikeshare, the DC region's bikeshare system, to offer free bike rides to eligible WMATA customers. By creating a mobile SmarTrip card and signing up for the offer through the end of the year, one can earn ten free bike rides.

Recommendation: Pursue partnerships to improve access to transit

WMATA installs new faregates at Metrorail stations

In 2021, WMATA began the systemwide replacement of faregates at all 91 Metrorail stations. The old faregates were more than 25 years old and at the end of their life. The new, modern faregates make it quicker and easier to ride; are upgradable for future technology; and include enhanced safety features, larger displays, and faster processing.

Recommendation: Implement efforts on bus and rail to decrease fare evasion

WMATA implements free transfers between Metrobus and Metrorail

In the fall of 2021, WMATA increased the discount provided to customers when they transfer to/from Metrobus and Metrorail - effectively providing free transfers between most Metrobus rides and Metrorail. The changes also included a free transfer between most trips taken on local buses to Metrorail. These changes help move the region towards a more seamless and efficient transit system by reducing the need to run bus service that is wholly redundant to Metrorail.

Recommendation: Implement Fare Policy changes that improve revenue and ridership, remove barriers to access, and retain newly returning riders

Better weekend rail service

In June 2021, the WMATA Board approved improvements to weekend rail service. On weekends, the Blue, Orange, Green, Yellow, and Silver Line headways will be improved to 12 minutes (from 15) and Red Line headways will be improved to 6 minutes (from 12). These improvements will be implemented in FY 2022.

Recommendation: Utilize federal aid to prevent layoffs, sustain and improve service levels throughout a multi-year recovery period, and position WMATA for a sustainable long-term ridership and revenue recovery

Strategy 2: Improve the Operational Efficiency of Metrorail and Metrobus

While rebuilding ridership improves farebox recovery and contributes to improving efficiency, several areas remain where WMATA can deliver service more efficiently. Some of these efforts are within WMATA's control, while many efforts – especially with Metrobus – require extensive coordination and support from local and state agencies. Improving operational efficiency yields costs savings for the agency and can also benefit customers. Since labor costs are approximately 70% of total operating costs, these recommendations focus on strategies that impact the non-labor portion of the operating budget (approximately 30%) to yield the most productivity and capacity out of existing service.

Recommended Strategies



Adapt rail service to anticipate demand during the pandemic and subsequent recovery period

With the rapid decline in ridership due to the pandemic and limited labor availability due to COVID safety measures, WMATA reduced the level of Metrorail service when compared to pre-pandemic levels. At different phases of recovery during the pandemic, services have been adjusted to reflect and anticipate demand and provide enough capacity for social distancing.



Pursue capital investments that increase the reliability and efficiency of the system

Continuing state of good repair investments is critical to maintain system reliability, retain current riders, and attract new riders. WMATA is rebuilding and modernizing Metrorail and Metrobus facilities as it addresses state of good repair needs. This modernization includes opportunities to pursue energy efficiency strategies and reduce future maintenance costs. Projects like rail traction power upgrades and reconstruction of bus garages will enable WMATA to accommodate additional demand and improve operational efficiency. As the technology continues to evolve, WMATA should explore and evaluate opportunities to improve bus efficiency through low or zero emissions technology, monitoring energy consumption with smart meters, and the implementation of facility maintenance best practices.



Leverage the expertise of local and regional partners to improve the efficiency of the bus network

Increasing the speed and efficiency of Metrobus operations requires partnerships with local and regional partners. WMATA's Bus Priority Program plans and implements new initiatives and technologies to advance bus priority strategies in partnership with local jurisdictions. WMATA should continue to work with local and state partners to improve the efficiency of the bus network, implement bus priority projects, and explore pilot programs and other efforts to increase the reliability and speed of Metrobus operations.

Major Recent Accomplishments

Railcar reliability at an all-time high

Since the acquisition and deployment of the 7000-series railcars, railcar reliability has increased 239% percent between FY 2018 and FY 2021. This is the highest level of railcar reliability on record. In March 2021, WMATA selected Hitachi Rail to build the system's 8000-series railcars, which will replace the aging 2000 and 3000 series railcars which have been in service since the early 1980s.

Recommendation: Pursue capital investments that increase the reliability of the system

17 Metrorail station platforms rebuilt and refurbished

WMATA has nearly completed its Platform Improvement Project, a major initiative to reconstruct 20 outdoor station platforms that were deteriorating and in need of major repair. Over the last three years, 12 station platforms have been reconstructed in Virginia and this year WMATA completed reconstruction at the Cheverly, Landover, and New Carrollton stations in Maryland.

Recommendation: Pursue capital investments that increase the reliability of the system

WMATA Board adopts updated Metrobus Service Guidelines

In December 2020, the WMATA Board adopted new Metrobus Service Guidelines, which will provide the building blocks for service planning and budget decisions and include targets for productivity and efficiency. These service guidelines are the first update in over 20 years and will provide a framework for the pending Metrobus Network Redesign effort.

Recommendation: Leverage the expertise of local and regional partners to improve the efficiency of the bus network

Metrorail runs all eight-car train during the pandemic and recovery period

As part of its pandemic response, WMATA ran all 8-car 7000 series trains between April and mid-August of 2020 to ensure service reliability and social distancing on railcars. The new rail service plan in FY 2022 adopted budget supports all 8-car train operations throughout the day.

Recommendation: Adapt rail service to anticipate demand during the pandemic and subsequent recovery period

Strategy 3: Increase non-fare revenues

Non-fare revenues are those revenues derived by WMATA from sources other than fares, such as parking, joint development, advertising and other sources. Strategies to generate non-fare revenue leverage existing assets to help mitigate the challenges of having reduced ridership revenue. However, the pandemic has dramatically reduced both fare revenue and traditional sources of non-fare revenue. While this immediate revenue shortfall is outside of WMATA's control, strong non-fare revenue policies take time to yield results and will help with the post-pandemic recovery by providing additional resources to maintain service, diversify funding sources, and control subsidy growth.

Recommended Strategies



Leverage value for assets WMATA owns by maximizing advertising revenues and optimizing parking revenues

With 91 rail stations and nearly 60,000 parking spaces, WMATA has a large physical footprint across the region and actively leverages the value of these facilities through advertising revenues and parking revenues.



Pursue joint development opportunities on underutilized assets

Joint development is a type of public-private partnership in which real estate developers co-locate private real estate near transit. WMATA has an active joint development program, completing more than 30 projects since 1975 that generate revenue and ridership for the system.



Pursue a real estate and sustainability strategy for WMATA facilities that generates operating efficiencies

WMATA is pursuing other real estate investment strategies, including selling surplus property, to generate revenue and improve efficiencies. In 2018, the WMATA Board approved an office consolidation strategy to save on capital and operating expenses by strategically locating its facilities and reducing the number of office buildings it owns.

Major Recent Accomplishments

Agreement signed for Joint Development project at West Falls Church

In August 2021, WMATA signed an agreement to redevelop the West Falls Church Metro Station site to create a vibrant, mixed-use community with over one million square feet of office, retail, and residential space. The project is the result of a multi-year effort between WMATA, the development team, and Fairfax County. The development will generate long-term revenue through 99-year ground leases as well as additional fare revenue.

Recommendation: Pursue joint development opportunities on underutilized assets

WMATA to add solar panels at four Metrorail stations

In 2020, WMATA reached an agreement to install solar paneled carports or canopies over surface lots and parking garages at the Anacostia, Cheverly, Naylor Road, and Southern Avenue Metrorail stations in Washington, DC and Maryland. The solar installation will generate power and provide annual payments to WMATA.

Recommendation: Pursue a real estate and sustainability strategy for WMATA facilities that generates operating efficiencies

WMATA approved a joint development for its headquarters site

In 2020, the WMATA board approved a joint development for its existing headquarters building. WMATA will move office staff to three new buildings in Virginia, Washington DC, and Maryland and decrease the number of office buildings from ten to seven. The DC office building is anticipated to be completed in FY 2022 and the VA and MD office buildings in FY 2023. This strategy will result in an estimated \$130 million in savings over the next 20 years.

Recommendation: Pursue a real estate and sustainability strategy for WMATA facilities that generates operating efficiencies

Strategy 4: Control Cost Escalation and Enhance Efficiency of the Workforce and Contracted Services

Implementing cost and work efficiencies is only part of the solution to controlling cost escalation in WMATA's operating subsidy growth. The 2019 "Keeping Metro Safe, Reliable and Affordable" strategic plan identified labor costs as nearly 70% of WMATA's total operating expenditures. As most employees at WMATA are covered by multi-year collective bargaining agreements, there are opportunities to control cost escalation in these negotiations. For strategies that are outside of WMATA's direct control, this report recommends that WMATA seek certain actions or conditions by external parties that would result in labor cost savings.

Recommended Strategies



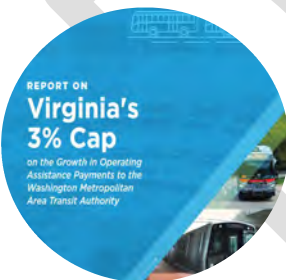
Adequately fund WMATA's Office of the Inspector General (OIG)

The WMATA OIG is an independent office that conducts and supervises audits, program evaluations, and investigations, promotes economy, efficiency, and effectiveness, and prevents fraud and abuse in WMATA related activities.



Encourage and enable innovative solutions that improve productivity

In 2017, the WMATA General Manager increased accountability by introducing new controls on absenteeism to improve oversight and reduce the use of overtime.



Use the 3% cap on annual growth in operating subsidies as a tool during labor negotiations and annual budget development

Enacted in the landmark transit funding legislation in 2018, Virginia's legislative cap on the growth in WMATA's operating subsidy provides WMATA with a tool to examine spending and controls costs during labor negotiations and the annual budget development process.



Seek amendments to the federal Wolf Act to require arbitrators in WMATA contract mediations to consider WMATA's fiscal condition in all cases

The National Capital Area Interest Arbitration Standards Act (Wolf Act) of 1995 governs the actions of arbitrators in the arbitration of labor disputes involving transit agencies operating in the national capital area. WMATA's adopted strategic plan, Keeping Metro Safe Reliable and Affordable, calls for reforming this act to reflect WMATA's true financial capacity and to drive decisions that are in line with the jurisdictions ability to pay.



Identify and evaluate options to address unfunded OPEB liabilities

Other Post-Employment Benefits (OPEB) include non-pension costs for retiree medical and prescription drug coverage and life insurance. In FY 2020, WMATA had a \$2.3 billion unfunded OPEB liability.

DRAFT

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: October 28, 2021
SUBJECT: Legislative Update

At the November meeting the chair of NVTC's Legislative and Policy Committee will present the proposed NVTC 2022 Legislative and Policy Agenda and staff will update the Commission on recent legislative progress in Congress and a reminder for the upcoming Joint Legislative Briefing scheduled for December.

A. Report from the Chair of the Legislative and Policy Committee

▪ Presentation: Proposed NVTC 2022 Legislative and Policy Agenda

Following feedback at the last Legislative and Policy Committee meeting and the October Commission meeting, staff have prepared the [Draft 2022 NVTC Legislative and Policy Agenda](#). State and federal priorities in 2022 include:

- State
 - Protect Existing Transit Programs and Funding
 - Support the Implementation of the Transit Equity and Modernization Study
 - Leverage Unallocated COVID Relief Funding for Public Transit Purposes
 - Support Funding to Implement Zero and Low Emission Public Transit
 - Continue Support for the Transforming Rail in Virginia Program
 - Preserve NVTC Stewardship of NVTC Programs
 - Restore Funding to the Northern Virginia Transportation Authority
 - Continue to Support Flexibility for Remote Public Meetings
- Federal
 - Effective and Timely Implementation of New Infrastructure Package
 - Continue Support for COVID Relief for Transit Agencies
 - Explore Federal Funding Support for Transit Operations
 - Continue Support for Commuter Tax Benefits

The next Legislative and Policy Committee meeting is scheduled for Friday November 12 at 8:30 a.m. in the NVTC conference room, Suite #230. The final 2022 Legislative and Policy Agenda will be presented for action at the December Commission meeting.

B. Federal Update

The U.S. House of Representatives and U.S. Senate continue to negotiate on the final passage of two major infrastructure packages: one in the form of authorizing legislation that includes federal surface transportation reauthorization and new transportation funding programs, and the other in the form of a budget reconciliation package that includes broader “human infrastructure” funding ranging from childcare, affordable housing and health care initiatives. Action on these legislative actions was pending as of this publication.

C. Annual Joint NVTC-PRTC Legislative Briefing

The annual Joint NVTC-PRTC Legislative Briefing will be held on Monday, December 6 at 8:30 a.m. at the Embassy Suites by Hilton Springfield (8100 Loisdale Road, Springfield, VA). The event will provide an overview of federal and state issues affecting transit in Northern Virginia. Staff have invited U.S. Department of Transportation Deputy Secretary Polly Trottenberg and Virginia Secretary of Transportation Shannon Valentine to provide remarks. The event will also include a policy priorities panel with WMATA General Manager Paul Wiedefeld, VRE Chief Executive Officer Rich Dalton and PRTC Executive Director Bob Schneider.

2022 NVTC Legislative & Policy Agenda

DRAFT

2022 STATE PRIORITIES

Protect Existing Transit Programs and Funding

NVTC supports continuing the existing state transit programs and revenue sources that benefit our local transit providers and protecting the state dedicated funding for WMATA and VRE. In 2018, the General Assembly established dedicated funding for both WMATA and VRE, setting forth a continued investment in these two transit systems. Then in 2020, the General Assembly adopted an historic transportation omnibus bill that streamlined Virginia's transportation funding allocation model, secured sustainable revenues for local transit operators, created the Transit Ridership Incentive Program and the Virginia Passenger Rail Authority, and restored \$30 million/year to the Northern Virginia Transportation Authority. NVTC strongly supports the continued implementation of these historic legislative packages and will continue to seek full realization of the anticipated revenue levels.

Leverage Unallocated COVID Relief Funding for Public Transit Purposes

NVTC supports the allocation of surplus COVID relief funds to public transit operators to assist in the continued recovery of their systems following the pandemic. In Northern Virginia, most bus operators were not direct recipients of federal relief funding, but they are still experiencing increased operating costs and loss of fare revenues.

Support Funding to Implement Zero and Low Emission Public Transit

NVTC supports legislation that will provide funding and remove barriers for public transit operators to implement innovation in transit technology, such as zero and low-emission vehicles, zero and low-emission required infrastructure, and training for the necessary workforce to implement zero and low-emission transit vehicles. NVTC supports ongoing and comprehensive coordination between the State and Federal government on this issue.

Continue Support for the Transforming Rail in Virginia Program

NVTC encourages continued support for state funding initiatives for the Long Bridge expansion and Transforming Rail in Virginia projects, and protect funds currently allocated for those projects. Furthermore, NVTC supports advancing legislation requiring that future gubernatorial appointees to the Virginia Passenger Rail Authority Board of Directors for the NVTC/PRTC districts are selected from lists provided by the NVTC and PRTC boards of commissioners.

Restore Funding to the Northern Virginia Transportation Authority (NVTA)

NVTC continues to support restoring full funding to NVTA. Two of the NVTA's three revenue streams were redirected due to the implementation of the WMATA Capital Fund in 2018. In 2019 and 2020, the General Assembly passed legislation to secure additional revenue for NVTA, but prior funding levels have not been restored. To return to the pre-2018 revenue levels, the Authority requires dedicated funding of \$38.5M. The loss of these revenues directly affects funding available for transit capital, as well as the local revenues to support transit operations.

Support the Implementation of the Transit Equity and Modernization Study

NVTC continues to support programs and initiatives that reduce barriers to transit. Accessible, affordable transportation is critical to helping people reach jobs, education and health care. In addition to transit's well-documented environmental and economic benefits, transit can be a powerful tool to advance racial equity and social justice. As such, NVTC supports the continued focus on equity and modernization in transit service across the Commonwealth. NVTC will continue to engage with the Department of Rail and Public Transportation (DRPT) as they complete and form recommendations stemming from HJ542 (McQuinn), DRPT's two-year study of transit equity and modernization in the Commonwealth that focused on transit services and engagement opportunities for underserved and underrepresented communities.

Preserve NVTC Stewardship of NVTC Programs

NVTC supports preserving its programs and interests in Northern Virginia. NVTC provides a venue for and is a model of policy coordination and program implementation that works in Northern Virginia and has the participation of its component jurisdictions and their elected leaders. As an experienced steward of transit funding and regional partner to the Commonwealth, the General Assembly should continue to support NVTC's role in administering programs that promote transit and multimodal options that serve Northern Virginia.

Continue to Support Flexibility for Remote Public Meetings

NVTC supports efforts to provide flexibility for public bodies to conduct all virtual public meetings, allowing greater access to the public and opportunities for members to participate remotely outside of a declared state of emergency.

2022 FEDERAL PRIORITIES

Effective and Timely Implementation of New Infrastructure Package

[Awaiting outcome of infrastructure bill negotiations.] Following the enactment of this milestone federal infrastructure package, NVTC supports the following:

- Timely and transparent implementation of any new programs and changes to existing programs.
- Opportunities for local transit systems to participate in discretionary federal funding programs without unnecessary administrative burdens such as requiring system-wide audits or other expansive federal oversight efforts that may overwhelm our jurisdictional resources.
- Access to competitive and formula funding opportunities for zero and low-emission public transit vehicles and supporting infrastructure, as well as workforce training.
- Funding opportunities to support major capital investments, such as the Long Bridge, a second Metrorail station/additional tunnel at Rosslyn, and both the Envision Route 7 and Richmond Corridor bus rapid transit systems.

Continue support for COVID-19 Relief for Transit Agencies

NVTC urges Congress and the Administration to provide the greatest flexibility in the use and duration of eligibility for COVID-19 relief funding for transit agencies to address growing operating costs and ongoing revenue losses.

Explore Federal Funding Support for Transit Operations

NVTC supports exploring the expansion of federal transit funding to include the cost of transit operations. Currently federal funding for operations is only available to rural and small transit operators in regions that are less than 200,000 in population. As the transit industry continues to restore following the pandemic, federal support for transit operations in those systems with strong fare-based revenue structures may be critical to the continued health of these public transit systems.

Continue Support for Commuter Tax Benefits

Commuter tax benefits make transit service more attractive to commuters who currently drive alone. NVTC supports the continuation of federal transit commuter benefits that are on par with the tax incentive provided for parking. Further, NVTC encourages federal programs that support the use of carpools, vanpools, rideshare, bike share, and transportation demand management (TDM) as effective tools to eliminate traffic congestion.

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TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: October 28, 2021
SUBJECT: Virginia Railway Express (VRE)

At the November 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 action items this month.

A. VRE COVID-19 Response

On Tuesday, March 17, 2020, VRE began operating on an "S" schedule, which is traditionally used on holidays and during inclement weather, due to the significant drop in ridership as a result of the COVID-19 public health emergency. VRE resumed its full-service schedule on June 1, 2021 increasing commuting options for passengers. Under the full-service schedule, VRE operates 32 daily trains on its two lines. Both the enhanced twice daily cleaning of railcars and federal and state face mask requirements remain in place. At the same time VRE implemented a seasonal schedule on the Fredericksburg Line, which will adjust the arrival times on select trains at certain stations in the afternoon to mitigate the effects of heat-related speed restrictions that typically occur in summer. The Amtrak Step-Up program, which allows VRE ticketholders to ride Amtrak trains for an additional charge, remains suspended.

B. VRE CEO Report and Minutes

At the November meeting VRE CEO Rich Dalton will provide his report. The [Minutes of the October 15, 2021 VRE Operations Board meeting](#) and the [VRE CEO Report for October 2021](#) are attached.

C. VRE Debt Issuance

VRE staff will present the Commission with an informational update on the financing analysis for the proposed CROC-backed debt issuance. VRE committed to this issuance as part of the Funding Agreement that was executed in March 2021 between VRE and the Department of Rail and Public Transportation (since assigned to the Virginia Passenger Rail Authority). The financing analysis is being led by VRE's Financial Advisor, PFM. VRE will return to the Commission in December 2021 with an action item requesting authorization to move forward with the preferred financing alternative. In early 2022, the Commission will be asked to give final approval to the financial and legal structure of the debt issuance.

The financing analysis has two primary components: 1) a credit assessment, which examines how the market is likely to view the creditworthiness of a financing backed by the Commuter Rail Operating and Capital Fund (C-ROC); and 2) an overview of financing options, which evaluates various alternatives and programs for accessing the public debt markets.

Credit Assessment

The three major credit rating agencies (Moody's, S&P, and Fitch) have defined rating criteria applicable to Special Tax Bonds such as the planned C-ROC financing. PFM has estimated a preliminary credit assessment for a CROC-backed debt issuance of low Aa category for Moody's and high A to low AA category for S&P. A formal process for obtaining indicative credit ratings, which is common for inaugural credits, will be one of the initial steps taken if the Commission provides authorization to proceed.

Financing Options

On behalf of VRE, PFM investigated five financing options for the CROC-backed financing:

1. Public bond issue
2. Virginia Pooled Financing Program of the Virginia Resources Authority (VRA)
3. Transportation Infrastructure Finance and Innovation Act (TIFIA) Program of the USDOT
4. Railroad Rehabilitation and Improvement Financing (RRIF) Program of the USDOT
5. Virginia Transportation Infrastructure Bank (VTIB)

Of these five options, three were removed from consideration:

- #2 · A financing through VRA would require the credit support of VRE's local jurisdictions, which is counter to the recently amended Financial & Debt Management Principles.
- #4 · The RRIF program has the same borrowing costs and features as TIFIA but requires the additional payment of an upfront credit risk premium, making it inferior to TIFIA.
- #5 · VTIB funding is highly constrained, and VPRA indicated that any VTIB support of the Transforming Rail in Virginia program would likely go through VPRA directly rather than indirectly through VRE.

Of the remaining two options, a TIFIA loan would produce greater total proceeds (i.e., available project funds) as a result of its lower interest cost, but a public bond issue would have other benefits to VRE and VPRA, including a shorter timeframe and greater control over the bond covenants.

Anticipated Recommendation

With the concurrence of VPRA, it is anticipated that VRE will recommend to the Commission that a public bond issue is the preferred alternative. PFM will update the financial analysis to reflect market conditions as of early November, and VRE will present these updated results as part of the action item in December.

D. VRE 2022 Legislative Agenda

Prior to the start of the Virginia General Assembly Session in Richmond, the VRE Operations Board formulates and recommends to the Commissions its priorities to better communicate and influence the actions of the Governor's Administration and the General Assembly. This program will serve as guidance for staff and the contracted legislation liaisons during the legislative session. In addition, the [VRE 2022 Legislative Agenda](#) includes federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically. Throughout the year, VRE staff and its contracted federal relations consultants will work with the U.S. Department of Transportation and its agencies, the U.S. Congressional delegation, relevant U.S. Congressional Committees, and others to educate them on these issues and their potential impacts to VRE.

Both NVTC and PRTC are scheduled to act on their respective Legislative Agendas, as well as VRE's, at their December meetings. VRE's Legislative Agenda aligns with NVTC's Legislative and Policy Agenda.



MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

October 15, 2021

14700 Potomac Mills Road, Woodbridge, VA 22192

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)
 *Cindy Lamb (PRTC) **
 *Jeanine Lawson (PRTC)
 *Jennifer Mitchell (DRPT)
 *Gary Skinner (PRTC)
 *James Walkinshaw (NVTC)

Members Absent

Ralph Smith (PRTC)
 Dan Storck (NVTC) **

Alternates Present

Alternates Absent

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

Jurisdiction

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

City of Manassas
 Fairfax County

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

*Voting Member

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

‡ Indicates Member participated remotely

Staff and General Public

Paolo Belito – PWC Staff
Cindy Bullock – VRE
Rich Dalton – VRE
John Duque – VRE
Christine Hoeffner - VRE
Lezlie Lamb – VRE
Megan Landon – PWC Staff
Steve MacIsaac – VRE

Kate Mattice – NVTC
Nick Ruiz - VRE
Bob Schneider – PRTC
Mark Schofield – VRE
Emily Stock – DRPT
Alex Sugatan - VRE
Joe Swartz – VRE
Alex Thorpe – Commonwealth Strategy Group

Chair Bennett-Parker called the meeting to order at 9:00 A. M. The Pledge of Allegiance and Roll Call followed.

[Ms. Franklin and Ms. Lamb arrived at 9:02 a.m.]

Safety Moment – 3

VRE Chief Executive Officer opened the meeting with a safety briefing.

Approval of the Agenda – 4

Ms. Bailey moved, with a second by Ms. Lawson, to approve the Agenda. The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Skinner, and Walkinshaw.

Approval of the Minutes of the September 17, 2021 VRE Operations Board Meeting – 5

Ms. Cristol moved, with a second by Ms. Bohmke, to approve the Minutes from the September 17, 2021 VRE Operations Board meeting. The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, and Walkinshaw. Mr. Skinner abstained.

Chair's Comments – 6

Chair Bennett-Parker welcomed everyone and reminded Board Members that the meeting would be live-streamed and asked that Members keep side conversations to a minimum and, conversely, to speak up when recognized.

The Chair announced the Audit Committee will meet before, and the Finance Committee will meet after, the November Board Meeting.

Chair Bennett-Parker announced she would be appointing a Nominating Committee in November, stating the Committee would need at least one Member from each Commission and Members interested in serving on the committee should reach out to the Chair.

Chief Executive Officer's Report – 7

VRE CEO, Rich Dalton, briefed the Operations Board on the following topics:

- Safety
- Ridership
- Performance
- Project Spotlight – Enterprise Resource Planning
- FY 2023 Budget Update
- Clifton Day Festival

[Mr. Alcorn arrived at 9:19 a.m.]

Public Comment Time –8

Chair Bennett-Parker stated the public was encouraged to use the electronic means of submitting public comments and stated any written comments would be provided to the Board and attached to the minutes of this meeting. She inquired if there were any members of the public present who wanted to comment. There were no in-person public comments. Two written comments that were submitted online were read aloud and are attached.

Action Items - 9

Authorization to Amend Contract for Final Design Services for the VRE Crystal City Station Improvement Project-9A

Ms. Cristol moved, with a second by Ms. Bailey, to authorize the CEO to amend the contract for engineering and environmental services for VRE Crystal City Station Improvements to Vanasse Hangen Brustlin, Inc. to exercise Option A for final engineering design services. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Skinner and Walkinshaw.

Authorization to Issue a General Engineering Consulting Task Order for Construction Management Services for the Quantico Station Improvements Project – 9B

Ms. Bailey moved, with a second by Ms. Franklin to authorize the CEO to issue a Task Order to STV, Inc., for construction management services for the Quantico Station Improvements Project, under the General Engineering Consulting Services contract. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Skinner, and Walkinshaw.

VRE Operations Board Resolution of Support for Prince William County's Application for the Route 1 at Route 123 Interchange Funding for NVT A FY 2022-2027 Six-Year Program – 9C

After extensive discussion, Ms. Franklin moved, with a second by Ms. Lawson, to defer consideration of a resolution of support for Prince William County's application for the Route 1 at Route 123 Interchange Funding for NVT A FY 2022-2027 Six-Year Program until the November 19, 2021 VRE Operations Board meeting and to amend the resolution to specify the project would have a positive impact on the Woodbridge VRE Station. Mr. Alcorn asked that the resolution clarify the Board's position that the future project design should include improved pedestrian and bike access to the VRE Woodbridge Station. Ms. Franklin stated it did not necessarily need to be included in the resolution but should be clarified for the Board. The vote in favor was cast by Members Alcorn, Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Lamb, Lawson, Mitchell, Skinner, and Walkinshaw.

Information Items – 10

Draft 2022 Legislative Agenda – 10A

Ms. Franklin, Chair of the VRE Legislative Committee, described the committee's work to develop VRE's draft 2022 Legislative Agenda. VRE Chief of Staff, Joe Swartz, reviewed the draft Agenda. In November, the VRE Operations Board will be asked to recommend the Commissions approve a final 2022 Legislative Agenda.

2021 Gainesville VRE Extension Capital and Operating Analysis – 10B

Virginia Department of Rail and Public Transportation Chief of Rail, Emily Stock, briefed the VRE Operations Board on a recently completed analysis of the operating and capital costs associated with a VRE extension from Manassas to Gainesville. This analysis was initiated at the request of the Virginia General Assembly.

The analysis concluded an estimated capital cost to be between \$783 million and \$865 million and an annual operating and maintenance cost of approximately \$27 million. It also estimated the extension would bring between 677 and 787 new daily riders to the system in 2030, in comparison to estimated ridership for the Broad Run expansion.

VRE System Plan 2040 Update – 10C

Christine Hoeffner, VRE's Manager of Project Development, provided an overview of the current VRE System Plan 2040 which is linked to VRE's six-year Capital Improvement Program and 10-year Transit Development Plan, and briefed VRE Operations Members on a proposed update to the System Plan.

Update on Financing Analysis of Proposed CROC-Backed Debt Issuance – 10D

VRE Chief Financial Officer, Mark Schofield, updated the VRE Operations Board on the financing analysis of the proposed long-term debt issuance to be backed by commuter rail operating and capital fund revenues.

[Mr. Alcorn left the meeting at 11:12 a.m.]

Spending Authority Report – 10E

The following purchases were made in September that were greater than \$50,000 but less than \$200,000:

- On September 14, 2021, VRE executed a contract for Overhaul of Emergency Generators in the amount of \$71,939.

Closed Session – 11

Vice-Chair Lawson moved, with a second by Ms. Bailey , that pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A (3), (6) and (8) of the Code of Virginia), the VRE Operations Board convene a closed meeting for the purpose of discussing (1) one matter involving the acquisition of real property for public purposes including rail operations and rail equipment storage where discussion in public would adversely affect the bargaining position and negotiating strategy of the Commissions, and (2) the investment of public funds related to the provision of commuter rail service where competition or bargaining is involved, where if made public initially, the financial interest of the Commissions would be adversely affected, and (3) consultation with legal counsel concerning the terms and conditions of an agreement for the investment of such public funds.

The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Skinner, and Walkinshaw.

Ms. Lawson moved, with a second by Ms. Cristol, that the VRE Operations Board 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 in favor was cast by Members Bailey, Banks, Bennett-Parker, Bohmke, Cristol, Franklin, Kelly, Lamb, Lawson, Mitchell, Skinner, and Walkinshaw.

Board Members' Time – 12

Chair Bennett-Parker asked if Members had any additional business.

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

The vote in favor was cast by Members Bailey, Banks, Bennett-Parker, Cristol, Franklin, Kelly, Lamb, Lawson, and Walkinshaw.

Approved this 19th day of November 2021

Elizabeth Bennett-Parker
Chair

James Walkinshaw
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the October 15, 2021 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

A handwritten signature in black ink, appearing to read "Leslie M. Lamb". The signature is fluid and cursive, with the first name "Leslie" being more prominent.

Leslie M. Lamb

CEO REPORT

OCTOBER 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 | OCTOBER 2021

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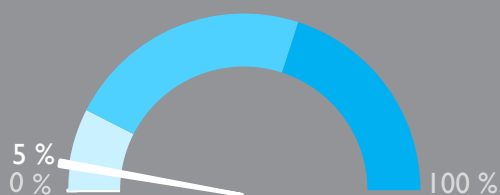
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VIRGINIA RAILWAY EXPRESS
A better way. A better life.

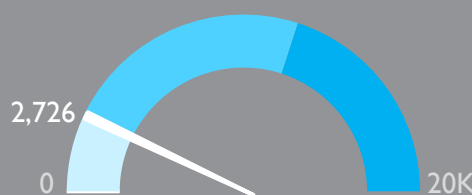


PERFORMANCE AT A GLANCE



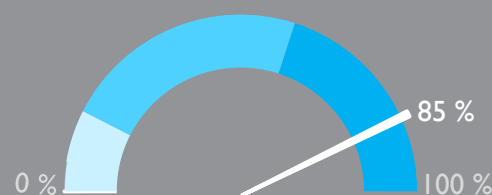
PARKING UTILIZATION

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



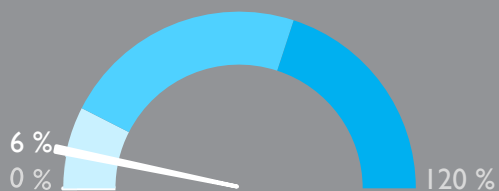
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 1,333



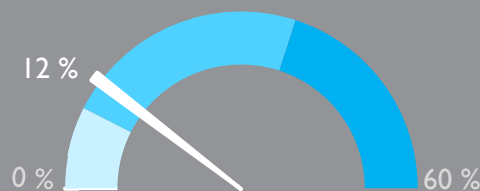
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 90%



SYSTEM CAPACITY

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



OPERATING RATIO

Through August 2021

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

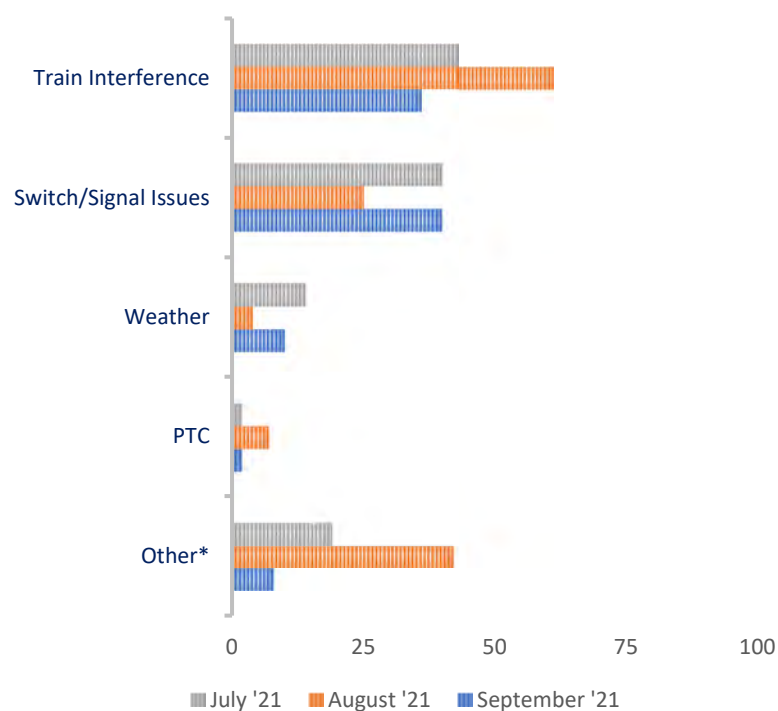
September 2021

ON-TIME PERFORMANCE

OUR RECORD

	September 2021	August 2021	September 2020
Manassas Line	83%	78%	96%
Fredericksburg Line	87%	82%	95%
Systemwide	85%	80%	95%

PRIMARY REASON FOR DELAY



VRE operated 652 trains in September. The on-time rate for September was 85 percent.

Ninety-six trains arrived more than 5 minutes late to their final destinations. Of those late trains, 54 were on the Manassas Line (56 percent), and 42 were on the Fredericksburg Line (44 percent).

There were improvements in several categories of delay in September, though weather and switch/signal issues saw increases. Overall OTP improved this month, but VRE still fell short of its goal.

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

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	July	Aug.	Sept.	July	Aug.	Sept.	July	Aug.	Sept.
Total late trains	119	139	96	50	62	42	69	77	54
Average minutes late	23	14	14	27	15	13	20	13	14
Number over 30 minutes	18	11	2	10	7	1	8	4	1
Heat restrictions	18	14	0	18	14	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 in September was 2,726. During September, we ran a full-service schedule with 32 trains daily.

We continue to see slightly increasing average daily ridership.

	September 2021	August 2021	September 2020
Monthly Ridership	57,255	57,758	27,987
Average Daily Ridership	2,726	2,625	1,333
Full Service Days	20	22	21
"S" Service Days	1	0	0

SUMMONSES ISSUED

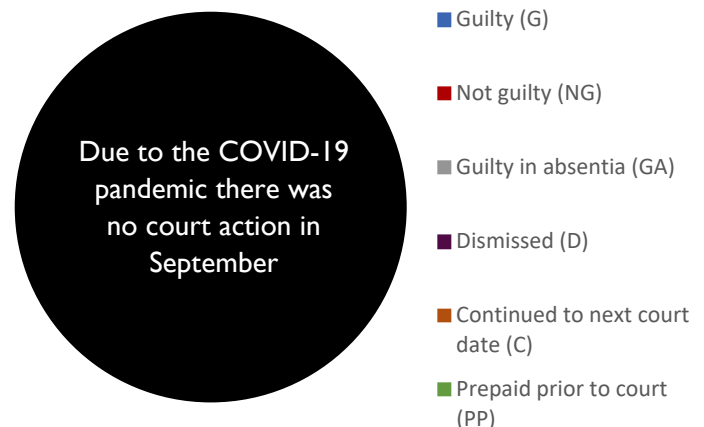
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

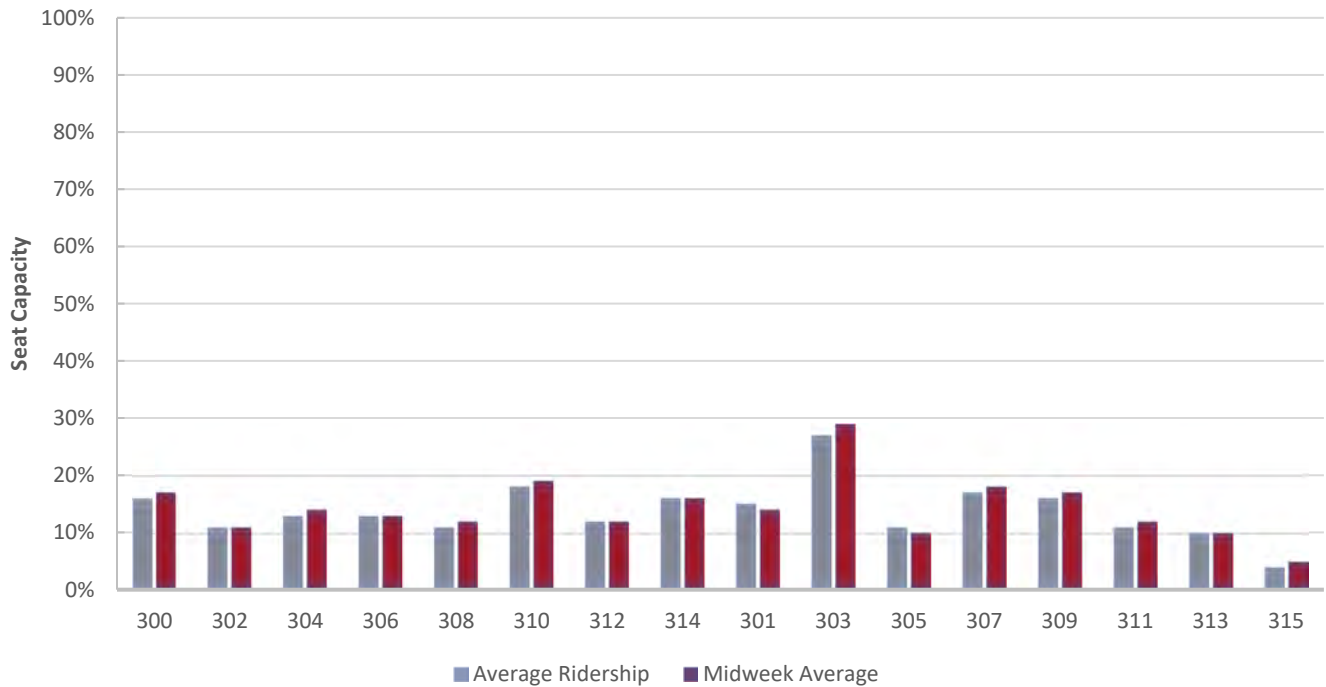
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES COURT ACTION

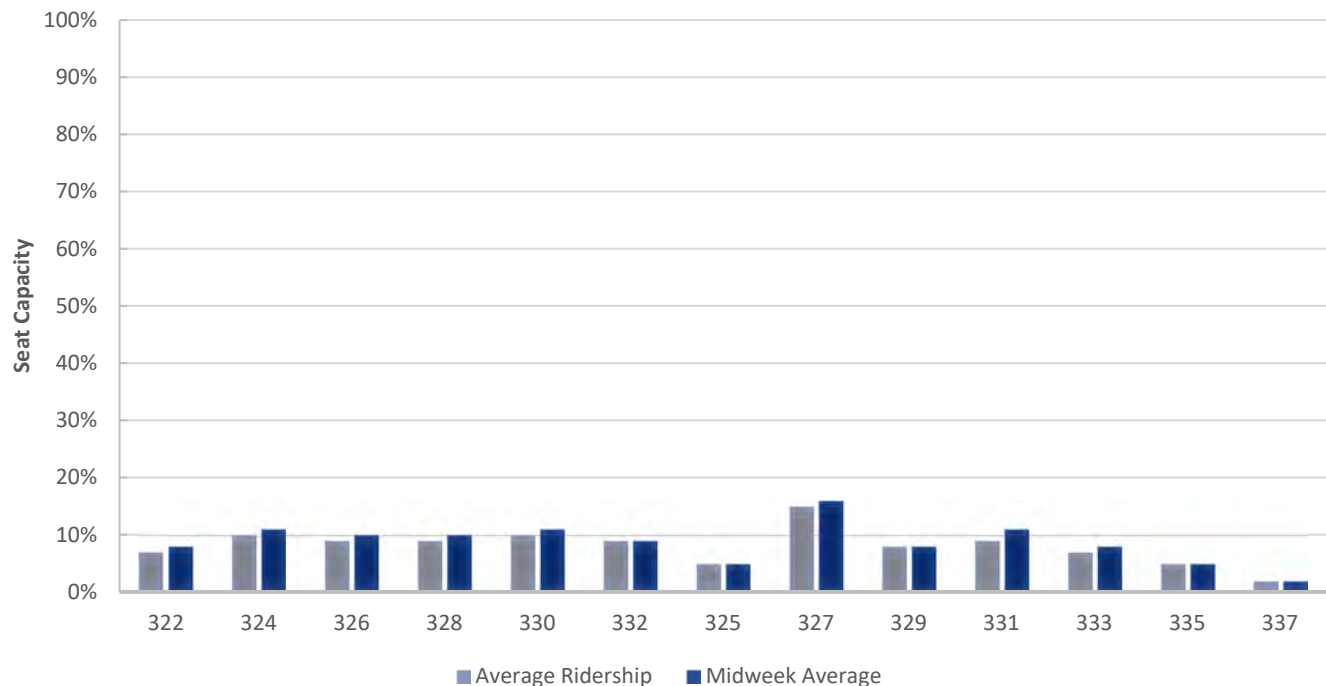


TRAIN UTILIZATION

FREDERICKSBURG LINE

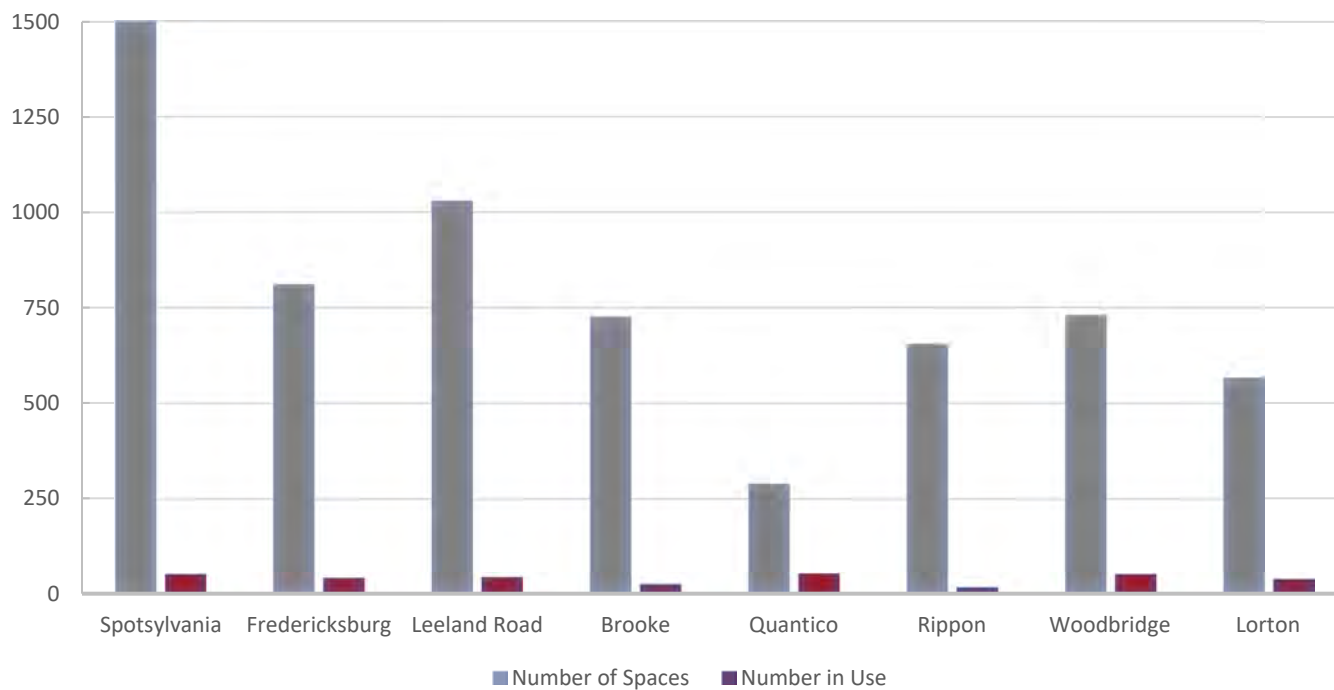


MANASSAS LINE

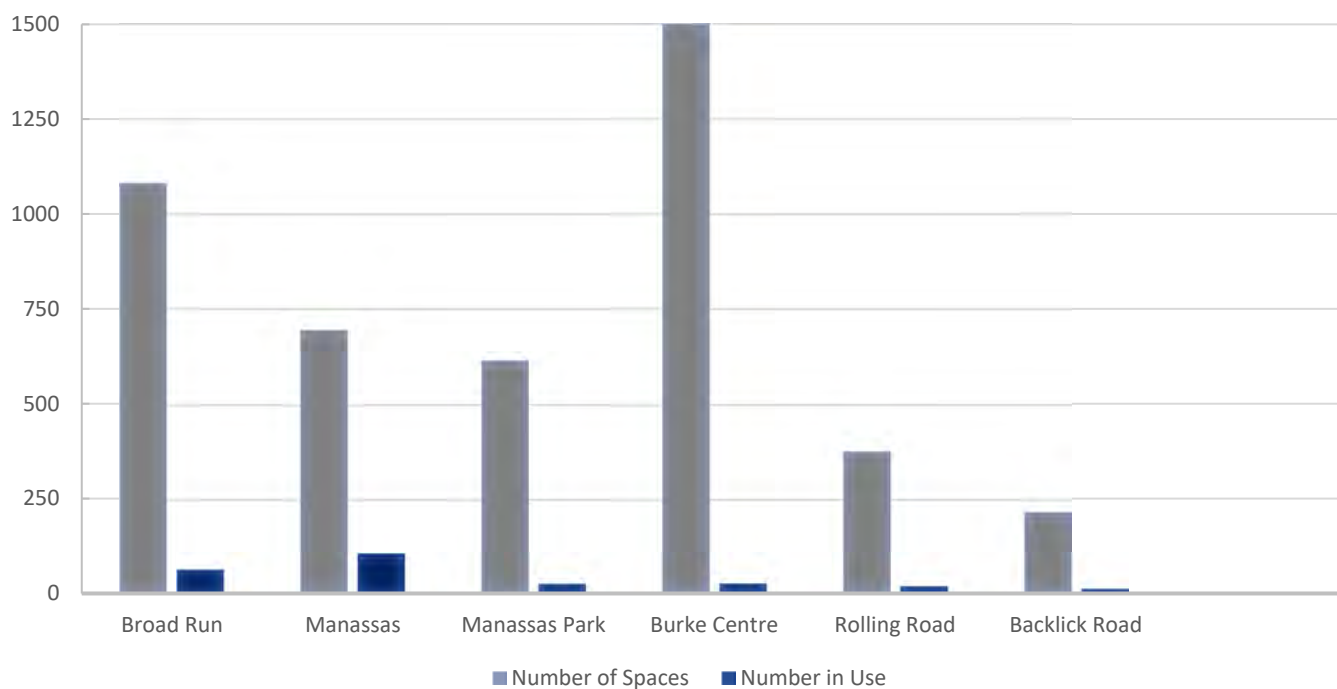


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Replacement of platform sealant at Rippon station
2. Pavement repairs and restriping at Leeland Road station
3. Pavement repairs and restriping at Fredericksburg Lot G
4. Substantial completion of construction of final phases of renovations to Alexandria headquarters

Projects scheduled to be completed this quarter:

1. Minor stair steel repairs and caulking at Franconia-Springfield station
2. Painting of Franconia-Springfield station
3. Replacement of west platform and canopy lighting at Woodbridge station
4. Repairs and testing of dry standpipes at Woodbridge and Manassas station parking garages
5. Restriping of Manassas station parking garage
6. Painting of Manassas station parking garage and platform steel
7. Delivery of new waste and recycling receptacles for station platforms

Projects scheduled to be initiated this quarter:

1. Submission of IFB package for waiting area at L'Enfant station
2. Minor structural repairs at Woodbridge parking garage
3. Minor concrete repairs at Rippon and Brooke stations
4. Repair of platform sealer delamination at Spotsylvania station
5. Replacement of lighting at Manassas station parking garage
6. Issuance of general signage services request for quotes

Ongoing projects:

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



Leeland Road station pavement repairs and restriping (before)



Leeland Road station pavement repairs and restriping (after)

UPCOMING PROCUREMENTS

1. Locomotive Master Controller
2. Renewal of locomotive head end power engine systems
3. Program management consulting services
4. Modernization of VRE Woodbridge Station east elevator
5. Forklift trucks
6. Passenger car wheelchair lift assemblies
7. Purchase of LED light fixtures
8. Variable Messaging System replacement
9. Tactile strip replacements
10. Construction management services for Fredericksburg Station platform rehabilitation
11. Construction of Fredericksburg Station platform rehabilitation
12. Construction Manager / General Contractor for the Alexandria Station improvements project

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

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

Projects or project phases scheduled to be completed this quarter:

4. Franconia-Springfield Station Improvements draft 100% plans and specifications
5. Broad Run Expansion (BRX) Section 106 Consultation
6. 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:

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

Ongoing projects:

9. Broad Run Expansion (BRX)
10. Manassas Park Parking Improvements
11. Rolling Road Station Improvements
12. Crossroads Maintenance and Storage Facility (MSF)
13. Lifecycle Overhaul & Upgrade Facility (LOU)
14. Quantico Station Improvements
15. Franconia-Springfield Station Improvements
16. Alexandria Station Improvements
17. Alexandria Station Track 1 Access (Slaters Lane)
18. Crystal City Station Improvements
19. L'Enfant Train Storage Track - South
20. L'Enfant Station Improvements
21. New York Avenue Midday Storage Facility
22. Potomac Shores VRE Station – *design by others*
23. Washington Union Station Improvements Environmental Impact Statement – *study by others*
24. DC2RVA Environmental Impact Statement – *study by others*
25. Long Bridge Project – *study by others*

Projects Progress Report Follows

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators, along with the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 30,975,014.00	Site Permit comments received from the City of Alexandria and are being addressed by the Consultant.
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. The MSF will be enlarged to store longer trains and additional equipment. That will require shifting the existing platform to the east and adding a pedestrian tunnel between the platform and the existing and proposed parking lots. A second, 600-space parking lot and third main track will also be constructed.	Final Design	\$ 137,230,000.00	Final design consultant contract authorized by VRE Ops Board 7/16/21. Final 30% design plans and cost estimate complete. NEPA Documented Categorical Exclusion approved by FTA and FAA.
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,284,208.00	With the future track projects by DRPT in consideration, the VRE concept design is being revised to account for the changes.
Crossroads MSF - Storage Expansion, Short-term	The project constructs additional storage tracks at the Crossroads Maintenance and Storage Facility (MSF) adjacent to the existing facility.	Development	\$ 8,365,765.00	SMART SCALE funding for this project is allocated in FY22 and 23. A funding ageement is pending.
Crystal City Station Improvements	Improved station access and service reliability will result from construction of a new, expanded station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and Ronald Reagan National Airport.	Development	\$ 50,114,624.00	VRE's Consultant is finalizing the basis of design document for the project ahead of the planned initiation of final design with the 60% design contract.
Facilities Design Guidelines Update	Update to the 2019 VRE Facility Design Guidelines.	Final Design	\$ 80,000.00	Task order kickoff meeting with Consultant HDR was held on August 5th.
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 13,000,000.00	VRE is performing an underground utility investigation for the pedestrian tunnel. The platform design is on hold pending tunnel investigation.

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget		Project Notes
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Final Design	\$	3,000,000.00	VRE continues to finalize the 100% design package, while also developing draft agreements for the upcoming construction phase.
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$	250,000.00	NVE construction task order executed 6/25/21.
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$	5,519,178.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending.
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$	6,736,091.00	With the future track projects by DRPT in consideration, the VRE concept design is being revised to account for the changes.
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$	350,000.00	HDR submitted 100% plans, currently under review.
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$	79,980,000.00	A property boundary and topographical survey is underway. Alternatives analysis and concept design to define a preferred alternative initiated 4/22/21.

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility Upgrade	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,183,632.00	Activities have begun for installation in support of excavation systems to begin construction of the building's deep foundations and surrounding footprint.
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Final Design	\$ 25,983,000.00	60% design review completed by VRE
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway.
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 89,666,508.00	Design and real estate agreements are pending. Recent Transforming Rail in VA program should be reviewed for impacts to midday storage project.
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Pre-final 100% design package under development with submission to Prince William County for site/building permits pending.

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget		Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$	23,973,061.00	Clearing and Erosion and Sediment Control Measures accomplished. Contractor continues to coordinate with utilities concurrently with early activities.
Rippon Station Improvements	Extend existing platform with a second pedestrian overpass.	Development	\$	16,634,794.00	With the future track projects by DRPT in consideration, the VRE concept design is being revised to account for the changes.
Rolling Road Station Improvements	An extended platform will accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. Rehabilitation and repair of the existing platform, replacement of stairs and the existing canopy roof, and an upgrade of the lighting and communication systems are planned.	Construction	\$	5,000,000.00	Cast in place caps installation ongoing.

For more information about VRE capital projects, visit <https://projects.vre.org/list>



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**Virginia Railway Express
2022 Legislative Agenda
State Funding and Legislative Issues**

State Funding

Support state funding initiatives for the Long Bridge expansion and *Transforming Rail in Virginia* projects, and protect funds currently allocated for those projects.

Safeguard funding for the Commuter Rail Operating and Capital (C-ROC) fund to ensure its future availability for critical capital projects and mitigating VRE revenue impacts resulting from lower ridership.

Explore ways to diversify C-ROC revenue sources to include sustainable options that will reduce reliance on the gas tax.

Advocate for proposals that would ensure part of any state budget surplus funds transit and passenger rail programs.

Virginia Passenger Rail Authority (VPRA)

Advance legislation requiring future gubernatorial appointees to the VPRA Board of Directors from the Northern Virginia Transportation and Potomac and Rappahannock Transportation Districts include at least one sitting member from both the NVTC and PRTC boards of commissioners.

Engage with staff and gubernatorial appointees to the VPRA Board.

Monitor, analyze and respond to any proposed VPRA-related legislation or policy affecting VRE's fiscal or operational position.

Northern Virginia Transportation Authority (NVTa) Funding

Support actions by NVTa and others to fully restore funding for NVTa.

Virginia Transit Association (VTA)

Analyze VTA and others' proposals to increase funding for public transportation and the creation of programs that will increase ridership.

Meetings Held Through Electronic Communication Means

Coordinate with VRE's parent commissions and other stakeholders on legislative proposals that would increase the flexibility of VRE and other public bodies to make policies that allow the board to be more efficient, effective, and responsive, while remaining open and transparent to the public.

Transportation Authorities

Monitor proposals to create additional transportation authorities that would include VRE jurisdictions.

Other Issues

Monitor, evaluate and respond to legislative proposals that could impact VRE such as changes to the Virginia Freedom of Information Act and the Virginia Public Procurement Act, as well as monitor the Joint Legislative & Audit Review Committee study on transportation infrastructure and funding, and any legislative proposals that come from it.

**Virginia Railway Express
2022 Legislative Agenda
Federal Funding, Legislative and Regulatory Issues**

COVID Relief Funding

As necessary, protect unobligated and unspent COVID relief funding for critical VRE operations. Ensure the American Recovery Plan Act COVID relief funding provided to the Federal Transit Administration is not repurposed for use in an unrelated program.

Federal Grant Programs

Work with the U.S. Department of Transportation (DOT), Virginia's congressional delegation, relevant congressional committees, and regional stakeholders to educate and secure administration and congressional support for discretionary grant applications submitted by VRE or with VRE as a key partner.

U.S. DOT Rulemaking

Monitor and comment on relevant proposed guidance, rulemakings, or requests for comment from U.S. DOT to help advance sensible permit streamlining and regulatory reforms applicable to VRE's operations and Capital Improvement Program.

Surface Transportation Reauthorization

If not signed into law in 2021, continue to partner with industry stakeholders and associations to advocate for robust funding levels and appropriate policies to support commuter rail and mass transit. Efforts will include, but are not limited to, engaging with the Virginia congressional delegation, participating in association committee meetings, providing comments on policy and regulatory position documents, and collaborating on legislative advocacy.

Liability Insurance Reform

If not accomplished in 2021, continue to coordinate with the American Public Transportation Association, Commuter Rail Coalition, and other stakeholders to advocate for the creation of the proposed Federal Liability Insurance program.

Surface Transportation Board (STB) Authority

Educate Congress and the administration on the imperative of preserving STB's jurisdiction over VRE and other common carrier commuter railroads. This will come in the form of letters to Members of Congress and committees of jurisdiction, as well as in-person or virtual meetings to discuss VRE's position and circumstance. Monitor industry, congressional, and administration efforts affecting the ability of VRE, and similar commuter railroads, to seek relief from the STB when negotiating with Amtrak. As necessary, submit comments to regulatory bodies to advocate for preserving STB jurisdiction over VRE.

Broadband Infrastructure

The bipartisan infrastructure bill includes \$65 billion in funding for broadband infrastructure and implements programs such as the Broadband Equity, Access and Deployment Program (\$42.45 billion); the Enabling Middle Mile Broadband Infrastructure Program (\$1 billion); and the Digital Equity Act Competitive Grant Program (\$2.75 billion).

VRE is not eligible on its own but will support the Commonwealth and local jurisdictions as they seek to take advantage of these programs.

Monitor relevant federal legislation and future rulemaking to guard against mandates that would require VRE, the Commonwealth, or local jurisdictions to participate in broadband infrastructure projects without fair compensation.

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TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: October 28, 2021
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the November meeting DRPT Director Jennifer Mitchell will give her report and there will also be an update on the Transit Equity and Modernization Study.

A. Monthly DRPT Report

DRPT Director Mitchell will give her report, which includes 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.

B. Transit Equity and Modernization Study Update

DRPT Chief of Public Transportation Jennifer DeBruhl will give an update on the [Transit Equity and Modernization Study](#). Mandated by the 2021 General Assembly, the Department of Rail and Public Transportation (DRPT) is completing a needs assessment focusing on the equitable delivery of transit services and modernization of transit in the Commonwealth. The study is aimed at identifying opportunities to advance equitable transit within the Commonwealth.

C. WMATA Annual Reporting Requirements

At the September 14, 2021 Commonwealth Transportation Board (CTB) meeting, DRPT provided a [summary and analysis of WMATA's compliance and reporting for FY 2021](#). DRPT found that WMATA met the requirements of the statute and [CTB policy](#) and recommended no enforcement actions. On October 20, 2021 the [CTB approved a resolution](#) agreeing with these findings and the recommendation for no enforcement actions. Given the impacts of the pandemic, DRPT delayed the requirement for WMATA's strategic plan update from March 2022 to June 30, 2023 and recommended that the next strategic plan focus on service optimization and recovery from the ridership impacts of COVID.

In order to determine compliance with several components of [Virginia's dedicated funding legislation](#) and [policy adopted by the Commonwealth Transportation Board \(CTB\)](#), WMATA is required to submit documents annually to DRPT demonstrating compliance. DRPT then makes a recommendation to the CTB on whether WMATA has complied with these requirements and whether any enforcement actions (i.e. a withholding of state funding) are recommended.



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

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TO: Chair Cristol and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: October 26, 2021

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

The Commonwealth Transportation Board (CTB) met on October 19 and 20. The meetings were held at the VDOT Auditorium in Richmond. At its [Workshop](#) on October 19, the CTB received a [briefing](#) on the Springfield to Quantico Enhanced Public Transportation study. The study is complete and the draft [Executive Summary](#) is posted on the project [website](#) for comment through November 17. The final report is due to the General Assembly on December 1. The CTB also received a [briefing](#) on the applications to the Transit Ridership Incentive Program ([TRIP](#)) for FY22 funding. A total of thirteen applications were received, ten for zero fare projects and three for regional routes. DRPT is recommending programming \$5.0 million in regional route funding for FY22-26 and \$20.6 million zero fare funding for FY22-24, which is scheduled for the December CTB meeting. \$12.5 million in zero fare funding is being recommended for two applications from NVTC jurisdictions, Alexandria (DASH) and Fairfax County (Connector). There were no applications from NVTC jurisdictions for regional routes funding.

At its Action [Meeting](#) on October 20, the CTB [approved](#) adding the I-66 Commuter Choice Round Four supplemental program to the FY22-27 Six Year Improvement Program ([SYIP](#)). The CTB also [certified](#) that WMATA has met the legislative and policy requirements of the Virginia dedicated funding legislation for FY21-22. Finally, the CTB [added](#) a City of Fairfax hybrid bus battery mid-cycle project to the FY22-27 SYIP.

DRPT's Transit Equity and Modernization Study is ongoing. An interim report is due to the General Assembly in December. Jennifer DeBruhl, DRPT's Chief of Public Transportation, will provide a brief presentation on the study during the standing DRPT agenda item at the November Commission meeting. Additionally, a study [website](#) was launched last month.

DRPT.Virginia.gov

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

DRPT welcomed two new staff members during October. Amy Garbarini started in the Alexandria office as a Northern Virginia (NOVA) transit planner on October 25. She previously worked for Arlington County in the Department of Community Planning, Housing, and Development as a GIS Management Intern focused on transportation, sustainable parks, and affordable housing. She is finishing a Master's degree in Sustainable Urban Planning from George Washington University in December. On October 12, Jennifer Mayton started in the Richmond office as Chief of Administration. Her job entails overseeing all administrative, IT, legal, and human resources for DRPT. She previously worked for the Department of Small Business and Supplier Diversity, Virginia Department of Health, and the Department of Historic Resources in senior management positions. She has a Bachelor's degree from Virginia Commonwealth University (VCU) and is currently enrolled in the Executive MBA program at VCU. She is also a recipient of the Governor's Small, Women-owned, and Minority-owned Business (SWAM) Champion Award and holds Virginia Contracting Officer and Government Financial Manager Certification.

In addition to the new staff, Emily Stock was promoted to Chief of Rail in October. Emily previously served as Manager of Rail Planning and managed the DC to Richmond southeast high speed rail study ([DC2RVA](#)). She joined DRPT in April 2011.

TO: Chair Cristol and NVTC Commissioners
FROM: Kate Mattice
DATE: October 28, 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](#) reports on NVTC's first-ever zero-emission bus symposium, a presentation of the Commuter Choice program at an international conference and the extensive contributions of NVTC staff to this year's Virginia Transit Association conference held in Tysons.

B. NVTC Financial Report

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



Executive Director Newsletter

November 2021

One predictable feature of the COVID-19 pandemic has been its unpredictability. Since the first closures of offices, schools and other businesses, we've been trying to predict when life will get back to some state of normal. With COVID cases declining again, there are fresh hopes that more people will return to work in person and ride transit to get there. We are fortunate to have data examining these questions. The Greater Washington Partnership has been surveying employers since last year to better understand current and future levels of teleworking. The Partnership found in December of last year that employers listed the availability of a vaccine, employee health concerns and state or local mandates



On average, survey respondents expect 68% of employees will be onsite on a typical workday by summer 2022.

as major factors in deciding when to bring employees back to worksites. The most recent survey, conducted in September, finds that most employees are still teleworking all or most of the time. However, employers expect that picture to change significantly by the middle of 2022.

The Partnership also highlights the safety of riding transit as part of return-to-work strategies, noting "with widespread

adoption of vaccines and mask-wearing, we know that using transit is just as safe as many other daily activities."

We're also putting this into practice at NVTC. The majority of our staff works in the office at least two days a week and many of them get here on transit. It's a small step toward demonstrating that returning to work in person can be done safely.

Executive Director

Key Dates

- Nov. 12 - NVTC Legislative & Policy Committee
- Nov. 19 - VRE Operations Board
- Dec. 2 - Commission Meeting
- Dec. 6 - NVTC-PRTC Legislative Briefing
- Dec. 15 - Regional Public Meeting
- Dec. 16 - NVTC WMATA Committee

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NVTC symposium covers fast-changing zero-emission bus technology and implementation

Nearly 50 people attended NVTC's first-ever Zero-Emission Bus Symposium online October 23. Transit Technology Program Manager Patricia Happ put together the program which featured local and national experts. Representatives from Metro and DASH talked about how the region's bus systems are putting electric and other zero-emission buses into daily service and the challenges of adapting to these newer technologies. Other speakers covered topics like the infrastructure needed, including charging facilities and uninterruptable power sources, and the resources available to pay for the transition away from fossil-fuel burning buses. Symposium speakers also answered detailed questions about emerging best practices in the field.



Amy Mersobian, Metro (top left); Patricia Happ, NVTC (top right); Raymond Mui, DASH (bottom left)

Alleyn Harned, Virginia Clean Cities (top left); Allan Fye, NVTC (top right); Doug Parker, IBI Group (bottom left)

NVTC WMATA Committee receives Blue/Orange/Silver Lines study update

At the October 23 NVTC WMATA Committee Meeting, Commissioners received a briefing on the Blue/Orange/Silver Corridor Capacity & [Reliability Study](#) from Mark Phillips and Shyam Kannan with Metro's Office of Planning. Metro staff provided an overview of the study purpose and scope, explained the need for improvements in the corridor and described the various alternatives developed by the study team. Metro staff are conducting elected official outreach across the region, and will seek Metro Board selection of a locally preferred alternative in early 2022. Committee members also received an update from NVTC staff on the 2021 Annual Report on the Performance and Condition of WMATA and on recent Metro Board discussions regarding fare policy and structure.



Commonwealth Transportation Board approves Commuter Choice projects for I-66 Corridor

The Virginia Commonwealth Transportation Board (CTB) gave [final approval](#) October 22 to three projects designed to move an additional 500 people through the I-66 Corridor each day. The projects, part of the NVTC's Commuter Choice program, total \$5.8 million dollars and include new transit services and new commuter incentives.

The projects improve connections between five activity centers in Virginia and the District of Columbia and expand the options and incentives for commuters into and through the I-66 Inside the Beltway Corridor to return to transit and vanpooling. They were selected through a competitive application process and include:

- I-66 Corridor vanpool parking benefit | OmniRide | \$85,000
- New bus service from Reston South to Crystal City | Fairfax County | \$5,110,800
- Fare buy down on bus service from Reston North - Crystal City | Fairfax County | \$154,500

Staff will ask the Commission to authorize the next call for projects on the I-66 Corridor at the November meeting. We anticipate having a minimum of about \$12 million in funding available over the two-year period.

Commuter Choice lessons presented at tolling conference

Senior Program Manager Ben Owen presented on the Commuter Choice Program at the International Bridge, Tunnel and Turnpike Association ([IBTTA](#)) Conference in Anaheim, California on October 10. He provided the audience with an overview of the program and NVTC's partnership with two private concessionaires and the Commonwealth and described how the program supports Northern Virginia's equity efforts and how the program will evolve post-pandemic. Ben did an outstanding job representing NVTC to the tolling industry while making connections with transportation agencies across the country that could benefit from the lessons learned and opportunities of the Commuter Choice program.



Virginia Transit Association hosts conference in Tysons

The Virginia Transit Association (VTA) held its two-day [conference](#) at the Marriott in Tysons Corner September 28 and 29. The event brought together transit operators and policy makers from across the Commonwealth to talk about the latest trends in the industry. Across two days of speakers and panels we heard several key themes, including post-pandemic recovery strategies and being mindful of equity considerations when planning transit services or changes to service. It was the first in-person VTA conference since 2019, due to the COVID-19 pandemic. The association held a virtual awards ceremony in 2020.

Commissioners and staff played an active role in the gathering: Fairfax County Board of Supervisors Chair Jeff McKay helped lead off the conference by welcoming attendees to the county; Metro Board Chair Paul Smedberg moderated the opening panel discussion Transit Equity -- Central to Our Success; NVTC Director of Programs & Policy Allan Fye moderated a panel on Delivering Innovation for Transit and Mobility; and Communications and Public Affairs Manager Matt Friedman served as a panelist for Post-COVID Transit -- Lessons Learned -- Ridership Recovery & Marketing. In her role as a VTA board member, Kate Mattice attended presentations on the Virginia Equity and Modernization Study and the Transit Ridership Incentive Program and Moving Forward in Virginia. Department of Rail and Public Transportation Director Jennifer Mitchell hosted the latter.

VTA welcomed Gov. Ralph Northam and [presented](#) him with the “Distinguished Leadership for the Commonwealth,” noting his leadership on increasing transit funding in the Commonwealth by 50% and creating a dedicated funding stream for Metro.

The conference wrapped up with a bus tour of Phase 2 of the [Silver Line](#), led by officials from Metro and the Metropolitan Washington Airports Authority, which is in charge of construction of the project.





Gov. Ralph Northam (left); Metro Board Chair Paul Smedberg (top); NVTC Director of Programs & Policy (middle); NVTC Communications & Public Affairs Manager Matt Friedman (bottom)





*The future Herndon Station (top);
Dulles Rail Yard & Maintenance
Facility (left); An aerial track
structure at Dulles International
Airport (bottom)*



Chair Cristol, Arlington Transit awarded for environmental efforts

The Greater Washington Region Clean Cities Coalition ([GWRCCC](#)) recognized Chair Katie Cristol and Arlington Transit at its annual luncheon on October 14. GWRCCC honored Chair Cristol with one of its Visionary Awards for her work with NVTC, the Arlington County Board and Virginia Railway Express, calling her “an outspoken and effective transportation leader for Northern Virginia. The coalition noted “her strong advocacy to address climate change and congestion mitigation by encouraging greater utilization of a safe, dependable and interconnected transit system and to secure essential funding for capital improvements to our region’s transportation infrastructure.”

Arlington Transit took home the Fleet Leadership Award for natural gas. GWRCCC noted that ART’s 78 compressed natural gas buses provided a greenhouse gas reduction of more than 362 tons in 2020. The organization also cited ART’s continued study of electric and renewable-gas buses.



NVTC Chair Katie Cristol (2nd from right) with managers and staff of Arlington Transit.

Metro Board reviews system investments

Metro Board members received an update on the [capital program](#) on October 14. The capital program invested \$1.84 billion in FY 2021, which is Metro’s largest annual capital investment. Metro continues its progress in addressing overdue capital needs while simultaneously investing in ongoing programs and maintenance to keep assets safe and in a state of good repair.

“The mission we had when we received that money was to go out and use it to address the needs of the system and I think Metro has done a very good job of that and has deployed and utilized funds in a more effective and efficient manner than had been done perhaps in the past,” said [Matt Letourneau](#), Chair of the Finance and Capital Committee.

Staff provided an overview of upcoming major projects for FY 2022, which includes the Yellow Line Tunnel and Bridge Rehabilitation, the final phase of the Platform Improvement Project, construction of the replacement for the Northern Bus Garage, and a tunnel ventilation pilot. Staff also provided a schedule of major outages planned through to December 2022. Board members also received updates on the Silver Line [Phase 2](#) and draft Metrorail [Fleet Plan and Rail Service Standards](#).

Major Outage Schedule – Mid-term

July 2022 through December 2022



Yellow Line Bridge and Tunnel Liner Rehab

- Extended Shutdown between Pentagon and L'Enfant anticipated Fall 2022, still working through specific construction duration

Tunnel Ventilation (Fans/Dampers)

- Four Weekend Shutdowns (WSD) between Cleveland Park and Woodley Park

Potomac Yard Station

- Late Summer/early Fall shutdown for track cutover

Platform 4

- Summer Continuous Shutdown from Minnesota Ave. to New Carrollton

Aerial Structure Rehab Phase A

- D&G prep work during Platform 4 WSDs

Leak Mitigation

- Nine Single Tracking Weekends (WST) between Silver Spring and Forest Glen
- Three WST events between Tenleytown-AU and Friendship Heights

102 of 102



Metro inspecting 7000-series railcars in wake of Arlington derailment

Metro continues working to finalize plans in cooperation with safety officials to return the 7000-series railcars to passenger service and fully restore its rail system. As a result, Metrorail service will remain at the current reduced service levels through at least October 31, 2021.

Trains have been operating basic service following the October 12 derailment of a Blue Line train near Arlington Cemetery Station. To help alleviate the railcar shortage caused by the absence of all 748 railcars in the 7000-series fleet, Metro is making every effort to put additional trains into service, including some 2000-series railcars from storage, and 6000-series railcars which are undergoing maintenance repairs.

Metro is working with the Washington Metrorail Safety Commission and 7000-series railcar manufacturer, Kawasaki, to complete the inspection process. The agency also has a dedicated [web page](#) for updates on the derailment and investigation.

Save the Date!
NVTC-PRTC Annual Legislative Briefing
Monday, December 6
8:30 a.m.
Embassy Suites by Hilton Springfield



Photo by Skip Plitt - C'ville Photography. Licensed under Creative Commons.

Virginia launches expanded train service from downtown Richmond to Washington, on to New York and Boston

Gov. Ralph Northam [announced](#) on September 27 the launch of expanded rail service from Richmond to the Northeast Corridor. The Amtrak Northeast Regional Route 51 will now offer early morning service from Main Street Station, getting travelers from Downtown Richmond to Washington D.C., when the workday begins or to New York for a lunchtime meeting. The new train is the first expansion of service under Gov. Northam's Transforming Rail in Virginia Program to significantly expand rail infrastructure throughout the Commonwealth.

NVTC Executive Director Kate Mattice was on hand as the governor celebrated the milestone from the tracks at Main Street Station as the first train departed at 5:35 a.m.

"If you've ever been stuck on I-95, you know we can't pave our way out of congestion,"

said Gov. Northam. “This new train offers quick, reliable service from the Commonwealth’s capital to Washington, D.C., connecting our two cities and making it easier for thousands of Virginians to get to work in the morning. Virginia is leading the nation in expanded access to high-performance rail — and I look forward to many more milestones ahead.” The newly expanded service has stops at a variety of destinations in the Northeast Corridor. Travelers can choose from three daily departure times, two in the morning and one in the evening.

“Originating more trains from Main Street Station will connect our vibrant capital city to Washington D.C., and population centers along the East Coast,” said Secretary of Transportation Shannon Valentine. “This extension will bring trains closer to where people live and work, expanding access and economic opportunity.”

Transforming Rail in Virginia is a \$3.7 billion program to expand and improve passenger, commuter and freight rail in Virginia. It will connect the Northeast and Southeast corridors in America’s national rail network. In partnership with CSX, Amtrak, and Virginia Railway Express (VRE), Virginia is constructing a new Long Bridge over the Potomac dedicated to passenger and commuter rail. In addition, 386 miles of rail right-of-way and 223 miles of track were acquired, and more than \$1 billion was invested for additional rail infrastructure.

Over the next 10 years, these investments will result in nearly hourly Amtrak service between Richmond and Washington, D.C. Amtrak service will also be enhanced for Newport News and Norfolk. VRE services will increase by 75% along the I-95 Corridor and weekend service will be added.



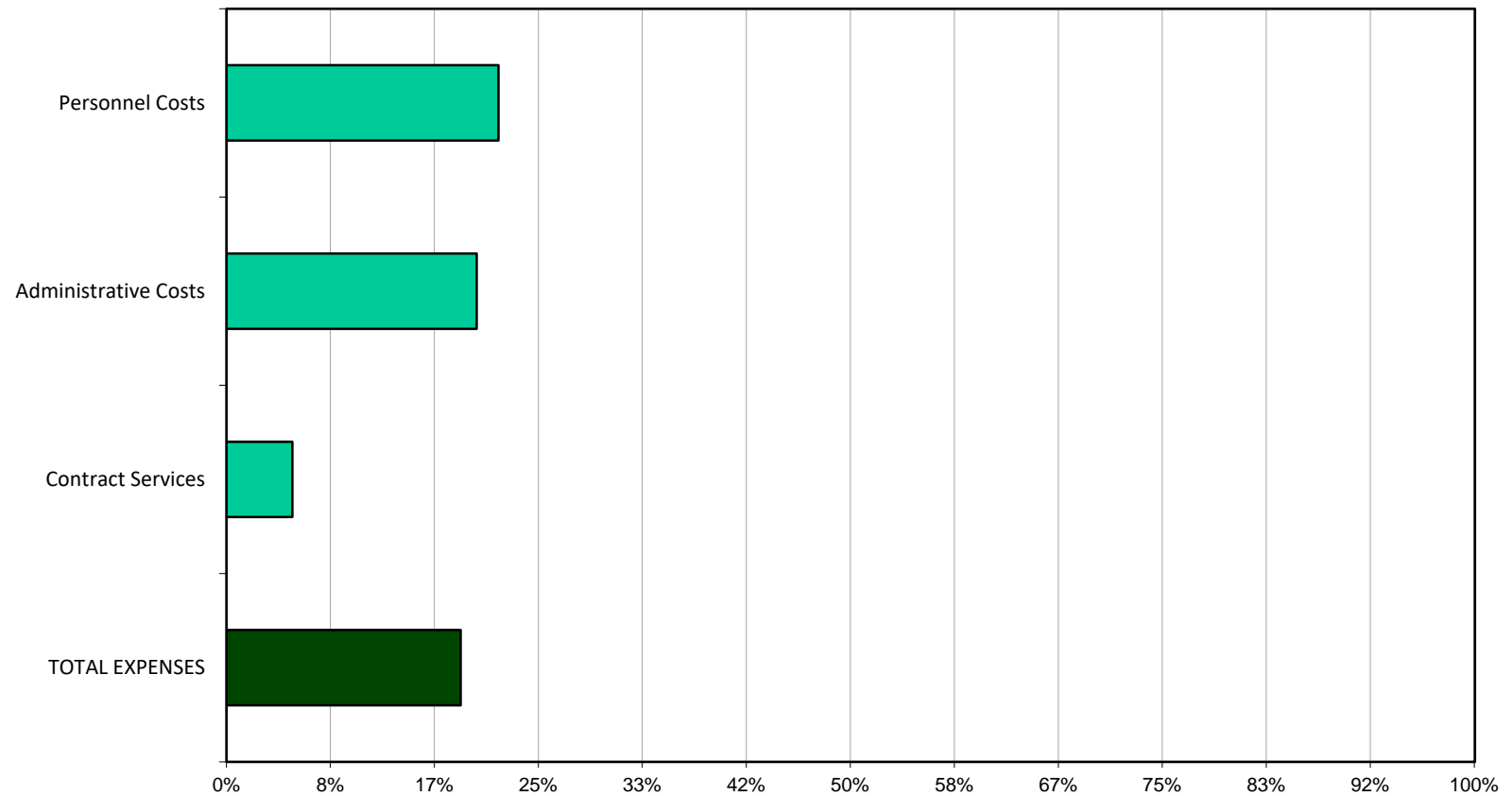


Northern Virginia Transportation Commission

Financial Reports
September 2021

PERCENTAGE OF FY 2022 NVTC ADMINISTRATIVE BUDGET USED

September 2021
(TARGET 25% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 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	\$ 162,710.63	\$ 445,962.70	\$ 2,102,700.00	\$ 1,656,737.30	78.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>162,710.63</u>	<u>445,962.70</u>	<u>2,102,700.00</u>	<u>1,656,737.30</u>	<u>78.8%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	9,222.02	35,675.70	144,000.00	108,324.30	75.2%
Group Health Insurance	12,634.45	36,866.15	183,100.00	146,233.85	79.9%
Retirement	15,922.00	47,766.00	170,000.00	122,234.00	71.9%
Workmans & Unemployment Compensation	306.15	735.14	5,500.00	4,764.86	86.6%
Life Insurance	35.86	2,295.76	6,800.00	4,504.24	66.2%
Long Term Disability Insurance	755.48	2,518.30	11,000.00	8,481.70	77.1%
Total Benefit Costs	<u>38,875.96</u>	<u>125,857.05</u>	<u>520,400.00</u>	<u>394,542.95</u>	<u>75.8%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,600.00	2,500.00	14,500.00	12,000.00	82.8%
<i>Rents:</i>	<i>31,292.32</i>	<i>96,832.98</i>	<i>408,200.00</i>	<i>311,367.02</i>	<i>76.3%</i>
Office Rent	31,292.32	96,068.10	379,600.00	283,531.90	74.7%
Parking & Transit Benefits	-	764.88	28,600.00	27,835.12	97.3%
<i>Insurance:</i>	<i>400.00</i>	<i>1,367.35</i>	<i>7,400.00</i>	<i>6,032.65</i>	<i>81.5%</i>
Public Official Bonds	-	100.00	2,300.00	2,200.00	95.7%
Liability and Property	400.00	1,267.35	5,100.00	3,832.65	75.2%
<i>Travel:</i>	<i>3,543.95</i>	<i>3,922.57</i>	<i>44,000.00</i>	<i>40,077.43</i>	<i>91.1%</i>
Conference / Professional Development	3,108.60	3,403.60	27,100.00	23,696.40	87.4%
Non-Local Travel	-	-	2,500.00	2,500.00	100.0%
Local Travel, Meetings and Related Expenses	435.35	518.97	14,400.00	13,881.03	96.4%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 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>	483.00	2,218.72	16,000.00	13,781.28	86.1%
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	483.00	2,218.72	14,600.00	12,381.28	84.8%
<i>Publications & Supplies</i>	406.00	1,370.06	28,900.00	27,529.94	95.3%
Office Supplies	-	152.06	3,000.00	2,847.94	94.9%
Duplication and Paper	406.00	1,218.00	10,900.00	9,682.00	88.8%
Public Engagement	-	-	15,000.00	15,000.00	100.0%
<i>Operations:</i>	1,047.83	2,832.37	37,700.00	34,867.63	92.5%
Furniture and Equipment (Capital)	-	-	13,000.00	13,000.00	100.0%
Repairs and Maintenance	50.00	150.00	1,000.00	850.00	85.0%
Computer Operations	997.83	2,682.37	23,700.00	21,017.63	88.7%
<i>Other General and Administrative:</i>	594.90	2,573.33	10,000.00	7,426.67	74.3%
Memberships	80.75	753.97	1,600.00	846.03	52.9%
Fees and Miscellaneous	514.15	1,819.36	6,900.00	5,080.64	73.6%
Advertising (Personnel/Procurement)	-	-	1,500.00	1,500.00	100.0%
Total Administrative Costs	<u>39,368.00</u>	<u>113,617.38</u>	<u>566,700.00</u>	<u>453,082.62</u>	<u>80.0%</u>
<u>Contracting Services</u>					
Auditing	-	-	25,100.00	25,100.00	100.0%
Contract Services and Support - Commuter Choice	(832.28)	6,704.93	463,600.00	456,895.07	98.6%
Contract Services and Support - Other	6,211.91	18,635.73	120,000.00	101,364.27	84.5%
Legal	<u>2,916.67</u>	<u>8,750.01</u>	<u>35,000.00</u>	<u>26,249.99</u>	<u>75.0%</u>
Total Contract Services	8,296.30	34,090.67	643,700.00	609,609.33	94.7%
 Total Gross G&A Expenses	 <u><u>\$ 249,250.89</u></u>	 <u><u>\$ 719,527.80</u></u>	 <u><u>\$ 3,833,500.00</u></u>	 <u><u>\$ 3,113,972.20</u></u>	 <u><u>81.2%</u></u>

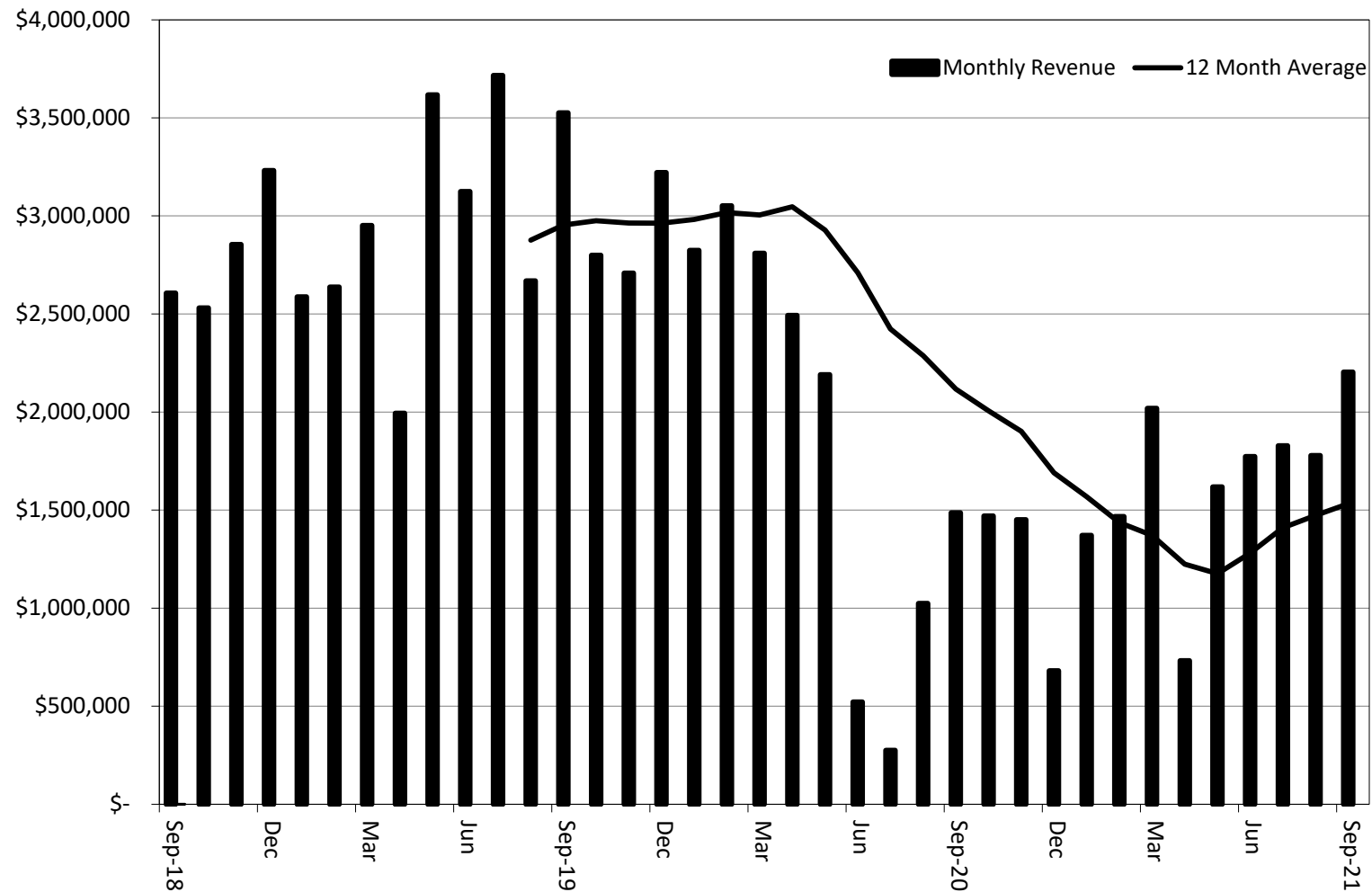
NVTC
RECEIPTS and DISBURSEMENTS
September 2021

September 2021			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
2	DMV	Motor Vehicle Fuels Sales tax receipt					\$ 1,777,920.16
8	Commuter Choice	Commuter Choice I-66 reimbursement			110,581.00		
8	Commuter Choice	Commuter Choice I-395/95 reimbursement			85,569.00		
9	FTA	Grant receipt - Alexandria			783,340.00		
10	DRPT	Capital grant receipts - Alexandria			246,096.00		
14	DRPT	Technical assistance - Fare collection project			6,399.00		
16	DRPT	Capital and operating assistance - WMATA					29,516,964.00
22	DRPT	Capital grant receipt - Alexandria			409,901.00		
22	DRPT	Intern grant receipt			10,417.00		
23	DRPT	Capital grant receipt					2,239,097.95
24	DRPT	Capital and operating assistance - WMATA					14,758,482.00
27	DMV	Motor Vehicle Fuels Sales tax receipt					2,203,729.57
30	Banks	Investment earnings		2.08	27.93	2,223.44	9,509.25
			-	2.08	1,652,330.93	2,223.44	50,505,702.93
DISBURSEMENTS							
1-30	Various	G&A expenses	(212,597.43)				
7	Kimley-Horn	Consulting - Fare collection project	(13,398.97)				
7	Kimley-Horn	Consulting - Commuter Choice	(6,704.93)				
2	PRTC	Commuter Choice I-66 project reimbursement				(211,751.00)	
2	PRTC	Commuter Choice I-395/95 project reimbursement				(404,067.00)	
3	Alexandria	Commuter Choice I-395/95 project reimbursement				(183,907.00)	
8	NVTC	Commuter Choice I-66 project reimbursement				(110,581.00)	
8	NVTC	Commuter Choice I-395/95 project reimbursement				(85,569.00)	
9	Alexandria	Costs incurred			(1,029,435.00)		
30	Banks	Service charges	(70.33)	(46.68)			
			(232,771.66)	(46.68)	(1,029,435.00)	(995,875.00)	-
TRANSFERS							
8	Transfer	From LGIP to LGIP (G&A contribution)			500,000.00		(500,000.00)
8	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
24	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
			350,000.00	-	150,000.00	-	(500,000.00)
NET INCREASE (DECREASE) FOR MONTH			\$ 117,228.34	\$ (44.60)	\$ 772,895.93	\$ (993,651.56)	\$ 50,005,702.93

**NVTC
INVESTMENT REPORT
September 2021**

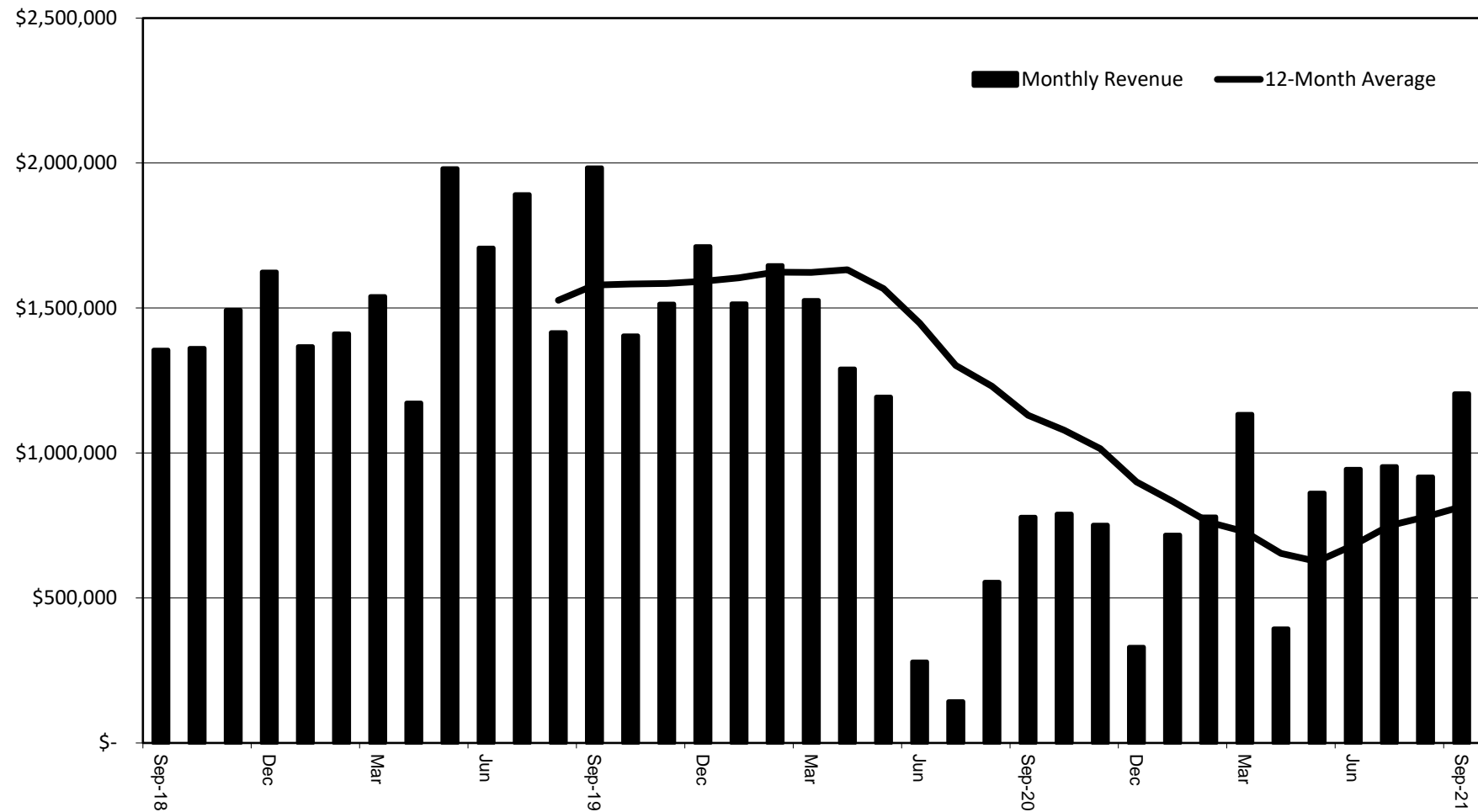
Type	Rate	Balance 8/31/2021	Increase (Decrease)	Balance 9/30/2021	Balance				
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>									
Wells Fargo: NVTC Checking	N/A	\$ 5,832.99	\$ 117,228.34	\$ 123,061.33	\$ 123,061.33	\$ -	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.160%	15,886.10	(44.60)	15,841.50	15,841.50	-	-	-	
<u>Investments</u>									
Bank of America: Virginia Local Government Investment Pool	0.059%	220,868,366.02	49,784,947.30	270,653,313.32	789,671.57	45,272,677.80	178,582,344.93	46,008,619.02	
		<u>\$ 220,890,085.11</u>	<u>\$ 49,902,131.04</u>	<u>\$ 270,792,216.15</u>	<u>\$ 928,574.40</u>	<u>\$ 45,272,677.80</u>	<u>\$ 178,582,344.93</u>	<u>\$ 46,008,619.02</u>	

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2019-2022



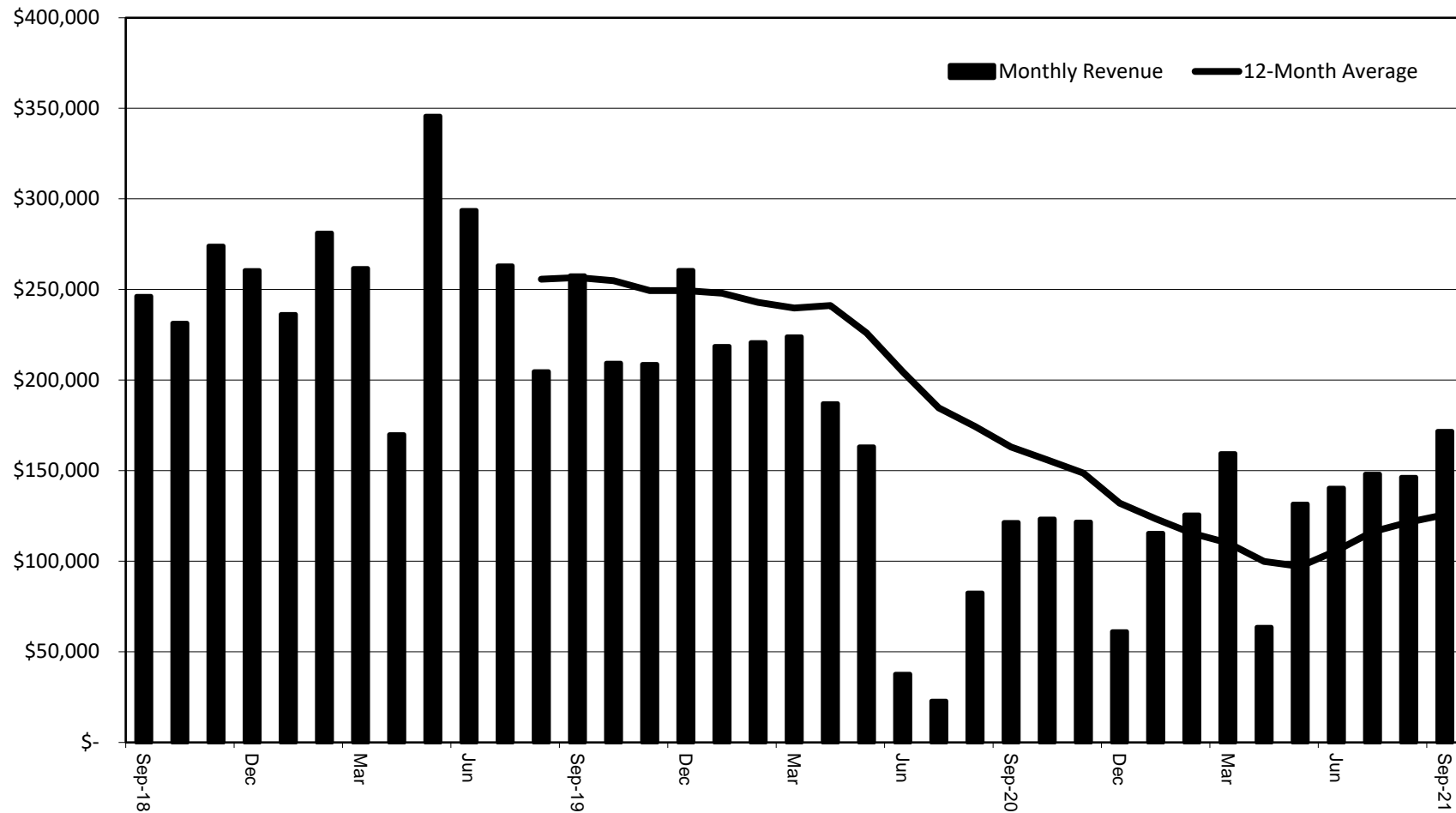
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2019-2022



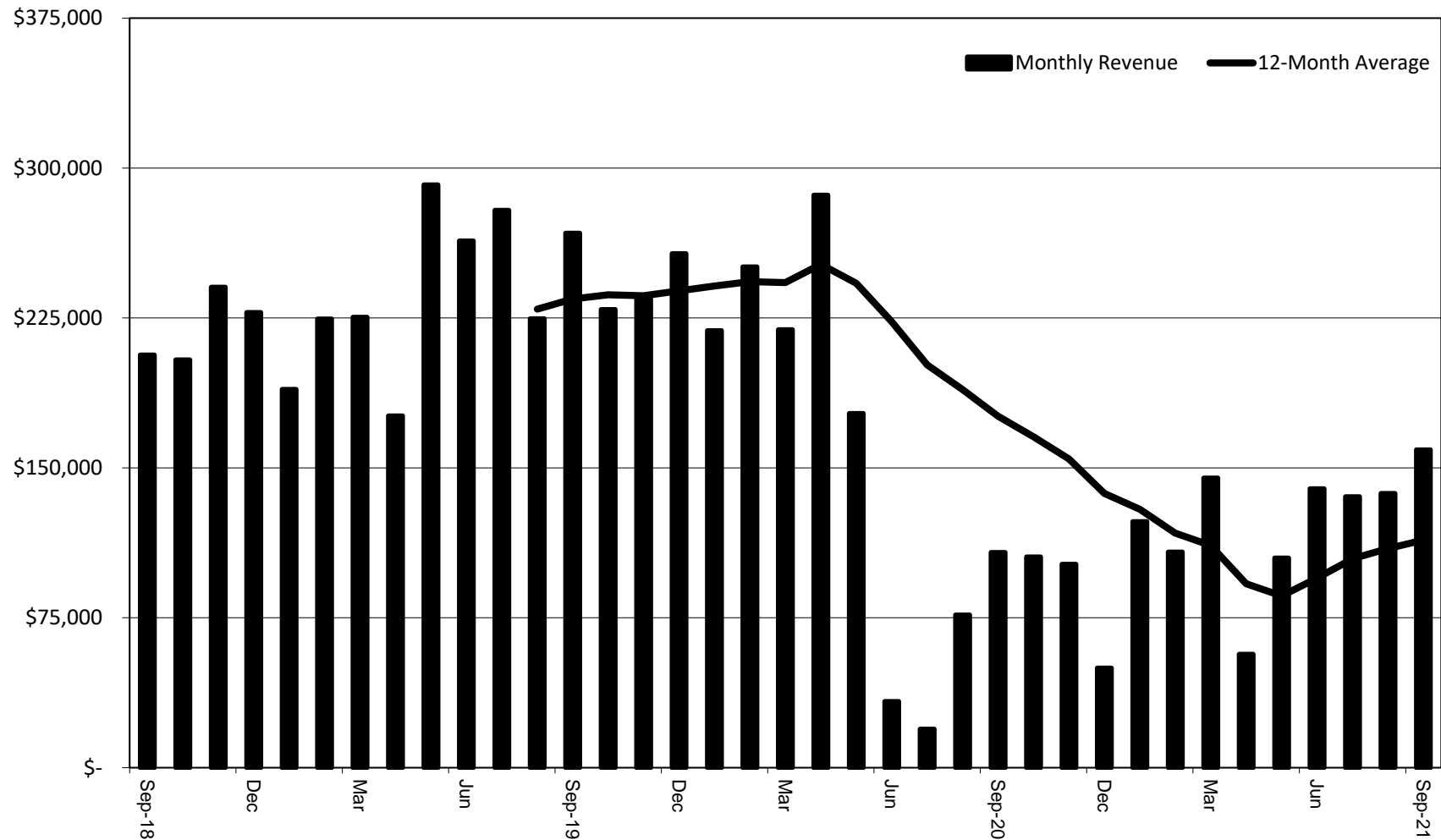
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2019-2022



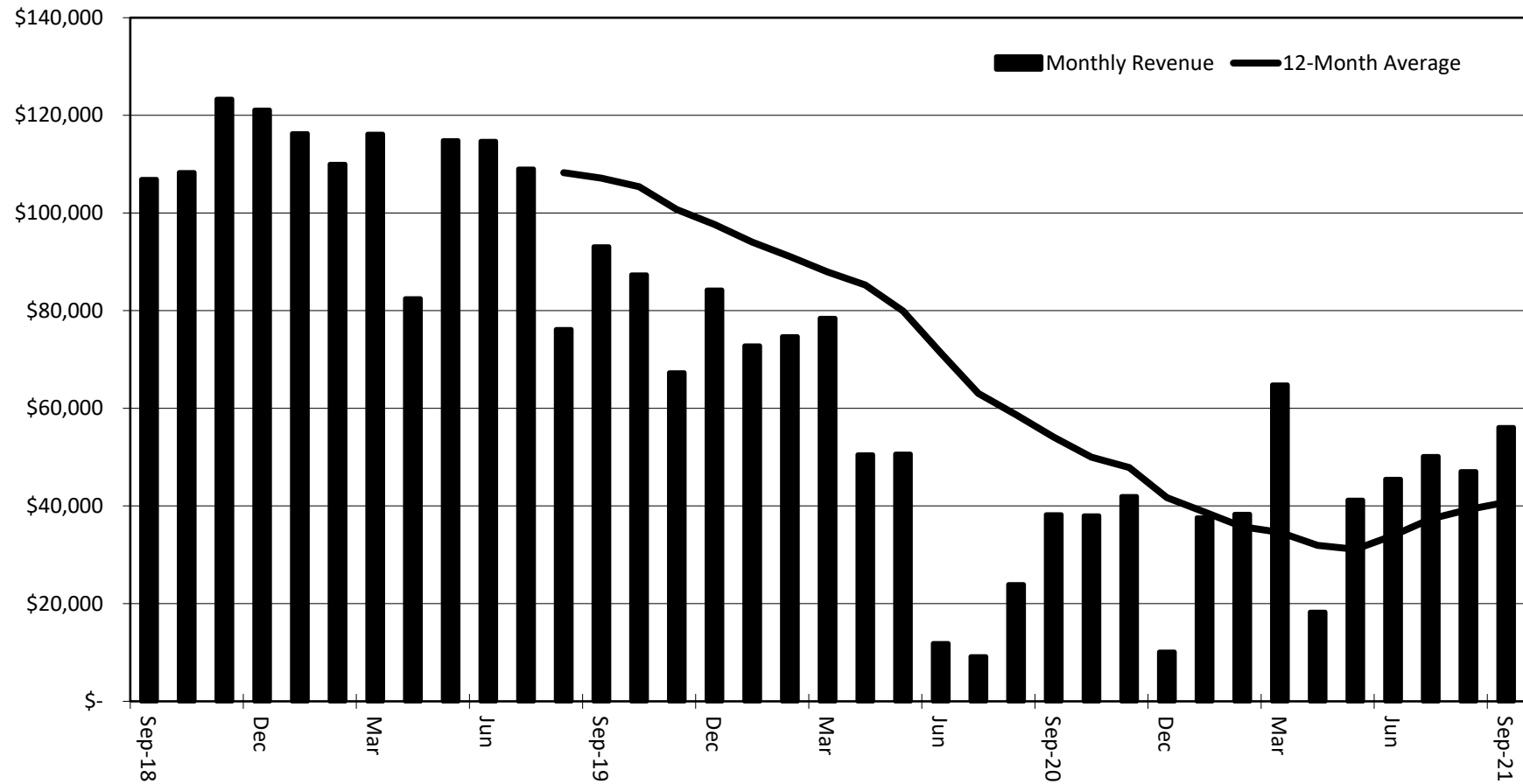
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2019-2022



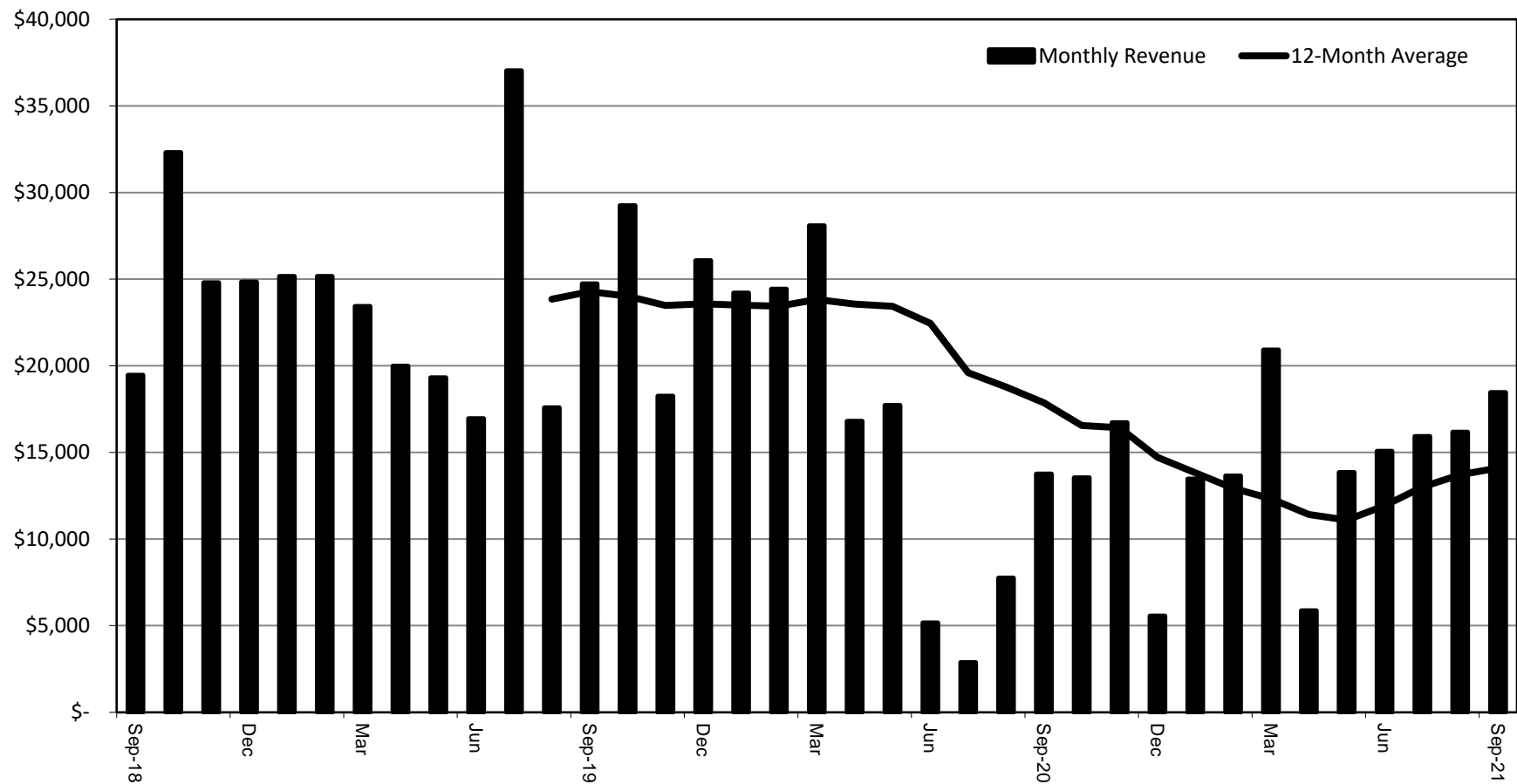
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2019-2022



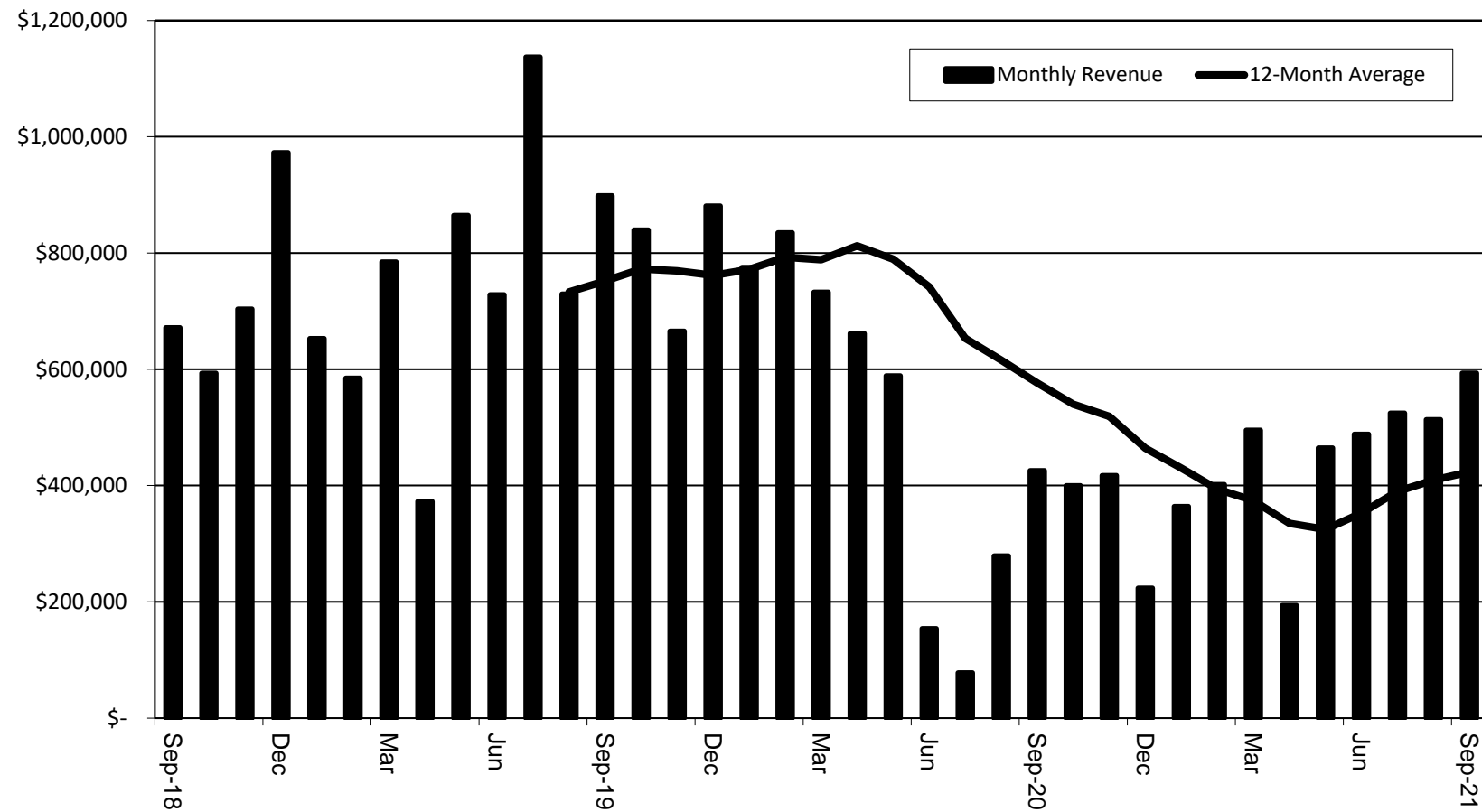
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2019-2022



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 2019-2022



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