



*November 3, 2022*



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# Meeting Overview

**NVTC's November 3, 2022 meeting** will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

## Action Items

- 2023 Meeting Schedule
- Commuter Choice FY 2024 – FY 2025 Call for Projects for the I-395/95 Corridor
- Commuter Choice Technical Evaluation Process Change
- VRE Site Lease Agreement Amendment

## Other Meeting Highlights

- Public Comment Received
- Presentation: NVTC's Draft 2022 Report on the Performance and Condition of WMATA
- Presentation: Proposed NVTC 2023 Legislative and Policy Agenda
- Presentation: Value of Transit in Northern Virginia to the Commonwealth Study

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**NVTC COMMISSION MEETING  
THURSDAY, NOVEMBER 3, 2022  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd., Arlington, VA 22201  
[Public Streaming Via YouTube](#)  
7:00 p.m.**

**AGENDA**

*Masks are no longer required at NVTC. Attendees may choose to wear a mask based on their own personal preference.*

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

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

**7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))**

*NVTC is also receiving general public comment. **The deadline for written public comments is 3:00 p.m., Thursday, November 3 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the November 3 meeting.*

1. Opening Remarks
  - General Public Comments Received
2. **ACTION: Approve the Minutes of the October 6, 2022 NVTC Meeting**
3. **ACTION: Approve the NVTC 2023 Meeting Schedule**
4. **Commuter Choice Program**
  - A. **ACTION: Authorize the Executive Director to Issue the FY 2024 – FY 2025 Call for Projects for the I-395/95 Corridor**
  - B. **ACTION: Approve Resolution #2487: Adopt Commuter Choice Technical Evaluation Process Changes**
5. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Virginia WMATA Board Members
  - B. Report from the Chair of the NVTC WMATA Committee
    - Presentation: NVTC's Draft 2022 Report on the Performance and Condition of WMATA
  - C. Other WMATA News

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

- A. Presentation: Proposed NVTC 2023 Legislative and Policy Agenda
- B. Presentation: Value of Transit in Northern Virginia to the Commonwealth Study
- C. Annual Joint NVTC-PRTC Legislative Forum

7. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. **ACTION: Approve Resolution #2488: Authorize the VRE CEO to Execute an Amendment to the Site Lease Agreement with Qwest Corporation of Delaware**
- C. VRE Free Fare Initiatives Update
- D. Draft VRE 2023 Legislative Agenda
- E. VRE System Plan 2050 Update

8. Department of Rail and Public Transportation (DRPT)

9. Executive Director Report

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

MINUTES  
NVTC COMMISSION MEETING –OCTOBER 6, 2022  
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.  
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chair Palchik at 7:09 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
Nick Clemente  
Matt de Ferranti  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) *(via electronic participation)*  
Adam Ebbin  
John Foust  
Libby Garvey *(via electronic participation)*  
Aimee S. Gilroy  
Dalia Palchik  
M. David Skiles  
Paul Smedberg  
David Snyder  
John C. Tuck III  
James Walkinshaw

Members Not Present

Canek Aguirre  
John J. Bell  
Katie Cristol  
Matt Letourneau  
Jeff McKay  
David Meyer  
Mike Turner

Staff Present

Kate Mattice, Executive Director  
Monique Blyther  
Genoveva Cutrell  
Andrew D’huyvetter  
Matt Friedman  
Allan Fye  
Rhonda Gilchrest  
Xavier Harmony  
Scott Kalkwarf  
Tenley O’Hara  
Ben Owen  
Ann McGrane

Melissa Walker  
Ronnetta Zack-Williams  
Aimee Perron Siebert *(via electronic participation)*  
Rich Dalton (VRE)  
Steve MacIsaac (VRE)  
Joe Swartz (VRE)  
Cindy Bullock (VRE)

### Opening Remarks

Vice-Chair Palchik welcomed everyone to the October 6, 2022 NVTC meeting and noted that the meeting is also being livestreamed for the public on YouTube. She stated that unfortunately Chair Aguirre is unable to attend, so she will be chairing this meeting.

Vice-Chair Palchik stated that DRPT Director DeBruhl is participating electronically via Zoom from Richmond under the provision of a member living 60 or more miles away from the meeting location. Ms. Garvey is also participating electronically as she is out of state on travel due to a personal reason. Mr. Storck is serving as Mr. McKay's alternate and will participate in the votes. Commission Secretary Rhonda Gilcrest confirmed an in-person quorum was present.

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

### Minutes of the July 7, 2022 NVTC Meeting

Mr. Alcorn moved, with a second by Mr. Skiles, to approve the Minutes of the September 1, 2022 meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Ebbin, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder and Tuck. Mr. de Ferranti and Mr. Storck abstained. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

### Consent Agenda

Vice-Chair Palchik stated that there are three action items on the Consent Agenda:

- A. Authorize the Notice of Direct Contribution to the Jurisdictions
- B. Authorize the Issuance of a Request for Proposals for a Northern Virginia Regional Bus Analysis
- C. Authorize the Chair to Send a Letter of Endorsement of Loudoun County's Transit Ridership Incentive Program (TRIP) Grant Application

Mr. de Ferranti moved, with a second by Mr. Smedberg, to approve the Consent Agenda. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, de Ferranti, Ebbin, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck and Tuck. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

### Commuter Choice Program

Vice-Chair Palchik stated that the Program Advisory Committee (PAC) and the Joint Commission Working Group both met on September 15. She asked Mr. Snyder, who is the chair of the Program Advisory Committee, to give an update on the PAC committee's activities and introduce the Commuter Choice action.



Mr. Snyder stated that at the September PAC meeting, the committee heard updates from staff on the on Envision Route 7 BRT, zero-emission buses and the I-395/95 Commuter Choice program. He stated that the Envision Route 7 BRT project update focused on staff and consultant efforts to spread the word about the project across the study area at various community events and via digital newsletters and social media. There is a Falls Church public meeting scheduled for Tuesday, October 11 at 6:30 p.m. at Meridian High School. He stated that staff put together a communications toolkit, which is available for Commissioners, to help get the word out and generate a strong turnout for the meeting. Staff also launched the Route 7 BRT Strategic Implementation Plan work and will be diving deep with local senior transportation staff to understand key governance and operational issues as they develop a roadmap for planning, funding and eventual building and operating of the BRT. Staff will continue to brief the PAC throughout this effort as this framework will be important to the successful implementation of the Route 7 BRT.

Mr. Snyder stated that staff also updated PAC members on the Commission's upcoming work on a Northern Virginia Zero Emission Bus Strategic Plan. Staff is about halfway through the procurement process and anticipates bringing the contract award to the Commission later this fall. Ms. Mattice stated that staff is in the process of reviewing proposals. Mr. Snyder stated that the Zero-Emission Bus Strategic Plan will provide the Commission with a roadmap of how to best coordinate the implementation of zero-emission buses across Northern Virginia and provide local transit providers with some technical expertise and guidance. With all the federal funding for zero-emission buses and infrastructure available through the Infrastructure and Investment Jobs Acts (IIJA), there is an opportunity collaboratively to tap into those funds and leverage regional and state funds as well. Mr. Snyder stated that this is a critical coordination effort, which will avoid duplication while achieving economies of scale.

Mr. Snyder also reported that the committee was briefed by the Commuter Choice team about proposed policy changes that staff will seek in November along with the next I-395/95 call for projects. He stated that the Commission is being asked at tonight's meeting to authorize the executive director to submit the Commuter Choice FY 2022 Annual Report to the Commonwealth Transportation Board (CTB). Since the I-395/95 element of the Commuter Choice program is a joint effort with the Potomac and Rappahannock Transportation Commission (PRTC), they are receiving this same briefing and taking the same action at their meeting tonight. Mr. Snyder concluded by asking Commuter Choice Senior Program Manager Ben Owen to provide more information and respond to questions.

Mr. Walkinshaw arrived at 7:19 p.m.

Mr. Owen gave a brief overview of the FY 2022 Commuter Choice Annual Report. NVTC is required per the Memoranda of Agreement in both corridors to submit a report to the Commonwealth each fall on the projects funded under the Commuter Choice program as well as their performance relative to their expected benefits. He noted that this year's report is exciting on two fronts. For one, ridership is way up. The 22 projects active this spring helped over 4,000 people move through the I-66 Inside the Beltway and I-395/95 corridors each weekday. This figure is a fivefold increase from FY 2021 and clear indication that transit is on the upswing in certain markets.

Staff also estimated the broader benefits of the funding to Northern Virginia's economy and quality of life since 2017. They are substantial and wide-ranging. To get these figures, staff analyzed projects' person-throughput figures for each year they were available and compared trips that commuters would be likely to make with and without each project (time, distance, etc.), and scaled up to the overall program. NVTC staff has also produced a short video that highlights the report in full. The video was played for Commissioners. Mr. Owen stated that it was a team effort to produce the video – led by Monique Blyther and Ben Owen with script support by Adam Hager and Silas Sullivan. Vice-Chair Palchik congratulated staff on the impressive video.

Ms. Bagley moved, with a second by Mr. de Ferranti, to authorize the executive director to submit the NVTC Commuter Choice Program FY 2022 Annual Report to the Commonwealth Transportation Board. The vote in favor was cast by was cast by Commissioners Alcorn, Bagley, Clemente, de Ferranti, Ebbin, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck, Tuck and Walkinshaw. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

Vice-Chair Palchik reported that the Joint Commission Working Group also met on September 15, chaired by Jeff McKay who could not be here tonight. The Working Group is comprised of six members – three Commissioners from NVTC and three from PRTC. Jeff McKay, Sarah Bagley and Libby Garvey are the NVTC members. While there are no I-395/95-related actions for the Commission this evening, the Joint Working Group did dive into the upcoming call for projects and some proposed policy changes. She asked Mr. Owen to give an update on the Working Group meeting.

Mr. Owen stated that for the upcoming I-395/95 funding round, there is an estimated \$45 million or more available. This is a result as this corridor in general was less affected by the pandemic and the last call for projects had fewer proposals given less certainty. Staff has already begun engagement with potential applicants to think transformatively. Project applicants are encouraged to submit capital projects as NVTC is limited in how much of the funding can go to transit operations (capped at no more than 50% of funding over nine years). With future funding rounds in mind as well, estimating that a maximum of about \$16 million can comfortably go to transit operations in this round – defined narrowly as the costs directly involved in operations (operator and dispatcher wages and benefits, fuel, licenses).

Mr. Owen stated that NVTC staff Adam Hager is briefing the Potomac and Rappahannock Transportation Commission at their meeting tonight. Applications are due January 27, 2023. Approval of the Program of Projects will be requested at the June Commission meeting. He reviewed the project requirements, scoring and selection process, and public comment.

Mr. Owen stated that the current technical evaluation process has been in place since 2019. Each year staff looks at possible changes resulting from lessons learned or ways to improve the administration of the program. Most of the possible points in the scoring come from technical factors that relate to the improvement goals for the corridor – maximizing person throughput and implementing effective multimodal improvements. The single most important factor is person throughput which is the efficiency by which a proposed project moves more people through the corridor (in terms of people to vehicles). Staff also looks at travel time savings, connections between modes of transportation and regional activity centers, the ability of a



project to absorb potential car trips that might be priced onto parallel roads due to tolling or congestion in general purpose lanes. Other factors include cost effectiveness, applicant preference and interagency collaboration.

Mr. Owen explained that staff are proposing modest changes this year. First, it is proposed to shift points from applicant preference and collaboration to technical merit and cost effectiveness to help emphasize the measurable aspects of the scoring process. Currently under the Accessibility factor staff looks at whether projects connect regional activity centers. There is interest from Commissioners and staff around the region in incorporating equity. Staff proposes to add Equity Emphasis Areas (EEAs), which are designated by the Metropolitan Washington Council of Governments, into the mix and would be treated interchangeably with activity centers for evaluation purposes. These proposed changes were shared with applicant staff as well as the Joint Commission Working Group earlier this month and staff received positive feedback.

Mr. Smedberg asked if these proposed changes need to be approved by the Commonwealth Transportation Board. Mr. Owen clarified that the proposed changes only need to be approved by both Commissions.

Mr. Walkinshaw asked if geographical areas are clearly defined for the I-66 and I-395/95 corridors. Mr. Owen stated that the focus is on selecting projects that ultimately pass more people through the corridor and can demonstrate a nexus to that. Mr. Walkinshaw stated that there could be projects that benefit drivers from both I-66 and I-395/95 and wonders how such a project would score. Mr. Skiles stated that the Meeks decision requires a project to benefit the toll-payer in that specific corridor. Vice-Chair Palchik stated that she is interested in how to reach more people, and suggested staff think through how to communicate and educate the public. Mr. Owen stated that staff is looking at revamping the Commuter Choice web pages to be less technical. Vice-Chair Palchik stated that Commissioners could help spread the word and educate constituents on the Commuter Choice program, mainly to remind the public that the Commuter Choice program is funded with toll revenue, not local taxes.

#### Washington Metropolitan Area Transit Authority (WMATA)

Vice-Chair Palchik asked WMATA Board member, Paul Smedberg, and NVTC WMATA Committee Chair, Walter Alcorn, to give their reports.

Report from the WMATA Board Members. Mr. Smedberg reported that last month the WMATA Board's Finance and Capital Committee received an update from WMATA staff on the FY 2024 Budget outlook. For the upcoming FY 2024 Budget, the operating funding gap is currently \$184.7 million. WMATA staff project some passenger revenue increases (in part due to fare evasion prevention efforts), non-passenger revenue increase, and expense reductions that bring that gap down to \$146.2 million. In order to close that gap, the Board will need to make a number of policy decisions around fare and service optimization, increasing the preventive maintenance transfer, and increasing current subsidy. He reported that the Board is considering how to advance fare policy goals around simplification and may look at a fare increase. For the preventative maintenance transfer, this would be a proposed increase of the transfer of eligible maintenance expenses from the operating budget to the capital budget. He

stated that he wants to be clear here that the same amount of maintenance work would be completed, it is just a matter of where to charge the expenses. For the last concept, a subsidy increase beyond the 3% cap legislation would require a legislative change in Virginia and Maryland. He stated that from a Virginia perspective, there is no interest in changing the cap at this time. As these currently are just options for WMATA Board to consider, the Board will have to make some difficult decisions to close the budget gap. The Board will continue to discuss these options and the General Manager will put forth a formal budget proposal in November.

Mr. Smedberg stated that even more challenging is the long-term projections for the operating budget as WMATA has a structural operating budget challenge that has been accelerated by the pandemic and is driven by the agency's customer revenue structure, cost structure and subsidy structure. Assuming the 3% cap continues and that ridership only recovers to 75% of pre-pandemic levels, WMATA is looking at an operating gap of \$738 million in FY 2025 that grows to \$924 million by FY 2029. Simply put, the long-term outlook is bleak and WMATA needs a new operating funding model.

Mr. Smedberg then spoke to the fare evasion issues. Earlier this week, WMATA announced it will be launching a warning campaign aimed at deterring fare evasion. Beginning in November, Metro Police (MTPD) will issue citations to those not paying their fares. In Maryland and Virginia, fare evasion is criminal offense. Four years after decriminalizing fare evasion and making it a civil penalty, the District has now put in place newly established procedures necessary for MTPD to conduct enforcement. He explained that each jurisdiction sets its policies around fare evasion, and MTPD did not have the ability to enforce fare evasion in the District until the District completed these new procedures. WMATA currently estimates revenue losses due to fare evasion total \$40 million in FY 2022, or 22% of the upcoming operating budget gap. It is important to note that while many school systems in the region provide transit benefits or subsidized fares, students are required to enroll in these programs and to tap their cards. WMATA is also piloting faregate modifications that will prevent customers from entering rail stations without paying, and Metro continues to work with local partners to offer subsidized fare products. A low-income fare pilot is underway in the District and there is a proposal before DC Council that would provide \$100 a month in SmartTrip for qualified residents to ride buses and trains.

Mr. Smedberg reported that the WMATA has held two sessions on the new strategic transformation plan, which NVTC will hear a presentation on the plan at a future meeting. In response to a question, Mr. Smedberg stated that it is not a strategic plan, but more looking at what the organization will look like in the near future.

Mr. Foust asked if the cost of repairs for the 7000-series railcars are covered under the warranty. Mr. Smedberg responded that it would need to be covered in the budget but the manufacturer is supplying parts.

Mr. Storck asked about the fare evasion issue and he asked how WMATA compares to other systems regarding the loss of revenue due to fare evasion. Mr. Smedberg stated that every system in the country is dealing with the same issues. He guessed that the larger transit systems, which includes Metro, are in the higher tier of greater loss of revenue. Regarding the overall budget, Mr. Smedberg stated that there is nothing to move the needle in a significant way, so

the region will need to come together and understand that Metro is the life blood of the region and connects the three jurisdictions together and drives the economy. There will need to be a new sustainable funding structure. Mr. Smedberg stated that the estimated loss of revenue is \$40 million due to fare evasion. Vice-Chair Palchik asked WMATA staff to provide some additional information on the amounts and comparisons.

Mr. Walkinshaw stated that the idea of the District decriminalizing fare evasion without having a plan in place to impose civil penalties is damaging to the effort to build a coalition of support for a new funding structure at Metro. It is frustrating. He also asked about the soft language on the fare evasion posters. Mr. Smedberg stated that his is a first step and stronger language will come.

In response to a question from Mr. de Ferranti, Mr. Smedberg did state that ridership is up and people are coming back, although not necessarily during peak times. Weekend usage is up. Commissioners had a brief discussion on the WMATA budget. Mr. D’huyvetter provided some numbers but Vice-Chair Palchik asked WMATA staff to provide some more information.

Ms. Bagley observed that the announcement that the six Blue and Yellow Line Metrorail stations south of the Reagan National Airport station will be closed an extra two weeks is unfortunate and disappointing and she asked about contingencies and if the two-week delay will be the only delay. Mr. Smedberg stated that the contingencies will continue with the additional bus service, etc.

Report from the Chair of the NVTC WMATA Committee. Mr. Alcorn reported that the WMATA Committee met on September 29 and reviewed NVTC staff’s seven proposed strategies to reduce the growth in costs and improve efficiencies for the 2022 Report on the Performance and Condition of WMATA. Proposed strategies directed at WMATA include:

- Rebuild customer confidence
- Enforce fare payment uniformly across the system
- Implement a simple and convenient fare structure
- Increase non-fare revenues from real estate and advertising
- Manage labor costs

Mr. Alcorn stated that the two strategies directed at NVTC are to 1) explore the implications of local transit agencies assuming the operation of Metrobus services in Northern Virginia, and 2) examine and develop options for a new financial operating model for WMATA. This last recommendation would be implemented by NVTC creating a WMATA Operating Funding and Reform Working Group which would evaluate and explore WMATA’s short- and long-term operating budget gaps and Virginia’s unique jurisdictional funding and modal relationship with WMATA, examine existing and new operating revenues, and explore opportunities to reform WMATA and state level laws or policies around WMATA budget and subsidy.

Mr. Alcorn stated that the WMATA Committee will meet again on October 20 at 6:00 p.m. and the annual report will be presented to the Commission at the November followed by requested action at the December Commission meeting.

Mr. Alcorn also reported that WMATA staff updated the committee on the Bus Network Redesign, which kicked off last month. The redesign will incorporate Metrobus, Prince George's TheBus, and City of Fairfax CUE, while building on other local bus services in the region. The Better Bus Redesign seeks to improve service for customers by addressing the region's changing ridership patterns, increasing access to frequent service, promoting equity and access to opportunity, aligning with bus priority investments, and defining Metrobus' role for the region. The main deliverable of the study is to produce a financially constrained, recommended network for Board approval in the FY 2025 budget. This would be coordinated with a new jurisdictional subsidy allocation formula for Metrobus. The redesign effort will feature extensive engagement and outreach beginning this month.

### Legislative Update

Vice-Chair Palchik reported that the Legislative and Policy Committee met on September 29 to begin discussing NVTC's 2023 state and federal legislative priorities. Since Mr. Meyer is not present, she asked Ms. Mattice to give the legislative update.

Ms. Mattice stated that the Legislative and Policy Committee met and provided staff with feedback for next year's federal and state legislative priorities. The committee supported staff's proposals as follows:

#### Federal:

- Maximize the region's access to funds from the infrastructure bill, including USDOT and FTA discretionary programs
- Secure funding to complete NEPA for the Envision Route 7 BRT project
- Identify creative opportunities to leverage federal funding to address WMATA's upcoming fiscal challenges over the next few years
- Encourage federal return to work policies to leverage the use of federal transit benefits and maximize local transit services

#### Commonwealth:

- Protect existing funding that supports our local transit systems, WMATA, and VRE
- Restore funding lost with the elimination of the grocery tax and restore full funding to NVT
- Support VRE's efforts to explore legislation to make its state funding formula reflect its unique operating structure
- Support funding and reduce barriers to implement transit technology such as zero-emission buses

Ms. Mattice noted that based on consensus from the committee, there is no need to have an October 20 committee meeting unless the full Commission wants to add any items that may need additional analysis by staff and discussion by the committee. Commissioners had nothing to add. Ms. Mattice stated that the 2023 Legislative and Policy Agenda will be presented at the November meeting, with action at the December meeting.

Ms. Mattice also provided an update about the upcoming Joint NVTC-PRTC Annual Legislative Forum on Monday, December 5 at the Embassy Suites in Springfield. She announced that Congressman Beyer has been invited to give welcoming remarks and Secretary of Transportation Miller has been invited to provide the keynote address. The forum will also include a panel discussion with transit CEOs from WMATA, VRE and OmniRide and a TED Talk-style presentation. There will also be space for display tables if jurisdictional transit agencies would like to have a table at this event.

Vice-Chair Palchik noted that Mr. Dalton and Mr. Schofield have not yet arrived from PRTC, so she suggested moving the VRE agenda item to the end of the meeting. There were no objections.

#### Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl reported that Governor's Transportation Conference is being held October 26-28 in Virginia Beach, following the Commonwealth Transportation Board (CTB) meeting on October 26. The CTB will be taking action on DRPT's recommendation regarding WMATA's annual certification. She expects that to go smoothly.

DRPT Director DeBruhl also announced that DRPT is welcoming a new Chief of Transit, Zach Trogon, on October 25. Mr. Trogon comes to DRPT from the Williamsburg Area Transit Authority (WATA) where he has been Executive Director since 2017. Prior to that, he was the County Administrator in Charles City County and a Town Manager in North Carolina.

Ms. Bagley stated that she attended today DRPT's transit equity presentation, which was a really good presentation. She thanked DRPT staff. Vice-Chair Palchik suggested sharing the information, link or recording to Commissioners.

#### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. Commissioners were provided with a copy at their seats.

Ms. Mattice introduced NVTC's new Senior Transit Technology Program Manager Ann McGrane. Ann brings over 13 years of public and private sector experience, most recently having worked at Stantec and New York City Department of Transportation. Originally from Fairfax County, Ann is passionate about bringing sustainable, efficient transit and transportation options to communities across Northern Virginia. Ann has joined NVTC as a Senior Program Manager to lead NVTC's Transit Technology Program, which includes the upcoming work with the Northern Virginia Regional Zero-Emission Bus Strategic Plan as well as the ongoing work with fare collection and zero- and reduced-fare policy research.

Ms. Mattice then asked Monique Blyther to provide some highlights of NVTC's most-successful marketing campaign to date. Ms. Blyther stated that by the end of the three-month campaign, the Re-Discover Your Ride advertisement aired over 9,200 times collectively via WTOP, WAMU

and Spanish radio station El-ZoL. After each airing there were 339 daily visits to the novarides.org website for a total of nearly 50,000 page visits, including more than 14,000 to the dedicated Spanish landing page. That's nearly double the number of visits compared to the 2021 campaign and 189% over NVTC's fall 2019 campaign, conducted before the pandemic.

Ms. Blyther reported that there was spectacular engagement with the campaign's online and social media ads. The top social media performer was Twitter with a staggering 23% click-through rate (CRT). The industry average is roughly 0.28%. The Spanish-language Twitter ads clocked in at 25%. She also provided information about the other platforms used during this campaign, including Waze.

Ms. Blyther noted that the Transit Resource Center team will review ridership data when it becomes available, to see if there are any trends that parallel NVTC's marketing campaign. Overall, the campaign has received positive feedback. NVTC's partners at WTOP conveyed this is one of the most successful Spanish-language ad campaigns they'd ever seen. They credit the development and use of a dedicated landing page in Spanish. Finally, staff look forward to running another campaign in 2023. DRPT will be providing grant opportunities related to the Yellow Line reopening next Spring. Staff intend to apply for a marketing grant once that process opens.

Vice-Chair Palchik stated that she is so impressed with the outcomes of the marketing campaign. Moving forward as other jurisdictions work on their individual marketing campaigns, she would like to see the partnership with NVTC and the jurisdictions grow working together to multiply the success of educating the public. Ms. Mattice noted that both Monique Blyther and Matt Friedman are connected to the jurisdictional public information officers (PIOs) so everyone is learning and sharing. It is a good network for communication and best practices.

In response to a question from Ms. Bagley, Ms. Blyther stated that the novarides.org page includes a trip planning tool, so staff is working to gather additional data on where people are interested in riding. Once the data is available, staff can share it with Commissioners.

Ms. Mattice noted that the August 2022 Financial Report was provided in the written meeting materials. Commissioners had no questions.

#### Virginia Railway Express (VRE)

Vice-Chair Palchik noted that VRE Chief Financial Officer Mark Schofield had arrived from PRTC. Mr. Schofield stated that he could provide some brief remarks for the VRE CEO Report since Mr. Dalton was still in route.

Mr. Ebbin left at 8:26 p.m. and did not return.

VRE CEO Report. Mr. Schofield reported that VRE completed its free ride program for the month of September and saw a 20-25% increase in ridership. For the month of October, free rides will continue for Zones 1, 2 and 3 to continue to provide service during the Metrorail shutdown.



The second annual Tour de VRE — a bike ride designed to raise awareness of and financial support for research into triple negative breast cancer – will be held on October 7. VRE will also be participating in Clifton Day on October 9 by offering train rides between Manassas and Rolling Road stations. The train ride to Clifton is free. The return trip is \$5 for kids and adults.

Refer the Preliminary FY2024 VRE Operating and Capital Budget to the Jurisdictions. Mr. Schofield stated that the Commission is being asked to approve Resolution #2386, which will authorize the VRE CEO to refer the preliminary FY 2024 VRE Operating and Capital Budget to the jurisdictions for their review and comment. Budget details are provided in the written materials, but he wants to focus on ridership and fare revenue. He reported that for the current year VRE is predicting average daily trips to reach 8,000, which will generate about \$25 million in passenger revenue. For FY 2024, VRE staff is projecting continued growth but at a slower rate to about 10,000 trips per day, resulting in \$29 million in passenger revenue. Mr. Schofield stated that as of right now, no fare increase is proposed for FY 2024.

Mr. Schofield stated that for now, VRE is not facing any near-term fiscal cliff. VRE will continue to use pandemic relief funding, of which VRE has \$7 million remaining of CARES Act funds but are on track to be fully expended by FY 2023. This will result in a deficit in the preliminary FY 2024 budget of \$32 million, which would be supported by American Rescue Plan Act (ARPA) funds. He stated that VRE has three important things it needs to do – expand the market VRE serves by finding new riders and offering new service; reduce expenses; and continue to receive the robust contributions and support from VRE partners. Mr. Schofield stated that the preliminary budget includes \$18.3 million jurisdictional subsidy (returning to FY 2021 level). The allocation of subsidy will depend on the VRE Master Agreement survey results. Preliminary results will be available for review at the November Operations Board meeting. VRE does expect to see a shift in ridership between the jurisdictions, which will impact the jurisdictional subsidy. Mr. Schofield also gave an update on the Transform Rail in Virginia program.

Mr. Walkinshaw stated that VRE has come a long way. While ridership numbers are not close to pre-pandemic levels, there has been a steady increase over the last year. There is a strong consensus on the Operations Board that VRE needs to return to having a jurisdictional subsidy. The Board also had a robust discussion about fares, recognizing that this might not be the right time to change the fares. VRE staff is looking at different service enhancements. One of the keys to attracting new riders is providing more service options.

Mr. Walkinshaw moved, with a second by Mr. Skiles, to approve Resolution #2386, which will authorize the VRE CEO to refer the preliminary FY 2024 VRE Operating and Capital Budget to the jurisdictions for their review and comment. The vote in favor was cast by Commissioners The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, de Ferranti, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck, Tuck and Walkinshaw. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

## Closed Session

Vice-Chair Palchik stated that the Commission needs a Closed Session for a VRE matter. She explained that for the benefit of the listening public, the Commission will return to Open Session. The YouTube feed will continue with it muted and a screen notice stating that NVTC is in Closed Session. The meeting will resume LIVE when NVTC returns to Open Session.

Mr. Skiles moved, with a second by Mr. Alcorn, to move the following motion:

“Pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A.1 of the Code of Virginia, I move that the Northern Virginia Transportation Commission convene a closed meeting for discussion of a personnel matter concerning the performance of the Virginia Railway Express chief executive officer.”

The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, de Ferranti, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck, Tuck and Walkinshaw. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

The Commission entered into Closed Session at 8:42 p.m. and returned to Open Session at 9:03 p.m. The live stream feed was restored for public viewing. Mr. Dalton arrived while the Closed Session was in progress, although he did not participate in the Closed Session.

Vice-Chair Palchik moved, with a second by Mr. Snyder, 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 Alcorn, Bagley, Clemente, de Ferranti, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck, Tuck and Walkinshaw. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

Mr. Walkinshaw moved, with a second by Mr. Skiles, to approve the Second Amendment to the Employment Agreement with Rich Dalton, and that the VRE Operations Board Chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, de Ferranti, Foust, Gilroy, Palchik, Skiles, Smedberg, Snyder, Storck, Tuck and Walkinshaw. A roll call vote followed for Ms. Garvey who was participating electronically and she voted in the affirmative. The motion passed.

Vice-Chair Palchik thanked Mr. Dalton for his service as VRE CEO.

Adjournment

Without objection, Vice-Chair Palchik adjourned the meeting at 8:49 p.m.

Approved this 3rd day of November 2022.

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Canek Aguirre  
Chair

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Matt de Ferranti  
Secretary-Treasurer



## RESOLUTION #2486

**SUBJECT:** Authorize the VRE CEO to Refer the Preliminary FY 2024 VRE Operating and Capital Budget to the Jurisdictions

**WHEREAS:** The Virginia Railway Express (VRE) Master Agreement requires 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 2024 VRE Operating and Capital Budget;

**WHEREAS:** The preliminary FY 2024 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 preliminary FY 2024 VRE Operating and Capital 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 2022 meeting for consideration and referral to the Commissions for adoption in January 2023.

Approved this 6<sup>th</sup> day of October 2022.

A handwritten signature in black ink, reading "Matt de Ferranti".

Matt de Ferranti  
Secretary-Treasurer

A handwritten signature in black ink, reading "Canek Aguirre".

Canek Aguirre  
Chair

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice and Rhonda Gilchrest  
**DATE:** October 27, 2022  
**SUBJECT:** NVTC 2023 Meeting Schedule

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At the November meeting, the Commission will be asked to approve the proposed meeting schedule for 2023.

**A. ACTION: Approve the NVTC 2023 Meeting Schedule**

The Commission will be asked to approve the proposed NVTC 2023 Meeting Schedule. The April 6, 2023 Commission meeting is recommended to be canceled due to multiple jurisdictional budget hearings and meetings during the month of April. Therefore, staff will coordinate any anticipated Commission actions to coincide with the March or May meetings. The December 7, 2023 meeting is a candidate to be held as an All-Virtual meeting. As a reminder, the Commission is allowed to hold at least two All-Virtual Commission meetings in calendar year 2023, as long they are not held back-to-back.

– PROPOSED –

NVTC Commission meetings start at 7:00 p.m. on the first Thursday of the month. Meetings are 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. in Suite #230. Please check NVTC's [meeting website page](#) for updates.

*\*If NVTC decides to change a meeting to an All-Virtual meeting, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, and will notify Commissioners, staff and public at least 72 hours in advance of the meeting. Updated meeting information will be on [NVTC's meeting website page](#).*

January 5, 2023

February 2, 2023

March 2, 2023

April 6, 2023 - Canceled

May 4, 2023

June 1, 2023

July 6, 2023

August 2023 - No Commission Meeting

September 6, 2023

October 5, 2023

November 2, 2023

December 7, 2023 - Candidate for All-Virtual

**Other NVTC Meetings:**

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

*December 4, 2023 - Joint NVTC-PRTC Legislative Briefing - Embassy Suites Hotel, Springfield*



**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice, Ben Owen and Adam Hager  
**DATE:** October 27, 2022  
**SUBJECT:** Commuter Choice Program

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At the November meeting, the Commission will be asked to authorize staff to open the I-395/95 Commuter Choice FY 2024-2025 call for projects and adopt minor changes to the Commuter Choice technical evaluation process.

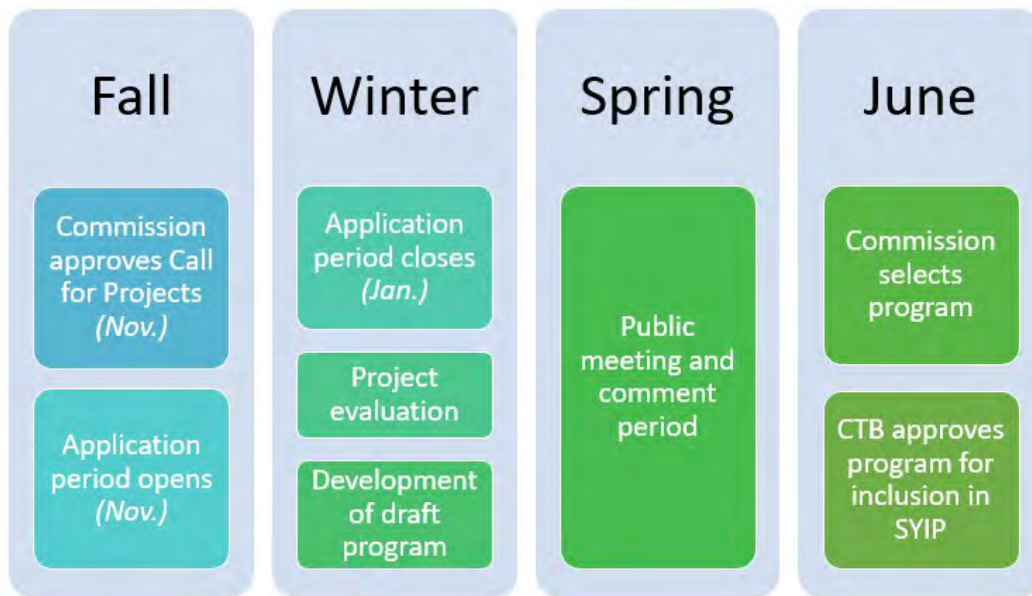
**A. ACTION: Authorize the Executive Director to Issue the FY 2024 – FY 2025 Call for Projects for the I-395/95 Corridor**

The Commission will be asked to authorize the executive director to issue the I-395/95 [Commuter Choice](#) FY 2024-2025 call for projects. Staff expect \$45-\$48 million to be available for transit and other transportation improvements that benefit I-395/95 toll payers by moving more people and establishing effective additional travel options. Projects selected for funding will be included in the Commonwealth's FY 2024 to FY 2029 Six-Year Improvement Program (SYIP).

The call for projects notice, which will include information about how to apply for funds, will be issued to eligible applicants following approval in November by the Commission as well as the Potomac and Rappahannock Transportation Commission (PRTC), which has a co-approval role with NVTC over I-395/95 Commuter Choice. Online applications will be accepted from November 7, 2022 until January 27, 2023.

Figure 1 shows the primary steps and schedule for the funding cycle. The program selection process meets the [I-395/95 MOA's requirements](#), whereby staff evaluate eligible projects and develop a proposed Program of Projects for the NVTC-PRTC Joint Commission Working Group (JCWG) to consider. The JCWG recommends a Program of Projects to the full Commissions, which then adopt a program and refer 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 JCWG and Commissions prior to any action to adopt a Program of Projects.

**Figure 1: Proposed Schedule for the I-395/95 Commuter Choice FY 2024-2025 Funding Cycle**



NVTC staff began to engage with eligible applicants over the summer about the upcoming funding round and ideas for capital projects that would represent transformative uses of the larger-than-usual amount of funding available (about \$30 million would typically be available per two-year program). The discussions will continue in the coming weeks with one-on-one workshops with eligible applicants to review project ideas further and the application form and other required materials in detail.

**B. ACTION: Approve Resolution #2487: Adopt Commuter Choice Technical Evaluation Process Changes**

The Commission will also be asked to adopt Resolution #2487, which would enact changes to the Commuter Choice technical evaluation process, last updated in 2019. The changes would apply to the I-395/95 Commuter Choice FY 2024-2025 funding cycle and subsequent funding cycles in both Commuter Choice corridors until such time as the Commissions desire to revisit the process. PRTC will be asked to adopt a comparable resolution. Staff briefed both Commissions on these proposed changes during their October meetings.

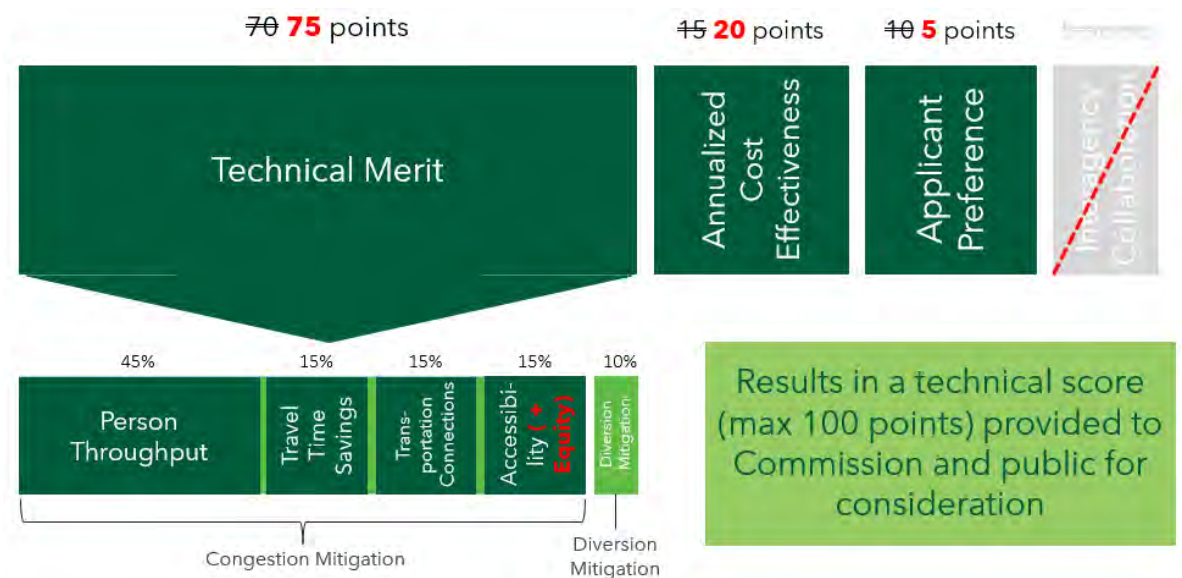
If adopted, the changes would improve and simplify the process by:

- Emphasizing the measurable elements of the current process. The Technical Merit criterion, which assesses projects' ability to support the corridor improvement goals identified in the MOAs, and Annualized Cost Effectiveness criterion would together account for 95 of the 100 possible points (75 and 20, respectively).
- Incorporating equity considerations in a straightforward way. The Metropolitan Washington Council of Governments' designated Equity Emphasis Areas would be added to the regional activity centers that projects receive points for serving or linking under the Technical Merit criterion's Accessibility factor.

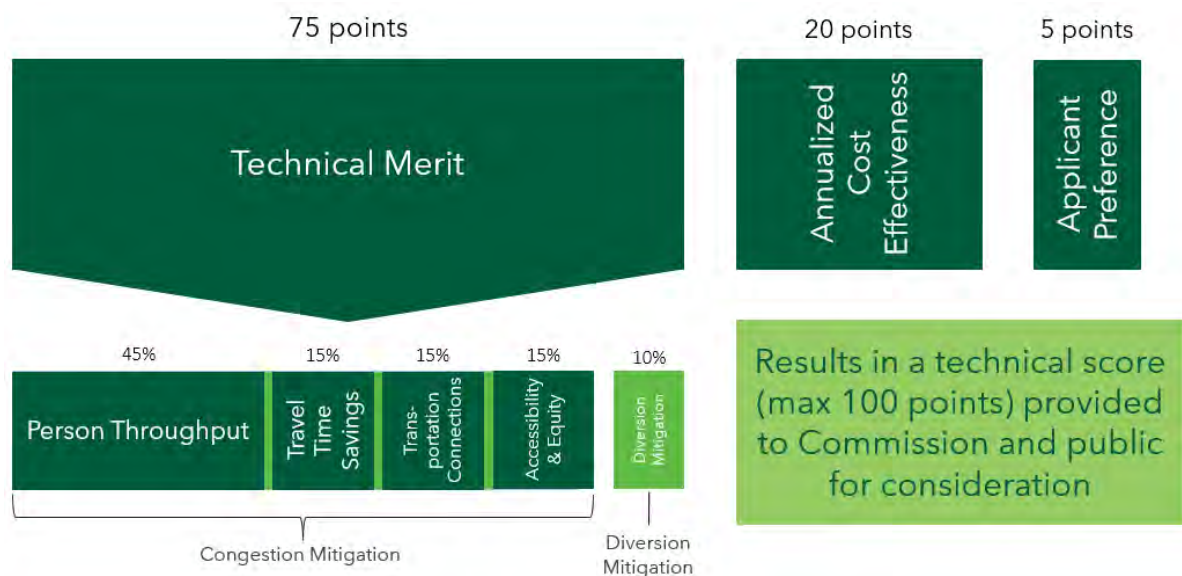
- Removing the Interagency Collaboration criterion. The criterion has not had a meaningful impact on how proposed projects are developed and some applicants simply did not attempt to earn the five points. Support documentation remains required in cases where a third-party agency is crucial to successful implementation of a project.

Figure 2 depicts the proposed changes and Figure 3 illustrates the proposed technical evaluation process if adopted.

**Figure 2: Proposed Commuter Choice Technical Evaluation Process Changes**



**Figure 3: Proposed Commuter Choice Technical Evaluation Process**



**RESOLUTION #2487**

**SUBJECT:** Adopt Commuter Choice Technical Evaluation Process Changes

**WHEREAS:** The Third Amended and Restated Memorandum of Agreement – Transform66: Inside The Beltway Project (“I-66 MOA”) and the Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes (“I-395/95 MOA”) require that the Northern Virginia Transportation Commission (NVTC) and, on the I-395/95 corridor, the Potomac and Rappahannock Transportation Commission (PRTC) develop and maintain criteria for project selection;

**WHEREAS:** The current Commuter Choice technical evaluation process was approved in 2019 and includes Technical Merit (70 points), Annualized Cost Effectiveness (15), Applicant Preference (10) and Interagency Collaboration (5) criteria;

**WHEREAS:** The Commissions (NVTC and PRTC) wish to emphasize the measurable elements of the evaluation process which assess projects’ ability to support the corridor improvement goals identified in the MOAs;

**WHEREAS:** The current technical evaluation process includes the Accessibility sub-criterion within Technical Merit which evaluates a project’s ability to link regional activity centers; and

**WHEREAS:** The Commissions wish to add equity considerations into the evaluation process in a straightforward way by adding Metropolitan Washington Council of Governments’ designated Equity Emphasis Areas to the regional activity centers currently used in evaluation.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves two technical evaluation process changes to the Commuter Choice program in both the I-66 Inside the Beltway and I-395/95 corridors: 1) removing the Interagency Collaboration criterion and redistributing points to Technical Merit (75), Annualized Cost Effectiveness (20) and Applicant Preference (5) and 2) adding Equity Emphasis Areas to the list of regional activity centers within the Accessibility sub-criterion.

**BE IT FURTHER RESOLVED** that approval of these changes in relation to the I-395/95 corridor program is contingent upon PRTC’s approval of a comparable resolution.

Approved this 3<sup>rd</sup> day of November 2022.

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Canek Aguirre  
Chair

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Matt de Ferranti  
Secretary-Treasurer

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams  
**DATE:** October 27, 2022  
**SUBJECT:** Washington Metropolitan Area Transit Authority (WMATA)

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#### Blue Line Derailment Update

On October 12, 2021, a 7000-series Blue Line train derailed and after the start of a National Transportation Safety Board (NTSB) investigation, the Washington Metrorail Safety Commission (WMSC) [ordered WMATA](#) to remove the 7000-series railcars from service. WMATA has begun implementing a three-step return to service plan that includes: 1) restoring 6000-series railcars to service; 2) daily inspection of 7000-series trains using a digital gauge; and 3) installation of multiple Automatic Wayside Inspection System (AWIS) that will permit a gradual restoration of 7000-series trains.

On October 19, [WMATA announced](#) that the [WMSC had rejected its new return to service plan for the 7000-series railcars](#). With the leadership of Senators Warner and Kaine, the WMSC and WMATA reached an [agreement to safely return more 7000-series trains to service](#). The revised railcar return to service plan increases railcar availability to support opening of the Silver Line extension before Thanksgiving and to reduce crowding on the Red Line.

WMSC concurrence is required for WMATA to return additional 7000-series railcars to service. WMATA has created a [web page for service Updates and a blog on the 7000-series railcars](#).

At the November meeting, the Commission will receive reports from the Virginia WMATA Board members and the NVTC WMATA Committee Chair as well as a presentation from staff on the Draft Recommendations included in the 2022 Annual Report on the Performance and Condition of WMATA.

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

##### ▪ FY 2024 Operating Budget Update

On October 27, 2022, the WMATA Board Finance and Capital Committee received an [update on the FY 2024 Operating Budget](#). The FY 2024 Operating Budget gap has been reduced to \$184.7 million, and WMATA staff have presented options by which the gap can be further reduced to \$146 million. WMATA staff provided the Board with several options to close part or all of the operating funding gap:



- **Service Reductions:** \$146 million in service reductions could be achieved with a 20% reduction in total revenue hours to Metrobus and a 25% reduction in total revenue hours to Metrorail but could risk a cycle of service reductions resulting in fewer riders
- **Fare Increases:** a 5% fare increase would result in an additional \$9 million and a 25% increase would result in an additional \$44 million
- **Preventive Maintenance Transfer:** Increasing the Preventive Maintenance transfer of expenses from operating to capital could close some or all of the funding gap

▪ Potential Future Service and Fares Concepts

On October 27, 2022, the WMATA Board Finance and Capital Committee received an [update on potential future service and fare concepts](#). These concepts are provided for Board guidance and feedback and are not yet a formal proposed operating budget.

Fare Concepts:

- Adopting a fare-free, flat fare, or zone-based fare structure
- Simplifying the existing distance-based rail fare structure and the customer interface
- Additional fare optimization concepts including changes to fare levels, changing or eliminating time of day price differences, offering discounts for low-income customers, reducing parking fees to increase utilization and ridership, reducing bus fares, and considering options to MetroAccess fares to increase predictability

Service Concepts:

- Increasing service on the Green and Yellow Lines with Yellow Line short turns
- Improving Red Line transfers with additional service between Grosvenor and Silver Spring
- Optimizing Blue, Orange and Silver Line service, including improving Orange Line service and potential Silver Line express trains
- Improving maintenance efficiency and effectiveness to ensure system safety and potentially allow for later closings and earlier openings on weekends and exploring concepts for improved overnight and early morning bus service as part of the Better Bus Initiative

▪ Customer Service Excellence Initiatives

On October 13, 2022, the WMATA Safety and Operations Committee received an update on [Customer Service Excellence Initiatives](#). WMATA is currently focusing on four areas: security initiatives, fare evasion campaign, clean sweep and station customer service practices. WMATA recently announced its “We’re Working Differently” campaign that highlights customer-centric policing strategies aimed at improving community relations, adding crisis intervention specialists and strategically reallocating officer deployment throughout the bus and rail systems.

On October 4, WMATA also announced a systemwide warning campaign to inform the public that fare evasion enforcement will begin November 2022. WMATA will also pilot new faregates to prevent fare evasion. WMATA also began a seven-week program aimed at rail stations and bus



transit centers to repair lights, clean windowpanes, clean granite and tile floors, remove graffiti, pressure wash benches and bus shelters, and address painting and other housekeeping activities. Over 70 of 91 planned station cleanings have been completed as of the beginning of October 2022. WMATA leadership has also requested a review of station staffing and management practices from peer properties through the American Public Transportation Association (APTA) in order to develop ideas for improvement that result in better customer service. As an initial step, WMATA will implement a new Customer Experience Liaison (CXL) outreach program to enhance staff visibility in stations and make Metrobus and Metrorail an easy and seamless experience.

- MITRE Partnership Update

On October 13, 2022, the WMATA Safety and Operations Committee received an [update on WMATA's partnership with MITRE](#) to assess safety culture, improve voluntary safety reporting, and enhance safety data analytics. MITRE and WMATA have completed targeted interviews and conducted a safety culture survey, and focus groups will be completed in October and November. The collective results from the interviews, survey and focus groups will be processed by MITRE and the results will determine the current level of WMATA's safety culture maturity and be used to inform the strategy going forward to shape and improve WMATA's safety culture.

- FY 2022 Annual Metro Performance Report

On October 13, 2022, the WMATA Safety and Operations Committee received an update on the [FY 2022 Annual Metro Performance Report](#). During FY 2022, WMATA met targets for 19 of 28 key performance metrics: crime; fatalities; Metrorail, Metrobus and MetroAccess customer injuries; collisions on Metrobus and Metrorail; red signal overruns; Metrorail fire events and Metrorail derailments; Metrobus and MetroAccess on-time performance; fleet reliability for all modes; escalator and elevator reliability; farebox recover ratio; and operating cost per passenger trip. WMATA did not meet targets on employee injuries on Metrorail and Metrobus; Metrorail customer on-time performance; available track; Metrobus and Metrorail customer satisfaction; operating cost per service mile; operating cost per revenue hour and vacancy rate.

Reducing wait times and improving on-time performance are key to increasing customer satisfaction and ridership. On Metrobus, this entails continued investment in bus priority, filling vacant positions and completing the Bus Network Redesign. On Metrorail, this entails working with the Washington Metrorail Safety Commission to return the 7000-series trains to service. In line with national and regional trends, crimes against persons remain elevated and are a top concern for customers and employees. Employee injuries related to assaults or threats account for one-third of all injuries.

- Capital Program Update

On October 13, 2022, the WMATA Finance and Capital Committee received a [capital program update](#). WMATA's Capital Improvement Program (CIP) invests in capital projects and programs necessary to the safe and efficient operations of Metrorail, Metrobus and MetroAccess. Due to the Infrastructure Investment and Jobs Act, WMATA anticipates an additional \$125 million in federal formula grants in FY 2024. Federal funding sources, including the Passenger Rail Infrastructure and Investment Act funds, jurisdictional contributions, and dedicated capital funding and dedicated capital funding backed debt provide most of the funding that drives the capital program. WMATA invested \$2.05 billion in FY 2022 and forecasts investing \$2.4 billion in FY 2023. Major capital projects that are currently underway include the station platform improvement project (Phase 4), Yellow Line tunnel and bridge rehabilitation, Potomac Yard Station, aerial structure rehabilitation, train control room rehabilitation, and Northern and Bladensburg Bus Garage replacement. Capital funding capacity is available to advance the capital program in the near-term, and additional funding beyond current capital funding sources will be needed in the future.

- Bond Financing Program

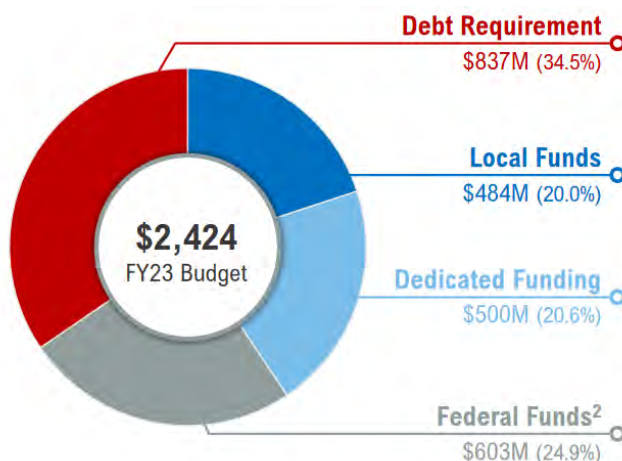
On October 27, 2022, the WMATA Board is anticipated to take action on [a Series 2023A dedicated revenue bond issuance](#). WMATA receives \$500 million a year in regional dedicated capital funding, approximately \$30 million of which is non-bondable funding (Figure 1). The WMATA FY 2023 Capital Budget includes a debt funding requirement of \$837 million (Figure 2). \$445 million of capital project funds from the Series 2021A Dedicated Revenue bond issuance is available to fund a portion of this debt requirement as this prior bond issuance was authorized but not fully utilized in the FY 2022 Capital Budget. WMATA staff proposed a negotiated sale of dedicated revenue bonds up to \$392 million to fund the remainder of the FY 2023 Capital Budget debt requirement.

**Figure 1: WMATA's Dedicated Regional Capital Funds**

(\$M)	District of Columbia	Maryland	Virginia	Total
Bondable	\$178.5	\$167.0	\$124.5	<b>\$470.0</b>
Non-Bondable			\$30.0	<b>\$30.0</b>
<b>Total</b>	<b>\$178.5</b>	<b>\$167.0</b>	<b>\$154.5</b>	<b>\$500.0</b>

Source: [WMATA Board Finance and Capital Committee Meeting](#) October 13, 2022

**Figure 2: FY 2023 Capital Funding Sources**



Source: [WMATA Board Finance and Capital Committee Meeting](#) October 13, 2022

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

The NVTC WMATA Committee met on October 20 to review NVTC staff drafted chapters on the Annual Report on the Performance and Condition of WMATA and receive a summary of NVTC staff's research on peer transit agency operating funding models.

### ▪ Presentation: NVTC's Draft 2022 Report on the Performance and Condition of WMATA

Several draft chapters of the [2022 Update of the Annual Report on the Performance and Condition of WMATA](#) are attached. These chapters, the Introduction, Strategies to Reduce the Growth in Costs and Improve Efficiencies, and Uses of the Dedicated Funding, were reviewed by the NVTC WMATA Committee at its October meeting. NVTC staff will respond to Commissioner comments for the final draft which is scheduled for approval by the Commission at the December meeting.

This year's report provides an update on WMATA's recovery from the pandemic and frames the short-term and long-term operating budget gaps as part of the structural operating budget challenges that were accelerated by the pandemic. Key recommendations from the 2022 report include the following directed to WMATA:

- Rebuild customer confidence
- Enforce fare payment uniformly across the system
- Implementing a simple and convenient fare structure
- Increase non-fare revenues from real estate and advertising
- Manage Labor Cost

And the following recommendations directed to NVTC:

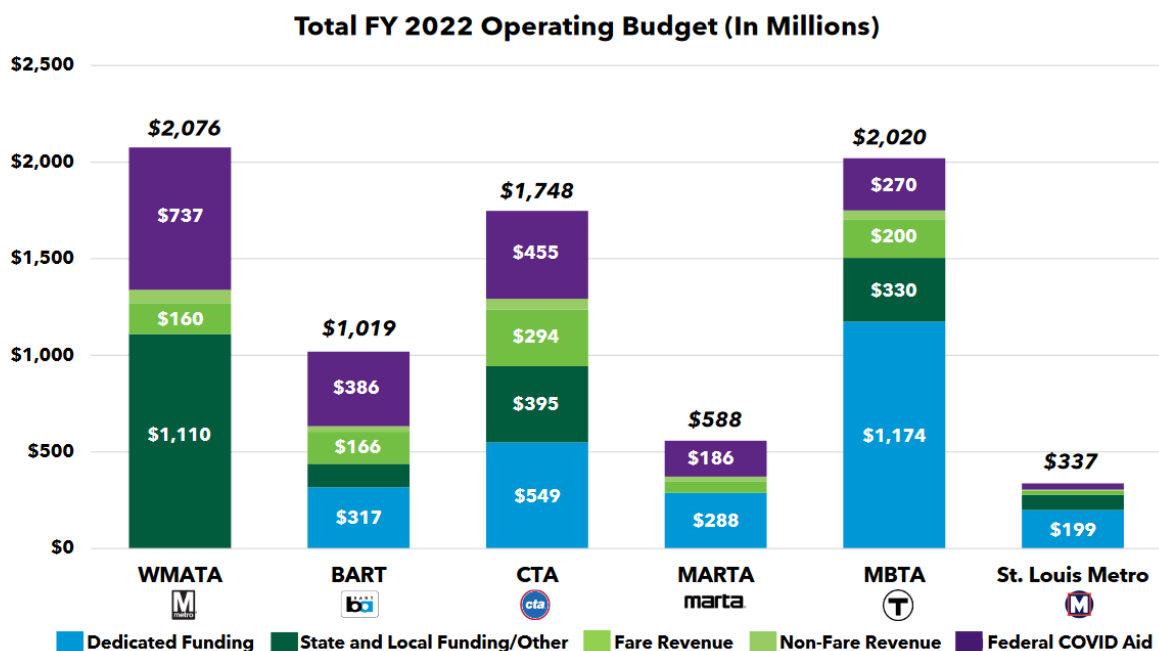
- Explore the implications of local transit agencies assuming the operation of Metrobus services in Northern Virginia
- Examine and develop options for a new financial operating model for WMATA

In addition to the Introduction, Strategies to Reduce the Growth in Costs and Improve Efficiencies, and Uses of the Dedicated Funding chapters, the report presented to the Commission for action 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 is awaiting key data from the National Transit Database to be released by the Federal Transit Administration.

■ NVTC Research on WMATA Peer Transit Agency Operating Funding
















Earlier this year, NVTC WMATA Committee members asked NVTC staff to research how peer transit agencies similar to WMATA are funded. With the help of a transit fellow, NVTC staff conducted research on how Bay Area Rapid Transit (BART), Chicago Transit Authority (CTA), Los Angeles (LA) Metro, Metropolitan Atlanta Rapid Transit Authority (MARTA) and Massachusetts Bay Transportation Authority (MBTA) fund their operating budgets (Figure 3 and Figure 4). Staff also looked at smaller rail transit systems that, like WMATA, are governed by interstate compacts: Port Authority Transit Corporation (PATCO), Port Authority Trans-Hudson Corporation (PATH), and St. Louis Metro. Staff examined the most recent budgets available for all agencies (FY 2022). While an unusual year due to COVID, all agencies had similar conditions with federal COVID aid, challenges to service provision and a slow pandemic recovery. NVTC staff also reviewed how WMATA operating budgets are funded, including revenue sources in Virginia and Washington, DC which are specifically designated to pay for WMATA subsidies (but are not considered dedicated revenues).

**Figure 3: WMATA Peer Transit Agency Operating Funding Sources**



Source: [NVTC WMATA Committee Meeting](#), October 20, 2022.

**Figure 4: WMATA Peer Transit Agency Operating Dedicated Funding Sources**

Funding Source	Agency
Sales Tax	      
Property Tax	
Real Estate Transfer Tax	 
Title Ad Valorem Tax	
Payroll Mobility Tax/Metropolitan Commuter Transportation Mobility Tax	
Petroleum Business Tax <i>(Business Privilege tax, Gasoline and Diesel Fuel Excise Tax, Vehicle Registration/Driver License Fees)</i>	
Mortgage Recording Tax <i>(MRT-1 &amp; MRT-2)</i>	
Corporate Franchise Tax	

Source: [NVTC WMATA Committee Meeting](#), October 20, 2022.

NVTC staff [highlighted the following findings](#):

- All large peer transit agencies had dedicated operating revenues for transit operations
- The most common form of dedicated operating revenue was a sale tax, which often funded capital or operating budgets
- Larger transit agencies tended to have more than one source of dedicated operating revenue (NY MTA had the most)
- No other transit agency has WMATA's unique governance and funding structure (three parties in an interstate compact)

NVTC staff will package the findings for additional review by the proposed WMATA Operating Funding and Reform Working Group in 2023.

NVTC staff are working to schedule the next NVTC WMATA Committee meeting in January 2023 in order to review comments on the proposed FY 2024 WMATA Budget.

### C. Other WMATA News

- [WMATA Announces Silver Line Extension Operationally Ready to Open for Passengers by Thanksgiving](#)

On October 19, 2022, WMATA announced that after successfully completing two weeks of simulated service, the [agency would be operationally ready to open the extension past Dulles Airport Station in time for the start of Thanksgiving travel, subject to approvals this week from the WSMC](#). These approvals include a safety certification report of the Silver Line extension and a data-driven return to service plan for the 7000-series railcars which would allow WMATA to have enough trains to open the extension. WMATA does not view the final Silver Line safety certification report as a barrier to preparing for the opening of passenger service, as the WSMC

had worked alongside WMATA for months and has stated that they expect to add their concurrence to WMATA's report within hours or days after receiving it. However, more trains are needed to open the extension, and the [WMSC rejected WMATA's return to service plan](#) on October 17. Senators Warner and Kaine helped WMATA and WMSC reach an agreement to run more 7000-series trains. On October 25, WMSC announced they had no technical objections to a revised return to service plan. [WMATA announced that this return to service plan would place more 7000-series trains into service](#) which would increase railcar availability to support the opening of the Silver Line extension before Thanksgiving and reduce crowding on the Red Line.

▪ WMATA OIG Response to Congressional Inquiry – Communication between WMATA and WMSC

On October 19, 2022, WMATA's Office of the Inspector General (OIG) released a [report in response to the United States House of Representatives Subcommittee on Government Operations requesting that the OIG examine all matters related to WMATA potentially withholding information from the WMSC](#). The OIG examined the effectiveness of WMATA's internal communications, information sharing and working relationship with WMSC, with particular focus on the non-reporting of safety concerns involving the 7000-series wheelsets. The OIG made the following observations:

- OIG finds no evidence WMATA withheld information from WMSC regarding the wheel conditions affecting 7000-series railcars
- Importance of independent safety oversight and need to improve working relationships and communications between WMATA and WMSC

The OIG investigation found that since 2017, there were 31 wheelset issues identified that were predominantly discovered during WMATA's normal 90-day preventative maintenance inspection cycle. The wheelset issues were discussed with Kawasaki as a contractual performance concern under provisions of the contract. The OIG noted that in relation to the wheelset issues, WMATA is revising its business processes for the project management of assets, making improvements to its tracking and reporting systems, and developing a number of reports and dashboards that track the performance of safety related assets.

The OIG found that WMSC audits were coordinated effectively between WMSC and WMATA's office of quality assurance, compliance and oversight, which serves as the primary point of contact for providing requested documentation in advance of and during WMSC's audit work. The OIG also found that the WMSC's interview and inquiry practices sometimes create confusion among WMATA personnel and inhibit an effective and collaborative working relationship. The OIG found that there was an absence of documentation or memorialization of inquiries to WMATA personnel by WMSC. The OIG noted the importance of strong, independent safety oversight over WMATA's operations and programs but added that it is impossible for a safety agency to supplant the knowledge and observations of the employees who operate and maintain the system on a daily basis.

While the OIG does not have oversight responsibility over the WMSC, the OIG made the following two recommendations to both agencies:



- 1) Improve communication by formally memorializing interactions between both agencies to ensure the existence of a documented record.
- 2) Establish clear and concise, mutually agreed upon risk-based safety priorities so WMSC's expectations and WMATA's responses are aligned and focused on the highest safety risks to WMATA's customers, employees and assets.

▪ Fare Evasion Enforcement

On October 4, 2022, WMATA [announced the launch of a warning campaign aimed at deterring fare evasion](#). Beginning in November, MTPD Officers will issue citations to those not paying their fares. In Maryland and Virginia, fare evasion is a criminal offense. After decriminalizing fare evasion in 2019, the District of Columbia recently put in place the procedures necessary for MTPD to enforce civil citations. Fare evasion is responsible for significant revenue losses and is part of the focus to close a shortfall of nearly \$185 million in the FY 2024 operating budget.

**Figure 5: WMATA's Fare Evasion Warning that Will Appear on Digital Signage and Fliers**



Source: [WMATA press release](#)

Using data from Metrobus and pre-pandemic industry averages for Metrorail, WMATA conservatively estimates revenue losses due to fare evasion total \$40 million in fiscal year 2022 or 22% of the total upcoming budget gap. In the Approved FY 2022 Operating Budget, WMATA was budgeted to receive \$160.3 million in fare revenues.



## Introduction

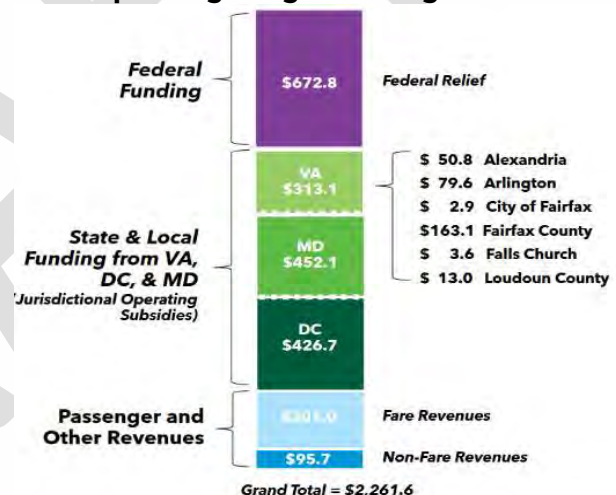
The Washington Metropolitan Area Transit Authority (WMATA) operates heavy rail (Metrorail), bus (Metrobus) and paratransit (MetroAccess) services across the Washington, D.C. region and in the Commonwealth of Virginia. WMATA is the third busiest rail transit system and the sixth busiest bus system in the United States. The COVID-19 pandemic resulted in a steep and sudden drop-off in both transit demand and ridership in Northern Virginia and the Washington, D.C. region. WMATA is highly dependent on farebox revenues - especially from Metrorail - to fund operations and reduce pressure on the growth of jurisdictional operating subsidies.

With the emergence of new post-pandemic travel patterns and teleworking in the Washington Metropolitan region remaining substantially higher than pre-COVID levels, both WMATA and transit systems across the United States face a gradual recovery of transit ridership and revenue. In addition, an extended period of reduced service on Metrorail due to the October 2021 Blue Line derailment and subsequent removal and gradual reintroduction of the 7000-series railcars from service has impeded both ridership and revenue recovery.

### WMATA's FY 2023 operating revenues

WMATA's operating budget is mainly funded by fare revenues and jurisdictional operating subsidies. The largest category of funding that WMATA receives is the jurisdictional operating subsidies from Virginia, Maryland and the District of Columbia (Figure 1)<sup>1</sup>. In Virginia, these jurisdictional operating subsidies are the responsibility of the six local governments encompassed by the Northern Virginia Transportation Commission - the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Falls Church and Fairfax - who use a variety of funds, including the regional gas tax, state aid and their general funds to meet their obligations.

**Figure 1: WMATA's FY 2023 Operating Budget Funding Sources**



Since FY 2020, federal COVID-19 aid from the Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSA) and American Rescue Plan Act of 2021 (ARPA) has provided WMATA with over \$2.6 billion<sup>2</sup> in federal COVID aid that is projected to be exhausted in WMATA's FY 2024 operating budget. WMATA is not the only major rail transit system experiencing a slow return of ridership and fare box revenues, transit systems across the United States are faced with difficult decisions, including service cuts, to close anticipated budget gaps at a critical time for ridership recovery.

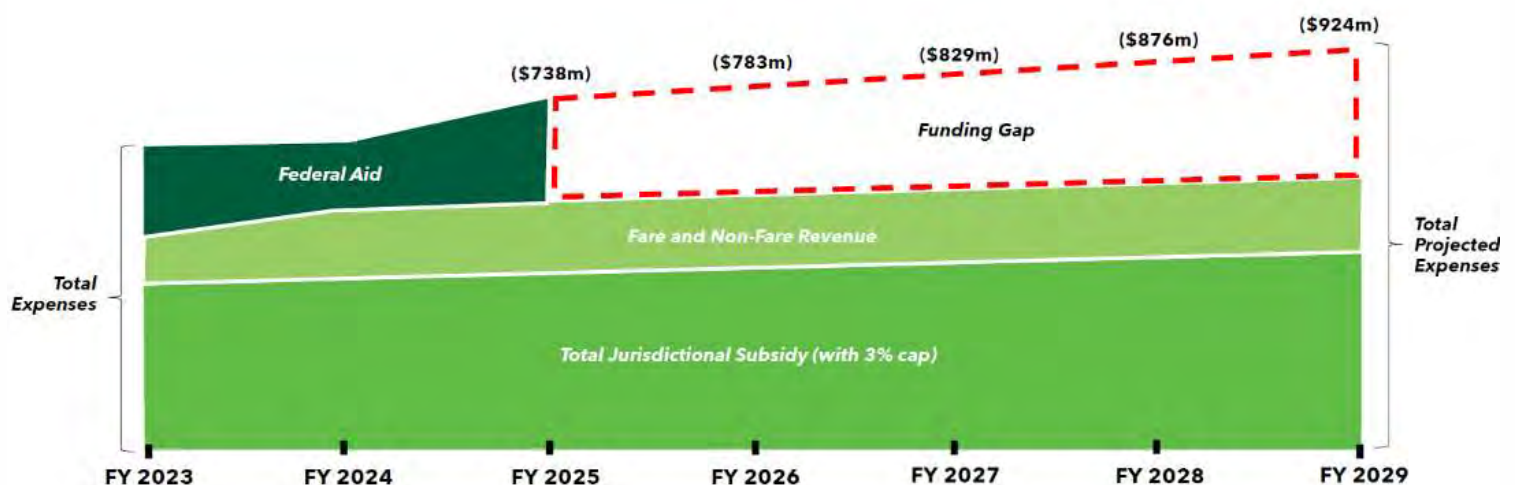
### WMATA's FY 2024 operating funding gap

In FY 2024, WMATA will see a significant increase in expenses, primarily due to increasing costs and contractually obligated wage increases related to inflation. On the revenue side, ridership and revenues are expected to continue a gradual recovery (but not to pre-pandemic levels) and jurisdictional annual subsidy growth is constrained by the legislative 3% caps in Virginia and Maryland. This leaves an operating budget funding gap of approximately \$184.7 million - which will largely have to be met through a combination of passenger and non-passenger revenue increases, fare increases, expense reductions, service reductions and shifting some operating expenses to the capital program for preventive maintenance.<sup>3</sup> By the time this report is published, the WMATA Board will have begun work sessions to further explore these issues in order to approve a budget around March 2023. The WMATA Compact requires that the WMATA Board adopt a balanced budget.<sup>4</sup>

### WMATA's FY 2025 (and beyond) operating funding gaps

While the FY 2024 gap will be challenging, the operating budget still benefits from federal COVID aid, which will not be available in the FY 2025 budget. Assuming a limited long-term ridership recovery, WMATA currently projects the FY 2025 operating budget gap at \$738 million which grows to \$924 million by FY 2029 (Figure 2).<sup>5</sup> This long-term operating funding gap is partially due to slow ridership recovery, but it would persist with a moderately smaller gap even if ridership recovered to 100% of pre-pandemic levels. These long-term operating gaps are the result of structural challenges to WMATA's operating budget which have been accelerated by the pandemic. Federal aid has acted as a temporary stopgap, and these multi-year operating gaps will necessitate some difficult choices about how to balance expenses and revenues while maintaining momentum on a slow but steady ridership recovery.

**Figure 2: WMATA's Long-Term Budget Outlook**



Source: WMATA Finance and Capital Committee Meeting September 2022



### WMATA's structural operating challenges

The passage of landmark 2018 transit omnibus legislation in Virginia (and mirrored in Maryland and the District) created dedicated capital funding for WMATA and has provided the means to accelerate the capital program to address the state of good repair backlog.<sup>6</sup> While capital funding is currently on stable footing, WMATA's long-term operating financial model faces immediate challenges in its customer revenue structure, cost structure and subsidy structure - structural challenges which have all been accelerated by the pandemic.<sup>7</sup>

#### *Customer revenue structure*

In FY 2011, Metrorail had a farebox recovery of 70.2% that dropped to 51.6% in FY 2019. Metrobus had a similar decline, from 26.6% in FY 2011 to 18.7% in FY 2019.<sup>8</sup> <sup>9</sup> WMATA's pre-pandemic financial model was based on high farebox recovery on Metrorail which was itself based on collecting higher peak fares from long-distance commuters. WMATA's pre-pandemic FY 2021 budget assumed that 81% of a total \$677.8 million in fare revenue was generated by Metrorail, 64% of which was estimated to come from Metrorail peak fares.<sup>10</sup> This financial model was gradually challenged during the 2010s as low gas prices, gradual increases to telework, fare evasion, the subsidized rise of transportation network companies like Uber and Lyft and Metrorail service reliability issues from deferred maintenance caused declines in ridership.<sup>11</sup> Benefiting from years of state of good repair investments, made possible by dedicated capital funding, Metrorail showed a ridership rebound in early 2020 that was cut short by the onset of the pandemic.<sup>12</sup>

Fare and parking revenues plummeted during the pandemic and have begun a slow and uneven recovery. WMATA's ridership and revenue profile in June 2020 showed a smaller share of ridership and revenue from long-distance and peak hour Metrorail trips when compared to pre-pandemic travel.<sup>13</sup> Teleworking, which was slowly increasing prior to the pandemic, now shapes commuting patterns. In the Washington region, telework and professionals who work a compressed work schedule rose from 10% in 2019 to 48% in 2022. Of riders that have returned, WMATA takes in less revenue than it previously did per ride. This is in part due to increasing fare evasion across the system, which is most notable in the District where fare evasion accounts for 42% of trips on Metrobus.<sup>14</sup>

#### *Cost structure*

Given the diverse array of available transportation options in Northern Virginia, customers and the community expect a high level of transit service. As a result, transit is a very labor-intensive operation and approximately 70% of WMATA's operating expenses are related to personnel. For context, in 2021 WMATA had 12,664 authorized positions, approximately 79% of which are covered by a collective bargaining unit.<sup>15</sup> At peak service, WMATA operates 991 buses, 720 MetroAccess vehicles and 998 railcars.<sup>16</sup>

On the expense side, WMATA's structural operating challenges are driven by inflation, contractually obligated and inflation-linked wage increases, substantial unfunded legacy commitments on pensions (net pension liability of \$142.6 million in FY 2021) and other post-employment benefits (net OPEB liability of \$2.2 billion in FY 2021) and high MetroAccess costs.<sup>17</sup> For FY 2023, the largest multi-year collective bargaining agreements include 2.5% wage increases,

with additional increases tied to the rate of inflation as measured by the Consumer Price Index (CPI) each May.

### *Subsidy structure*

WMATA has no dedicated operating revenues and relies on its funding jurisdictions to pay operating subsidies on an annual basis. High annual percentage increases in jurisdictional operating subsidies are unsustainable for our jurisdictions to maintain as they are reliant on a limited number of fiscal tools and have many competing priorities as local governments. Between FY 2011 and FY 2019, increases in jurisdictional operating subsidies averaged approximately 10% per year for Virginia.<sup>18</sup> Most of the jurisdictional operating subsidy increases during this decade were to offset declining farebox recovery rates for Metrorail while maintaining service levels and bringing Silver Line Phase 1 online. Year-over-year, this structural disconnect was managed in the budget process via increased jurisdictional subsidy, fare increases, minor service reductions and management actions to find cost savings.

Since the implementation of the 3% cap on operating subsidies (which includes specific legislative exclusions), jurisdictional operating subsidy increases have been much more modest.<sup>19</sup> However, these fiscal year operating budgets were buoyed by significant pre-pandemic fare revenues and/or federal COVID aid. The 3% cap on the annual growth in operating subsidies simultaneously limits WMATA's ability to increase jurisdictional subsidies and protects our jurisdictions from subsidy increases they cannot afford. However, in the context of the larger structural challenges at play in the operating budget, it is one factor in the current fiscally unsustainable path forward.

### WMATA's structural operating challenges

The COVID-19 pandemic accelerated teleworking trends and altered regional and commuting travel patterns in an unprecedented manner. WMATA has taken several immediate steps to re-align its services with post-pandemic travel patterns on Metrorail and Metrobus:

- 1) Established a frequent all-day Metrorail service plan, adopting rail service standards that set minimum train frequencies at 12 minutes for most lines (seven days a week from opening to 9:30 p.m.), with flexibility to increase frequencies during peak hours.<sup>20</sup>
- 2) Implemented a frequent Metrobus network of 12-minute headways on 20 lines and 20-minute headways on 16 lines from 7:00 a.m. to 9:00 p.m., seven days a week.
- 3) Started the multi-year Bus Network Redesign, which will collaboratively redesign the Metrobus, Fairfax City CUE, and Prince George's County bus networks - in coordination with other local transit providers - to be more efficient and customer friendly. This effort, like the network redesign of Richmond's bus network in 2018 and Alexandria's DASH in 2021, will better align service with travel patterns and realign the bus network to respond to post-pandemic travel patterns.

With new leadership and the gradual restoration of 7000-series trains to the Metrorail system, WMATA has the momentum to bring back riders and serve new customers along the Silver Line Phase 2 in Loudoun and Fairfax Counties and the Potomac Yard Station in Alexandria. WMATA is

an essential driver of the region's prosperity, mobility, land use and economic growth, but the pandemic has accelerated structural trends present in WMATA's operating financial model to reach an inflection point over the next two years. Barring any additional federal operating support, the next two years will be critical in establishing what the WMATA of the future will look like, how it will operate service and how it will be funded. NVTC looks forward to working with our jurisdictions, our partners in the General Assembly and the Youngkin Administration.

## Safety, Reliability, Financial and Ridership Performance Data

A large portion of this report is dedicated to tracking the key safety, reliability, financial and ridership metrics shown in chapters 3-5. Data included in the report (Table 1) come from the National Transit Database (NTD) and WMATA Metro Performance Reports (MPR). Some data points have a lag of 12 to 18 months, meaning that for this report all current data sources will cover some time period that reflects the impacts of the COVID-19 pandemic, with some data sources covering more than others. The pandemic has impacted each metric in different ways which will be further discussed in chapters 3-5.

**Table 1: Data Sources and Years Presented in this Report**

Report Category	Latest Year for which Data is Publicly Available	Data Source
Safety	Calendar Year 2021 (January 1, 2021 to December 30, 2021)	NTD
Reliability	Fiscal Year 2022 (July 1, 2021 to June 30, 2022)	MPR
Financial Performance	Fiscal Year 2021 (July 1, 2020 to June 30, 2021)	NTD
Ridership	Fiscal Year 2021 (July 1, 2020 to June 30, 2021)	NTD

## Legislative Requirement for this Report

This report fulfills the requirements of §33.2-3402 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, specifying that NVTC report annually on the performance and condition of WMATA, for both Metrorail and Metrobus. Per statute, the report addresses six elements:

- Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations
- Use of the dedicated capital funds authorized by the legislation to improve the safety and condition of the rapid heavy rail mass transportation system
- The safety and reliability of the rapid heavy rail mass transportation system and bus network



- The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system, including farebox recovery, service per rider and cost per service hour
- The financial performance of WMATA related to the operations of the bus mass transportation system, including farebox recovery, service per rider and cost per service hour
- Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system

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## 1. Strategies to Reduce the Growth in Costs and Improve Operational Efficiencies

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This chapter offers policy recommendations that will help to reduce the growth in costs and improve operational efficiencies at WMATA, as called for in state code. These strategies are generally aimed at either controlling expenses and/or boosting revenues, mostly through increased ridership. New to this year's report are two recommendations for NVTC, which are uniquely suited to the Commission's policy, funding and coordination role. These efforts could result in strategies directed at WMATA in future reports.

### Strategy 1: WMATA should rebuild customer confidence

- Return the 7000-series railcars to service and offer frequent and reliable rail service

Increasing ridership and revenue are dependent on WMATA's efforts to rebuild trust with riders and this starts with returning the 7000-series railcars to service and providing frequent and reliable rail service. Since the Blue Line derailment in October 2021, riders have been faced with greatly reduced service and declines in on-time performance and reliability, resulting in a drop in customer satisfaction. While efforts to restore 7000-series railcars are underway and showing positive momentum, Northern Virginia riders have experienced over a year of long waits between trains, all while offices started to implement their return to office plans and residents were eager to attend regional events. Restoring frequent and reliable rail service will rebuild rider confidence and attract new and returning riders.

- Improve the physical safety and security of customers

Customers should feel safe on Metro. Rising crime, perceptions of crime and misconduct in and around our region is spilling onto Metrorail and Metrobus systems, deterring current and potential riders. Crimes against persons are higher than pre-pandemic levels and parallel with trends seen regionally and nationally, causing concerns for employees and riders.<sup>21</sup> WMATA should continue to enhance its safety and security efforts to engage the community, target enforcement efforts and increase police visibility on buses and trains and in stations.<sup>22 23</sup> Another element related to improving the physical safety and security of riders is enforcing fare payment, which is detailed further in Strategy #2.

- Reform the management and safety culture

In 2022, WMATA faced safety and management challenges including the restoration of the 7000-series railcars, lack of train operator recertification and unsafe third rail power operations.<sup>24 25</sup> As a result of these setbacks, there is a broad lack of confidence that WMATA fosters an organization-wide safety culture. WMATA's own internal investigation into the lack of train operator certification found that WMATA's "independent oversight of the training and certification functions was immature" and that decisions were made within certain parts of the organization that were not shared more broadly.<sup>26</sup> With a new General Manager hired by the WMATA Board of Directors, WMATA needs to show real, sustained progress on overhauling WMATA's management and safety cultures.

## Strategy 2: WMATA should enforce fare payment uniformly across the system

- Work with partner jurisdictions to enforce fare payment to address customer safety and security

Riders who came back to WMATA in 2022 found a system that is less safe and secure than what they experienced pre-pandemic. When comparing the first two quarters of FY 2021 to the same time period in FY 2022, employee injuries due to stress and assault tripled. Seventy front-line staff were threatened or assaulted and over 30 more witnessed violence or a shooting.<sup>27</sup> Crimes against persons are higher than pre-pandemic levels and parallel with trends seen regionally and nationally, causing concerns for employees and riders.<sup>28</sup> The Metro Transit Police Department (MTPD), not bus operators or station managers, are responsible for enforcing fare payment, and MTPD must follow the fare evasion laws of each respective state or local government within which they operate. These laws vary from a civil or a criminal offense in Virginia and Maryland jurisdictions, depending on the city or county. In Washington, D.C., fare evasion was a criminal offense until the district decriminalized fare evasion to a civil offense in 2019. After nearly four years, the district only recently created an adjudication process to allow MTPD to enforce fare evasion as a civil fine. On October 4, WMATA announced the launch of a warning campaign aimed at deterring fare evasion, with enforcement efforts beginning in November.<sup>29</sup>

This uneven enforcement shows up in the data. Estimates prior to the coronavirus pandemic show that for Metrobus systemwide, fare evasion was 17% in the first and second quarters of FY 2020 (pre-pandemic) and 34% in the first and second quarters of FY 2022.<sup>30</sup> The distribution of this increase is extremely uneven, with the district increasing from 22% to 42%, Maryland increasing from 16% to 34%, and Virginia increasing from 2% to 6% during the same time period.<sup>31</sup> New faregates are capable of recording occurrences of fare evasion, and NVTC encourages WMATA to release their findings as soon as possible. WMATA is also piloting faregate designs that better deter fare evasion. WMATA conservatively estimates revenue losses due to fare evasion totaling \$40 million in FY 2022.<sup>32</sup> Enforcing fare payment is critical to creating a safe, secure and financially sustainable transit system.

- Engage partner jurisdictions to offer jurisdictionally sponsored low-income fare products

For riders who may be unable to afford their transit fare, funding jurisdictions have the option to enter into fare buy-down agreements with WMATA to provide a fare subsidy to specific groups of riders.<sup>33</sup> The district uses this model to offer free transit to all students who sign up for the DC Kids Ride Free Program, and Montgomery County and Fairfax County also offer similar programs to eligible students.<sup>34</sup> <sup>35</sup> Arlington County has a similar program for students to ride free on Arlington Transit, while the City of Alexandria and City of Fairfax are paying for fare free service for all riders on DASH and CUE. The district has also started a low-income fare pilot that offers fare subsidies to low-income riders.<sup>36</sup> Successful implementation of fare buy-down agreements, however, relies on riders tapping their cards when riding transit to secure accurate faregate ridership data. This is critical to ensuring that these programs are being appropriately billed to the sponsoring jurisdiction and that WMATA is accurately counting and submitting its ridership statistics to the FTA, which is an important factor in how much federal funding WMATA receives. WMATA should

continue to engage its jurisdictional partners to conduct education and outreach on these programs and the importance of properly using subsidized fare media.

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### Strategy 3: WMATA should implement a simple and convenient Metrorail fare structure

- Overhaul the fare structure and customer experience to be simple, customer-focused and built to drive ridership and revenue

WMATA should explore a flat or zone-based fare system to attract new riders and new types of riders in a changing transportation landscape. In 2021 and 2022, WMATA instituted a weekend rail and late-night (after 9:30 p.m.) flat rail fare of \$2 and implemented free transfers between Metrobus and Metrorail.<sup>37</sup> The enactment of the \$2 weekend and late-night flat fare provided a simple fare structure to attract riders back to the system and serve changing travel patterns; however, they required budgetary offsets to mitigate the lost revenue from enacting these fare discounts. While pursuing this strategy, WMATA must balance fare simplification with the need to generate enough fare revenue to maintain services.

Metrorail offers a distance-based fare system with rates that vary based on the day of the week and time of day. Fares range from \$2.25 to \$6.00 and from \$2.00 to \$3.85 during peak and off-peak hours, respectively.<sup>38</sup> This structure creates a confusingly large number of fare combinations, depending on which stations a rider is traveling to and from, and the time of day. While confusing, this fare structure historically created high levels of farebox recovery, as many long-distance riders have transit benefits through their employers (which is often the federal government). However, changing travel patterns and a significantly higher amount of telework in the post-pandemic recovery severely undermine this model. In the Washington region, telework and professionals who work a compressed work schedule rose from 10% in 2019 to 48% in 2022.<sup>39</sup>

- Create a seamless and convenient customer experience that makes it easy to pay fares and manage transit benefits

In order for a new fare structure to be successful and drive ridership and revenue, it must be customer-friendly and seamless. As employees return to the office and come back to transit, WMATA should make their return as easy as possible, including how they receive and manage their transit benefits. Prior to the pandemic, 48% of riders were federal employees on an average weekday.<sup>40</sup> Making fare payment as frictionless as possible for all types of riders, including those using transit benefits and passes, is critical to bringing back ridership.

- Integrate local and regional transit providers into WMATA's fare structure and fare payment systems

Beyond WMATA, all transit service providers in Northern Virginia are part of the regional fare collection SmarTrip system, except Virginia Railway Express (VRE), the Commonwealth's only commuter rail system. Riders, however, are agnostic to providers and WMATA should accelerate its efforts at creating revenue agreements and the appropriate fare policy infrastructure to integrate VRE (and MARC in Maryland) into a fully integrated fare and pass system.



## Strategy 4: WMATA should continue to increase non-fare revenues from real estate and advertising

- Continue to partner with local jurisdictions and maximize the transformative opportunities for joint development on WMATA land

Transit agencies across the U.S. rely on a host of funding sources to manage their operating budgets. Non-fare revenues are one of the tools used by transit agencies to increase revenues and make the system more efficient. In FY 2023, non-fare revenues were budgeted to account for 4% of operating expenses and totaled \$81.4 million.<sup>41</sup> Non-fare revenue for WMATA includes joint development, advertising, parking, fiber optics and property leases. WMATA's joint development program involves private real estate development on WMATA owned property in conjunction with the construction and/or modernization of public transit facilities. The joint development program delivers valuable benefits such as increased ridership, new revenue from fares and real estate proceeds. New housing and business opportunities near transit generate new state and local taxes on formerly undeveloped and tax-exempt land. Since 1975, WMATA has completed 55 joint development projects on 17 million square feet of mixed-use development that generate \$194 million in annual state and local tax revenue and close to five million additional Metro trips annually.<sup>42</sup> Completed joint development projects accumulate between \$8-11 million in annual lease revenue to WMATA.<sup>43</sup>

In April of 2022, WMATA released its 10-Year Strategic Plan for Joint Development which seeks to implement 20 new joint development agreements by 2032.<sup>44</sup> The 10-year plan seeks to accelerate development that generates new Metro ridership and revenues, prioritizes Metro planning and investments, aligns WMATA and jurisdictional interests and attracts private sector investment. It is estimated that future joint development will produce 9 million new annual Metro trips, \$40 million in new annual Metro fares and \$50 million in new potential annual lease revenue.<sup>45</sup> WMATA should continue to partner with local jurisdictions and maximize the transformative opportunities for joint development on WMATA owned land.



## Strategy 5: WMATA should seek to manage labor costs

- Manage labor cost escalation in collective bargaining

Personnel costs account for 68% of WMATA's operating expenses.<sup>46</sup> Most WMATA employees are unionized and covered by a collective bargaining agreement (CBA). Collective bargaining agreements set forth the wage increases, benefits and other employment conditions with that specific bargaining unit. For FY 2023, the largest multi-year collective bargaining agreements include 2.5% wage increases, with additional increases tied to the rate of inflation as measured by the Consumer Price Index (CPI) each May. High levels of inflation required WMATA to amend the FY 2022 operating budget to account for an additional \$20.9 million in wage increases beyond what was budgeted.<sup>47</sup> This increase was offset by using additional federal aid, which reduced WMATA's ability to manage future operating budget gaps.

- Seek amendments to the National Capital Area Interest Arbitration Standard Act (Wolf Act) of 1995

Collective bargaining agreements (CBA) are negotiated between management and labor, and if both parties agree, the result is called a negotiated CBA. If both sides cannot agree, then the WMATA Compact calls for both parties to enter binding arbitration, where, if negotiations continue at an impasse, an arbitration panel will determine the outcome.<sup>48</sup>

The Wolf Act governs the actions of arbiters in the arbitration of labor disputes involving transit agencies operating in the national capital area.<sup>49</sup> WMATA has found that in prior cases the arbiter has not adequately considered WMATA's financial capacity and the ability of the jurisdictions to pay. Amending the Wolf Act to tighten these provisions to require consideration of WMATA's financial capacity and the ability of the jurisdictions to pay as part of the arbitration process is an important component of resolving the long-term structural operating gap that WMATA faces.

## Strategy 6: NVTC should explore the implications of local transit agencies assuming the operation of Metrobus services in Northern Virginia

- Identify the challenges and opportunities of local transit agencies assuming the operation of Metrobus services in Northern Virginia

Five local transit operators (DASH, ART, CUE, Loudoun County Transit and Fairfax Connector) and Metrobus provide local bus service in the Northern Virginia Transportation District.<sup>50</sup> Local transit operators provide 62% of all local transit service in Northern Virginia<sup>51</sup> and each jurisdiction balances local and Metrobus service in different ways. Some jurisdictions, like Loudoun County, have no Metrobus service and rely on their local operator, while others, like the City of Falls Church, do not have a local operator and rely on Metrobus. The remaining NVTC jurisdictions fall somewhere in between. Over the last 10-20 years, Virginia has typically added transit service through local bus operators and/or through service takeovers from Metrobus, resulting in a steady increase in the overall share of local transit provided by Northern Virginia operators.

While the amount of local transit service provided in Northern Virginia has increased over time, the amount of Metrobus service provided to Virginia has decreased from FY 2016 to FY 2023. Historically, the amount of Metrobus service provided across the region has been largely stable, but the distribution of this service has shifted away from Virginia over time as service patterns have been changed to respond to post-pandemic travel patterns. The results of WMATA's Bus Network Redesign in late 2023 will inform the future direction of the allocation of Metrobus service within Virginia, Washington, D.C. and Maryland.<sup>52</sup>

With local transit agencies assuming the operation of Metrobus services, WMATA can reduce expenses while the jurisdictions could see reduced operating subsidies. Such a direction, however, may generate a host of intended or unintended policy implications that must be considered and explored. NVTC staff should evaluate the policy, funding, capital facility, governance, labor and other considerations of Northern Virginia local transit agencies assuming the operation of Metrobus services in Northern Virginia. The results of such an effort would help jurisdictions and NVTC chart a course on the role of Metrobus and local transit operators in Northern Virginia.

## Strategy 7: NVTC should examine and develop options for a new financial operating model for WMATA

- Evaluate WMATA's short-term and structural operating budget gaps within the context of Virginia's unique jurisdictional funding and modal relationship with WMATA

The pandemic has accelerated a structural disconnect between expense and revenue growth that was present before the pandemic. With a loss of fare and non-fare revenues due to the pandemic, federal COVID aid has balanced the operating budget since FY 2020 and will continue to be available until the FY 2024 budget, where it will only cover some of the operating funding gap. The FY 2024 operating budget funding gap of \$184.7 million will entail some difficult decisions to resolve, which may involve service reductions. The gap grows to \$738 million in FY 2025, and this magnitude of a funding gap would entail severe reductions to bus and rail service. These potentially severe service reductions would be during a critical period in WMATA's recovery and are potentially devastating to permanent ridership recovery and the economic health of Northern Virginia.

WMATA's pre-pandemic financial model, relying on high farebox recovery from peak-period, long-distance commuters, is gone, and WMATA, Virginia and the region must develop a new model and a sustainable approach to aligning WMATA's expense and revenues. Riders want frequent and reliable, high quality transit service that meets their needs in a competitive transportation landscape. NVTC wants WMATA to succeed given its role in mobility, congestion relief and economic development. The funding jurisdictions also need to be protected against unsustainable subsidy increases that cannot be maintained through existing general fund revenues. Given the complicated governance and funding relationship Virginia has with WMATA, NVTC will begin this conversation with the creation of a WMATA Operating Funding and Reform Working Group comprised of jurisdictional and DRPT staff experts and key stakeholders.

- Examine existing and new operating revenues

The WMATA Operating Funding and Reform Working Group would examine how to align expenses with revenues at WMATA with a focus on existing and new revenue sources. As the operating budget continues to face long-term challenges, WMATA and the funding jurisdictions should look to develop a new financial operating model including the creation of a new stable funding stream to sustain the system. Local jurisdictions are reliant primarily on property taxes for generating local revenues, and they cannot sustain significant year-over-year subsidy increases

- Explore opportunities to reform WMATA policies and state and federal laws or policies around WMATA budget and subsidy

The WMATA Operating Funding and Reform Working Group would evaluate all related WMATA policies and state and federal laws or policies related to the WMATA budget, subsidy process and broader funding model. At the state level, this may include the 3% cap on the annual growth in operating subsidy and associated Commonwealth Transportation Board (CTB) policies. At WMATA, this may include the way Metrobus subsidies are allocated and how WMATA implements the 3% cap on the annual growth in operating subsidy. At the federal level, it may include federal

support (directly or indirectly) for transit operations, most notably the role of transit benefits and the federal workforce.

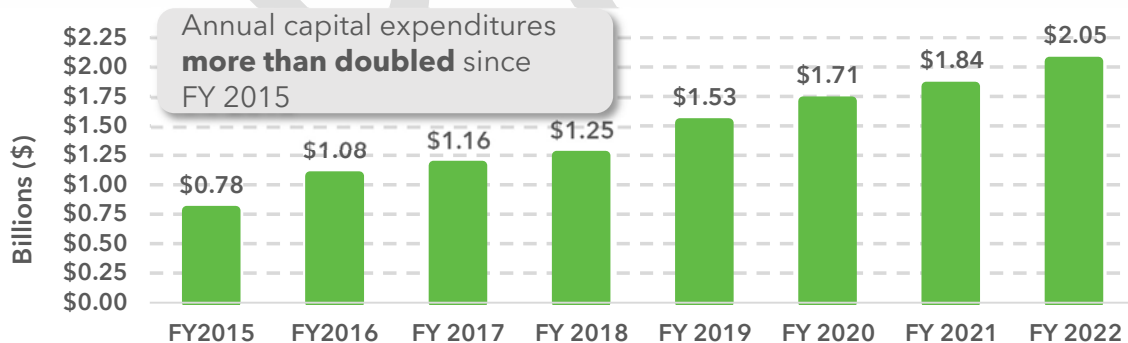
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## 2. Use of Dedicated Capital Funds

In 2018, the Commonwealth of Virginia, the State of Maryland and the District of Columbia worked together to commit \$500 million a year in dedicated funding for capital investments at WMATA. Virginia's annual portion of this dedicated capital funding is approximately \$154 million, with the District of Columbia and State of Maryland providing the remaining portions. This dedicated capital funding strengthens WMATA's ability to embark on large, multi-year capital investments designed to address significant state of good repair needs. Virginia's dedicated capital funding supports WMATA's capital investments and project delivery across the system and can be used for any capital purpose. Of the \$154 million from Virginia, approximately \$124.5 million per year is bondable.

Prior to securing dedicated capital funding, WMATA's state of good repair backlog was estimated at \$7.1 billion in 2016. By FY 2019, WMATA's state of good repair backlog was estimated at approximately \$5 billion, and if sufficient funding is made available could be reduced to \$1.2 billion by FY 2032.<sup>53</sup> In FY 2015, WMATA spent \$780 million on its capital program. Over the last seven years, WMATA has ramped up its annual capital expenditures to address this backlog and other modernization needs. With a sustained focus on capital renewal made possible by the ability to issue bonds backed by dedicated capital funding, WMATA has more than doubled its capital expenditures to a record high \$2.05 billion in FY 2022 (Figure 1). Since the funding's inception, WMATA has authorized over \$1.4 billion in dedicated capital funding bonds, which will be paid for with future dedicated capital funding revenues. Dedicated capital funding will continue to support the capital program in the upcoming FY 2024 to FY 2029 CIP, during which time WMATA will reevaluate the continuing availability of dedicated capital funding as a source for debt service.

**Figure 1: WMATA Annual Capital Expenditures from FY 2015 to FY 2022**



Source: WMATA FY 2015-2022 financial reports ■ Total Expenditure (\$)

WMATA uses several sources to fund its capital program including federal funding, regional dedicated funding, state and local contributions and other sources. As required by law, NVTC must include the uses of funds from the WMATA Capital Fund (Virginia's dedicated capital funding) from the prior fiscal year in this report. Table 2 shows the actual expenditures of the fund for FY 2022 by Capital Improvement Plan (CIP) Program Area. WMATA provides additional information on progress made in the overall capital program during FY 2022 in WMATA's Quarter 4 FY 2022 Capital Improvement Program Progress Report.<sup>54</sup>



**Table 2: FY 2022 Expenditures from the Virginia WMATA Capital Fund by CIP Program**

CIP Category	CIP Program	FY 2022 Actual Expenditures (millions)
<b>Railcar Investments</b>	Railcar Acquisition	\$10.85
	Railcar Maintenance/Overhaul	\$13.19
	Railcar Maintenance Facilities	\$4.45
	<b>Total</b>	<b>\$31.31</b>
<b>Rail Systems Investments</b>	Power	\$7.42
	Signals & Communication	\$10.49
	<b>Total</b>	<b>\$17.91</b>
<b>Track and Structures Rehabilitation Improvements</b>	Fixed Rail	\$9.98
	Structures	\$15.81
	<b>Total</b>	<b>\$25.79</b>
<b>Stations and Passenger Facilities Investments</b>	Platforms & Structures	\$6.18
	Vertical Transportation	\$2.85
	Station Systems	\$27.28
	<b>Total</b>	<b>\$36.30</b>
<b>Bus and Paratransit Investments</b>	Bus and Paratransit Acquisition	\$1.19
	Bus Maintenance/Overhaul	\$4.80
	Bus Maintenance Facilities	\$2.13
	Bus Passenger Facilities/Investments	\$2.89
	<b>Total</b>	<b>\$11.01</b>
<b>Business Support Investments</b>	Information Technology	\$13.23
	Metro Transit Police Department	\$0.34
	Support Equipment/Services	\$10.86
	<b>Total</b>	<b>\$24.44</b>
<b>Total Capital Programs</b>		<b>\$146.76</b>

Source: WMATA <sup>55</sup>

Note: Totals may not add due to rounding. Due to the timing of the publication of this report, these expenditures are preliminary and do not represent final audited expenditures. Approximately \$6.8 million of debt service is obligated against this funding source but has not yet been recognized in Metro's accounting system. When this amount is added to the expenditures through June 30, 2022 approximately \$153.6 million has been spent of the \$154.5 million Virginia dedicated capital funding contribution.



In FY 2022, WMATA invested more than \$2 billion in capital projects with a priority to invest in state of good repair projects. Significant FY 2022 capital accomplishments included:

### **Near completion of platform rehabilitation program**

As of June 30, 2022, the four-year Platform Improvement Project was nearly complete with 17 outdoor stations rehabilitated and improved. In the first quarter of FY 2023, all 20 stations will be substantially completed, 11 of which were in Virginia. In FY 2022, WMATA also rehabilitated 6 elevators and 21 escalators and completely replaced 17 escalators.

*CIP program category: Stations and Passenger Facilities Investments*

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### **Increased Metrobus fleet reliability**

In FY 2022, WMATA acquired 119 new clean diesel 40-ft buses, completed 83 bus rehabilitations and rebuilt 230 fareboxes, 99 transmission assemblies and 65 engine assemblies. Metrobus fleet reliability has been above target for FY 2021 and FY 2022.<sup>56</sup>

*CIP program category: Bus and Paratransit Investments*

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### **Launched tunnel ventilation improvements pilot**

WMATA began construction of mezzanine platforms over Metrorail tracks on the Red Line to support upgraded ventilation fans and electrical systems, which will increase station and tunnel safety in the event of a smoke or fire emergency. This pilot project and results will be used to inform designs for potential future tunnel ventilation improvements across the Metrorail system.

*CIP program category: Track and structures rehabilitation*

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### **Advanced bus garage modernization program**

WMATA is aggressively reconstructing and upgrading bus facilities. The Bladensburg bus maintenance and operations facility has advanced through demolition activities and will begin construction in FY 2023. When completed, the facility will accommodate up to 300 buses with capabilities to support electric vehicle charging infrastructure and equipment. Pre-construction activities have advanced at the Northern Bus Garage Facility, which will be rebuilt to accommodate up to 150 buses and will support electric bus operations and maintenance.

*CIP program category: Bus and paratransit investments*

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### **Upgraded power and automatic train control systems**

In FY 2022, WMATA completed the Rosslyn cable tray replacement and installation of additional switchgear equipment. This work will facilitate operation of more eight-car trains in passenger service, reduce potential speed restrictions and reduce the risk of safety incidents. The major replacement work of the Alexandria Yard Automatic Train Control (ATC) system was also completed. This system helps with the automatic control of train speed and spacing.

*CIP program category: Rail systems investments*

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### **Addressed high priority track rehabilitation work**

Using planned shutdowns and other forms of track availability, WMATA rehabilitated structural components, deck joints, concrete and grout pads that support the track structure, as well as replaced illegible roadway track signs, repaired leaks, rehabilitated drains and cleaned track beds. WMATA addressed structural issues at Minnesota Avenue aerial structure, the Grosvenor aerial structure, and at eight segmental bridges. The Yellow Line Tunnel and Bridge Rehabilitation project was awarded in Q4 2022 and will address the structural degradation of the Yellow Line tunnel and bridge.

*CIP program category: Track and structures rehabilitation investments*

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### **Opened new headquarters at L'Enfant Plaza**

In FY 2022, WMATA began use of its new headquarters in Washington, D.C. Completion of the Virginia and Maryland offices is expected in FY 2023 as part of the Office Consolidation Strategy. This will allow WMATA to downsize from ten office buildings to four, reducing operating expenses and improving operations.

*CIP program category: Business and operations support investments*

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### **Continued railcar fleet rehabilitation and acquisition**

Throughout FY 2022, WMATA rehabilitated two 2000-series, 52 3000-series and 28 6000-series railcars as part of its rail vehicle maintenance program. The investigation of the 7000-series wheelsets continued in FY 2022, and WMATA resumed work on other components of 7000-series railcar maintenance. WMATA also installed eight railcar training simulators and advanced conceptual design work on the 8000-series railcars, which will replace the aging 2000 and 3000-series railcars.

*CIP program category: Railcar and railcar facilities investments*

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- <sup>1</sup> Figure 1 includes reimbursables but does not include debt service from the jurisdictions.
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**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** October 27, 2022  
**SUBJECT:** Report from the Chair of the Legislative and Policy Committee

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At the November meeting, the chair of NVTC's Legislative and Policy Committee will present the proposed NVTC 2023 Legislative and Policy Agenda. The Commission will also be briefed on the 'Value of Transit in Northern Virginia to the Commonwealth Study,' and be provided updates on the development of the December 5 Annual Joint NVTC-PRTC Legislative Forum.

**A. Presentation: Proposed NVTC 2023 Legislative and Policy Agenda**

Following feedback at the last Legislative and Policy Committee meeting, staff have prepared the [Draft 2023 NVTC Legislative and Policy Agenda](#). State and federal priorities in 2023 include:

State

- Protect existing state transit funding, programs, and authorities that benefit Northern Virginia transit operators, WMATA and VRE
- Restore lost transportation funding from the grocery tax as well as restore full funding to NVTAA\*
- Work with VRE to support legislation to remove their operating funding from the bus-based state formula model\*
- Support funding and reducing barriers to implementing transit technologies such as zero- emission buses
- Continue support for the Transforming Rail in Virginia Program
- Continue to support flexibility for remote public meetings to allow for greater accessibility and participation

Federal

- Maximize the region's access to opportunities in the new infrastructure bill, including awarding of USDOT and FTA discretionary funding
- Secure project funding to complete planning and NEPA for the Route 7 BRT\*
- Identify opportunities to leverage federal funding to address WMATA operational funding cliff\*
- Encourage federal return to work policies that can maximize our local transit network and leverage transit benefits\*
- Continue support for commuter tax benefits
- Identify long-term structural fix to provide a solution to ensure the long-term solvency and sustainability of the Mass Transit Account of the Highway Trust Fund (HTF)

\*New for 2023

The final 2023 Legislative and Policy Agenda will be presented for action at the December Commission meeting.

## **B. Presentation: Value of Transit in Northern Virginia to the Commonwealth Study**

The Commission will receive a brief presentation on the 'Value of Transit in Northern Virginia to the Commonwealth Study' which kicked off in September. The purpose of this study is to quantify and visualize the overall economic benefits and revenue that bolster the Commonwealth due to investments in Northern Virginia's transit systems. The 2016 study focused on the value of Metrorail and VRE and its approximately \$600 million benefit to the Commonwealth general fund. This update will expand the scope of analysis to include the economic benefit to the Commonwealth of the entire transit network in Northern Virginia – Metrorail, VRE, Metrobus, DASH, ART, CUE, Fairfax Connector and Loudoun County Transit. Results of the study are expected in early spring.

## **C. Annual Joint NVTC-PRTC Legislative Forum**

The annual Joint NVTC-PRTC Legislative Forum will be held on Monday, December 5 at 8:30 a.m. at the Embassy Suites by Hilton (8100 Loisdale Road, Springfield, VA). The event will highlight the priorities and outlook for federal and state public transportation issues to Northern Virginia elected officials, members of the business community, environmental and transit stakeholders, and others working in public transportation in the region.

Confirmed speakers include NVTC Chair Canek Aguirre, PRTC Chair Victor Angry, Congressman Don Beyer, NVTC Executive Director Kate Mattice, WMATA General Manager/CEO Randy Clarke, VRE Chief Executive Officer Rich Dalton and PRTC Executive Director Bob Schneider. Virginia Secretary of Transportation Shep Miller and DRPT Director Jen Debruhl have also been invited to speak.





## Proposed 2023 NVTC Legislative & Policy Agenda

### **2023 STATE PRIORITIES – New Items Highlighted**

#### **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. 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 anticipated revenue levels.

#### **Restore Transportation Revenue Gap Resulting from the Elimination of the State Sales and Use Tax on Groceries**

NVTC supports identification of revenues to replace the loss of transportation funding as a result of the elimination of state sales and use tax on groceries passed by the General Assembly in 2022. The elimination of this revenue source was estimated to result in a \$190 million reduction in the Commonwealth Transportation Fund in the 2022-2024 biennial budget and a \$741.4 million loss over the Six-Year Improvement Plan (SYIP). If not addressed, this funding loss will negatively impact all transportation programs in the Commonwealth, including highways, rail and public transit.

#### **Modify Approach to State Operating Support for Virginia Railway Express**

NVTC supports VRE-advanced legislation that would create a direct allocation for commuter rail from the Mass Transit Fund to reflect the distinct operational differences of a commuter rail system, considering that the Commonwealth's Transit Operating Assistance Program continues to be based upon a bus-focused formula.

#### **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.

#### **Restore Funding to the Northern Virginia Transportation Authority (NVTA)**

NVTC continues to support restoration of the revenue losses to the Northern Virginia Transportation Authority as a result of several General Assembly actions. In 2019 and 2020, the General Assembly passed legislation to secure additional revenue for NVTA, but prior funding

levels have still not been restored. NVTC continues to advocate for 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 \$38.5 million. The loss of these revenues directly affects funding available for transit capital, as well as the local revenues to support transit operations.

### **Support Funding to Implement Zero and Low-Emission Public Transit**

NVTC endorses legislation that will provide funding and remove barriers for public transit operators to implement innovative 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 protection of funds currently allocated for those projects. Furthermore, NVTC supports 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.

### **Continue to Support Flexibility for Remote Public Meetings**

In 2022, the General Assembly passed legislation that allows certain public bodies to conduct all-virtual public meetings where all of the members who participate do so remotely and that the public may access through electronic communications means. NVTC stands by efforts to maintain 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.

## **2023 FEDERAL PRIORITIES – New Items Highlighted**

### **Secure Project Funding for the Route 7 Bus Rapid Transit Project**

As community-based projects as well as federal discretionary funding becomes available, NVTC will continue to seek federal support to complete important milestones in the development and implementation of the Route 7 bus rapid transit project.

### **Identify Operational Funding Opportunities for WMATA**

NVTC supports innovative approaches to leverage federal funding in support of local transit operations in light of changing commuting patterns. As the region adjusts to pandemic influenced travel patterns, WMATA face an operating deficit while trying to remain a key player in the Washington, D.C. regional transportation network. While WMATA needs to redefine its

operational funding model, NVTC seeks to identify innovative opportunities to leverage federal funding to address the operational funding gap.

### **Encourage Federal Return-to-Work Policies Focused on Transit Use**

As the federal government reexamines their telework policies, NVTC supports the active encouragement of transit use – and the maximum flexibility of transit benefits – for those employees who return to their offices.

### **Maximize the Region's Access to Funding under the Infrastructure Investment and Jobs Act**

NVTC applauds the enactment of the Infrastructure Investment and Jobs Act (IIJA) which authorizes up to \$108 billion, including \$91 billion in guaranteed funding for public transportation. In Northern Virginia, WMATA, VRE and PRTC/OmniRide immediately benefited from formula funding changes. Other local transit systems may wish to participate in competitive grant funding opportunities.

As the Federal Transit Administration implements the IIJA, NVTC supports the following:

- Timely and transparent implementation of the latest 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 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 Commuter Tax Benefits**

Commuter tax benefits make transit service more attractive to commuters in single occupancy vehicles. 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.

### **Identify Long Term Structural Fix to the Highway Trust Fund and Mass Transit Account**

While the IIJA authorized major investment in surface transportation, it did not provide a solution to ensure the long-term solvency and sustainability of the Mass Transit Account of the Highway Trust Fund (HTF). The HTF shortfall must be addressed to meet the needs of transit today and ensure needs can be sufficiently addressed in the future.

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** October 27, 2022  
**SUBJECT:** Virginia Railway Express (VRE)

---

At the November meeting, VRE CEO Rich Dalton will update the Commission on recent VRE activities.

**A. VRE CEO Report and Minutes**

VRE CEO Rich Dalton will provide his report. The [Minutes of the October 21, 2022 VRE Operations Board meeting](#) and the [VRE CEO Report for October 2022](#) are attached.

**B. ACTION: Approve [Resolution #2488](#): Authorize the VRE CEO to Execute an Amendment to the Site Lease Agreement with Qwest Corporation of Delaware**

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution #2488](#), which will authorize the VRE Chief Executive Officer to execute an amendment to a Site Lease Agreement with Qwest Corporation of Delaware for property owned by the Commissions adjacent to the railroad right-of-way and VRE Fredericksburg office, extending the term of the Lease by 10 years for a total of \$60,000 due to VRE for rent.

Background information on the original 20-year lease between VRE and Qwest is included in the [attached VRE memorandum](#). A market rent analysis, prepared by an appraiser and reviewed by VRE staff, made the determination that the proposed rent is both fair and reasonable.

**C. VRE Free Fares Initiatives Update**

VRE offered Fare Free September, which allowed for fare free travel during the month of September, to promote VRE service and build ridership, as well as a thank you to those riders who stayed with VRE throughout the pandemic. Additionally, the free fare promotion allowed VRE to serve as a major contributor to the regional mitigation efforts during the Metrorail Blue and Yellow Lines shutdown south of Reagan National Airport. VRE continued to provide free fares during October for riders traveling between Zones 1, 2 and 3 until Metrorail service south of the airport reopens.

The shutdown of the Blue and Yellow Lines south of Reagan National Airport was originally expected to end in October. As VRE staff was notified the shutdown will extend into November, they proposed to the Operations Board to continue offering free fares for Zone 3 (Franconia-Springfield and Backlick Road) and Zone 2 (Alexandria and Crystal City). Additionally, VRE staff recommended extending the promotional initiative after the Blue Line service resumes by

offering a reduced fare between Zones 1, 2 and 3 until Yellow Line service resumes, scheduled for Spring of 2023. The Operations Board approved these initiatives at its October 21 meeting. More information on this is included in the [attached VRE memorandum](#).

VRE staff also updated the Operations Board on overall ridership and trends analysis for Fare Free September, as well as the results of the new rider survey administered during the month. For the month of September, ridership increased by 21% compared to the previous month. The rider survey showed that the Fare Free September promotion was especially successful in getting riders who took VRE pre-pandemic back on the service. The [attached VRE memorandum](#) includes information about the analysis of the Fare Free September promotion and the new rider survey.

#### **D. Draft VRE 2023 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. The [VRE Legislative Agenda](#) will serve as guidance for staff and the contracted legislation liaisons during the legislative session. In addition, the Legislative Agenda includes federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and VRE specifically.

The VRE Operations Board will consider the Legislative Agenda at its November 2022 meeting. Both NVTC and PRTC are scheduled to act to approve VRE's 2023 Legislative Agenda at their December meetings.

#### **E. VRE System Plan 2050 Update**

At the last two Operations Board meetings, VRE staff presented the draft System Plan 2050 Vision and Goals for discussion and concurrence. The draft outlines the visioning and goals-setting process that will form the planning context with which Operations Board members can make decisions on future service planning and infrastructure and operating scenario concepts. A draft set of system performance targets was presented at the October 21 Operations Board meeting, as well as the initial results of the ongoing System Plan market analysis.

According to the 2022 Customer Opinion Survey the initial travel market analysis has revealed that regional commuting patterns from outer jurisdictions to the region's core, VRE's core market, have been demonstrably altered by not only the COVID-19 pandemic, but also the post-pandemic shifts in work habits and policies. The [attached VRE memorandum](#) provides more information.

The concurred-upon Vision and Goals will guide subsequent phases of System Plan development. The system performance targets identified for each goal will be used to evaluate how effectively proposed System Plan service scenarios and recommendations align with the identified Vision and Goals. The market analysis and baseline 2030 and 2050 ridership forecasts by line and station, using the currently adopted Transforming Rail in Virginia (TRV) Phase II service plan, will be completed in November 2022. VRE staff plans to return to the Operations Board prior to the end of the calendar year to provide the results of the market analysis, ridership forecasts, and to request authorization to initiate Phase II of the System Plan 2050 update process. The 2025 System Plan will be brought to the Commission for action in 2023.





# MINUTES

## VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

October 21, 2022

14700 Potomac Mills Road, Woodbridge, VA 22192

### **Members Present**

\*Walter Alcorn (NVTC)  
 \*Sarah Bagley (NVTC)  
 \*Andrea Bailey (PRTC) ‡  
 \*Meg Bohmke (PRTC)  
 \*Margaret Franklin (PRTC)  
 \*Libby Garvey (NVTC)  
 \*Lori Hayes (PRTC)  
 \*Matt Kelly (PRTC)  
 \*Jeanine Lawson (PRTC) ‡  
 \*Michael McLaughlin (VPRA)  
 \*Alanna Mensing (PRTC)  
 \*Daniel G. Storck (NVTC)  
 \*James Walkinshaw (NVTC)

### **Jurisdiction**

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

### **Members Absent**

Monica Gary (PRTC)  
 Ralph Smith (PRTC)

Stafford County  
 City of Manassas

### **Alternates Present**

#### **Alternates Absent**

Canek Aguirre (NVTC)  
 Victor Angry (PRTC)  
 Pete Candland (PRTC)  
 Katie Cristol (NVTC)  
 Deborah Frazier (PRTC)  
 Jason Graham (PRTC)  
 Jeffrey C. McKay (NVTC)  
 Darryl Moore (PRTC)  
 Pam Sebesky (PRTC)  
 Emily Stock (DRPT)  
 Ann Wheeler (PRTC)  
 Pamela Yeung (PRTC)

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

\*Voting Member

‡ Denotes remote participants

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

### **Staff and General Public**

Lana Clemente – VRE

Rich Dalton – VRE

John Duque - VRE

Chris Henry – VRE

Christine Hoeffner - VRE

Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel

Scott Kalkwarf – NVTC

Kristin Nutter – VRE

Dallas Richards – VRE

Nick Ruiz - VRE

Mark Schofield – VRE

Aimee Perron-Seibert – Commonwealth  
Strategy Group, LLC.

Joe Stainsby – PRTC

Joe Swartz – VRE

Chair Franklin called the meeting to order at 9:05 a.m. The roll call and Pledge of Allegiance followed.

Chair Franklin informed the Members present that Supervisor Lawson had requested, due to personal reasons, to participate remotely. Ms. Bailey requested, due to illness, to participate remotely. Mr. Kelly moved, with a second by Ms. Bohmke to approve remote participation for Members Bailey and Lawson. The vote in favor was cast by Members Alcorn, Bagley, Bohmke, Franklin, Garvey, Hayes, Kelly, McLaughlin, Mensing, Storck, and Walkinshaw.

### **Safety Briefing – 3**

Rich Dalton briefed attendees on safety procedures and assigned specific tasks to qualified staff members in the event of an emergency.

### **Approval of the Agenda - 4**

Mr. Kelly moved, with a second by Ms. Bailey, to approve the agenda as presented. There was no discussion on the motion. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

### **Approval of the Minutes of the September 16, 2022 VRE Operations Board Meeting – 5**

Mr. Alcorn moved, with a second by Mr. Kelly, to approve the Minutes from the September 16, 2022, Board meeting. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Hayes, Kelly, McLaughlin, Mensing, Storck, and Walkinshaw. Members Bohmke, Lawson and Garvey abstained.

### **Chair's Comments – 6**

Chair Franklin announced she would be appointing a Nominating Committee to create a slate of nominees for 2023 Officers and asked Members interested in serving on the committee to speak with her. She also reminded Board Members that at the November meeting, they will be asked to vote on a Charge to the Nominating Committee Regarding Subordinate Officers, and to sit for a group photo.

Chair Franklin expressed her gratitude to Members who participated in the ribbon cutting at the Rolling Road Station Platform Extension last month.

### **Chief Executive Officer's Report – 7**

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

- Safety

- Performance
- Ridership
- Tour de VRE
- New Staff Member Introduction

### **Public Comment Time – 8**

The Chair opened the floor for public comment time. There were no speakers. Written comments submitted were read to the Board and are attached.

### **Approval of the Consent Agenda – 9**

Mr. Kelly moved, with a second by Ms. Hayes, to approve the Consent Agenda. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

Authorization to Issue a Request for Proposals for Maintenance/Custodial and Seasonal Services for VRE Facilities – 9A

Authorization to Issue a Request for Proposals for Engineering and Environmental Services for VRE L’Enfant Track and Station Improvements – 9B

### **Action Items - 10**

Recommend Authorization to Amend a Site Lease Agreement for Real Property in Fredericksburg – 10A

Mr. Kelly moved, with a second by Mr. Walkinshaw, to recommend the Commissions authorize the Chief Executive Officer to amend a site lease agreement with Qwest Corporation of Delaware for property owned by the Commissions adjacent to the railroad right-of-way and the VRE Fredericksburg office, extending the term of the Lease by ten years. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

Authorization to Extend Fare Free Travel and Offer Reduced Fares between Zones 1, 2 and 3 – 10B

Mr. Storck moved, with a second by Ms. Garvey, to authorize the Chief Executive Officer to continue to offer fare free travel between zones 1, 2 and 3 until Metrorail service south of Reagan National Airport reopens in November 2022 and to offer promotional fares for zones 1, 2 and 3 throughout the duration of the Yellow Line bridge shutdown. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

Approval of the Preferred Alternative for L’Enfant Track and Station Improvements – 10C

Mr. Kelly moved, with a second by Mr. Alcorn, to approve the Alternative 2a as the preferred track and station location on which to proceed with more detailed design and evaluation including preliminary engineering and NEPA review for the L’Enfant Track and Station Improvements. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

Authorization to Issue a GEC VIII Task Order for Engineering Support for the Crossroads MSF Employee Parking Project – 10D

Mr. Walkinshaw moved, with a second by Mr. Kelly, to authorize the Chief Executive Officer to issue a task order to HDR Engineering, Inc, under the General Engineering Consulting Services Contract (GEC VIII), for engineering support for employee parking facilities at the Crossroads Maintenance and Storage facility. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

Authorization to Provide a Letter of Support for the City of Manassas Park's Virginia HSIP Grant Application for the Manassas Drive Corridor – 10E

Ms. Mensing moved, with a second by Ms. Bohmke, to authorize the Chief Executive Officer to provide a letter of support for the City of Manassas Park's application to the Virginia Department of Transportation Highway Safety Improvement Program (HSIP) grant program for the Manassas Drive corridor. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Garvey, Hayes, Kelly, Lawson, McLaughlin, Mensing, Storck, and Walkinshaw.

**Information Items – 11**

FY 2024 Budget Update -11A

VRE Chief Financial Officer, Mark Schofield, briefed the Members on the ongoing effort to develop a balanced FY 2024 Budget. He encouraged Members to attend the Finance Committee meeting following November's Operations Board meeting.

Fare Free September Ridership and Survey Results – 11B

VRE saw a 21% increase in monthly ridership exclusive of boardings at Alexandria and Crystal City. A survey of passengers was taken throughout Fare Free September in which seventy percent identified themselves as returning riders and thirty percent identified themselves as new riders. Approximately 80% of survey respondents stated they planned to continue to ride VRE after the fare free period ends.

Draft 2023 Legislative Agenda – 11C

VRE staff reviewed recommendations to formulate priorities to communicate and advocate for/with the Governor's administration and the General Assembly. Additionally, the Legislative Agenda will include federal legislative and regulatory issues that are relevant to transit and commuter rail in the U.S., and to VRE specifically.

[Ms. Hayes left the meeting at 10:34 a.m.]

[Ms. Lawson left the WebEx remote access at 10:54 a.m.]

System Plan 2050 Update: Vision and Goals – 11D

Staff presented an outline to update the System Plan.

[Ms. Garvey left the meeting at 11:02 a.m.]

[Mr. Walkinshaw left the meeting at 11:05 a.m.]

Spending Authority Report – 11E

Mr. Dalton directed Members attention to the report outlining purchases made under his delegation of authority in the month of September.

Closed Session – 12

There was no closed session.

Members Time - 13

Chair Franklin opened the floor to Members who had other business or announcements to share (there were none).

Mr. Alcorn moved, with a second by Mr. Kelly, to adjourn the meeting. Chair Franklin adjourned the meeting without objection.

Approved this 18<sup>th</sup> day of November 2022

\_\_\_\_\_  
Margaret Franklin  
Chair

\_\_\_\_\_  
Sarah Bagley  
Secretary

**CERTIFICATION**

This certification hereby acknowledges the minutes for the October 21, 2022 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb



# CEO REPORT

## OCTOBER 2022



# 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 2022

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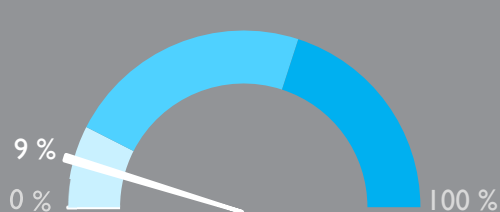
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

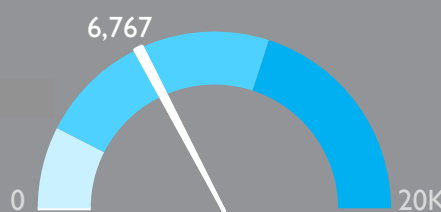


# PERFORMANCE AT A GLANCE



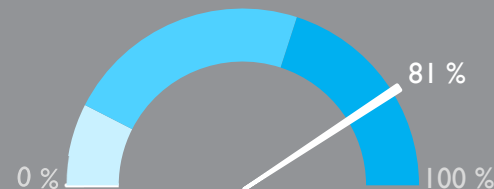
PARKING  
UTILIZATION

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



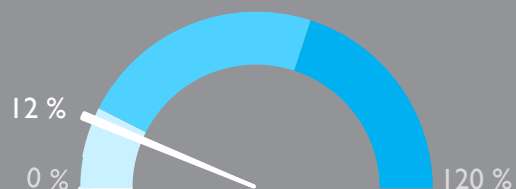
AVERAGE DAILY  
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 2,726



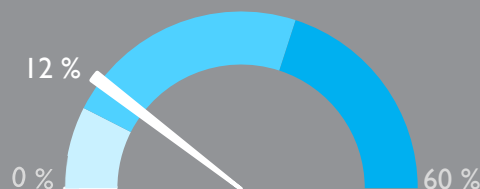
ON-TIME  
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 85%



SYSTEM CAPACITY

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



OPERATING RATIO

*Through June 2022*

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 2022

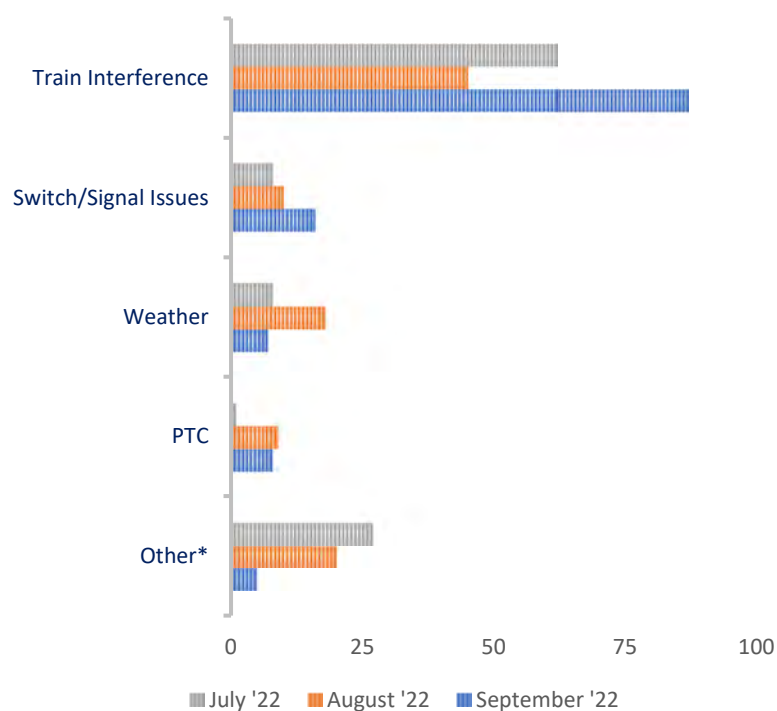


# ON-TIME PERFORMANCE

## OUR RECORD

	September 2022	August 2022	September 2021
Manassas Line	77%	81%	83%
Fredericksburg Line	86%	91%	87%
Systemwide	81%	86%	85%

## PRIMARY REASON FOR DELAY



VRE operated 664 trains in September. The on-time rate for September was 81 percent.

One hundred twenty-three trains arrived more than 5 minutes late to their final destinations. Of those late trains, 75 were on the Manassas Line (61 percent), and 48 were on the Fredericksburg Line (39 percent).

Train interference, which includes congestion at the terminal in Union Station, was the largest factor contributing to late trains this month.

\*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	106	102	123	42	31	48	64	71	75
Average minutes late	21	31	23	28	38	22	17	28	23
Number over 30 minutes	13	20	25	6	7	9	7	13	16
Heat restrictions	14	8	0	14	8	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 6,776, a 32 percent increase over August primarily due to VRE’s fare-free promotion. There were 21 service days in the month.

	September 2022	August 2022	September 2021
Monthly Ridership	142,102	117,880	57,255
Average Daily Ridership	6,767	5,125	2,726
Full Service Days	21	23	20
“S” Service Days	0	0	1

SUMMONSES ISSUED

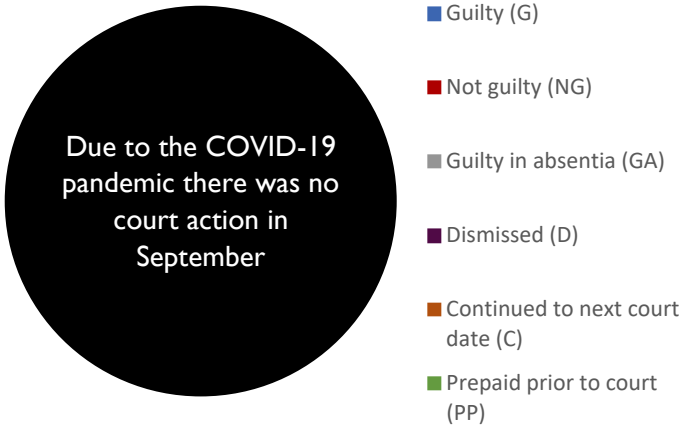
VRE SYSTEM



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

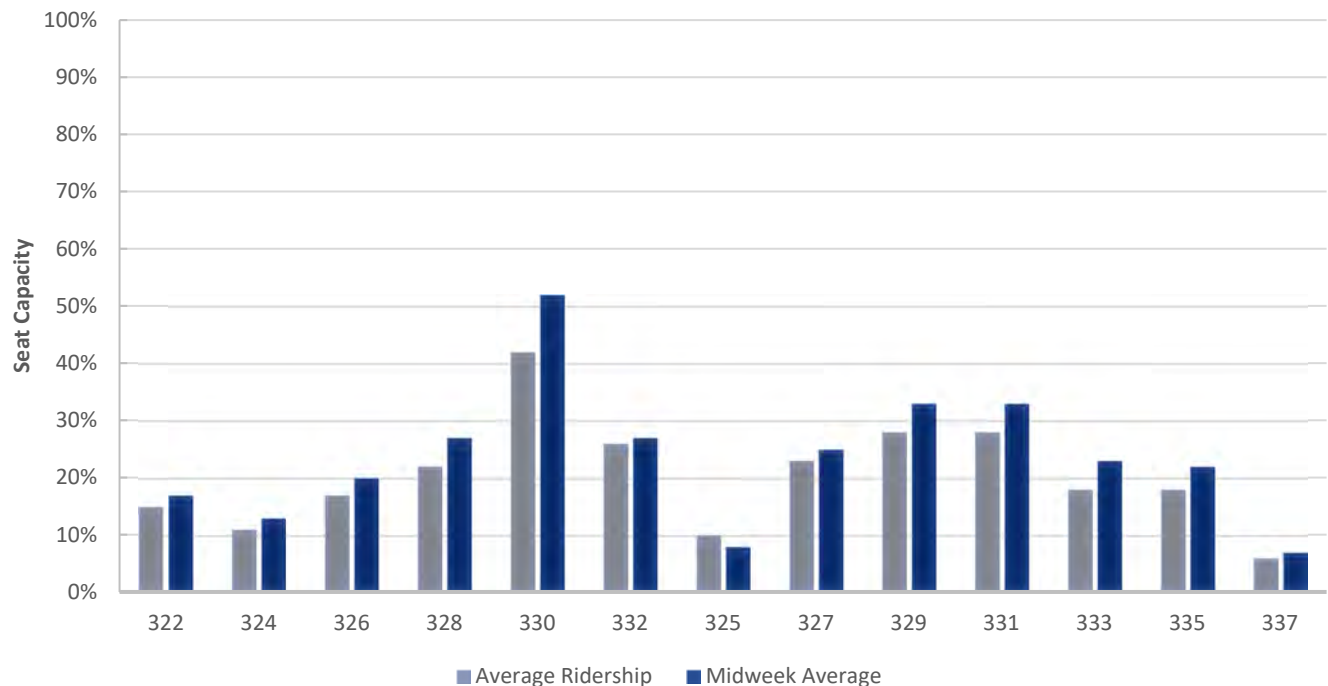


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

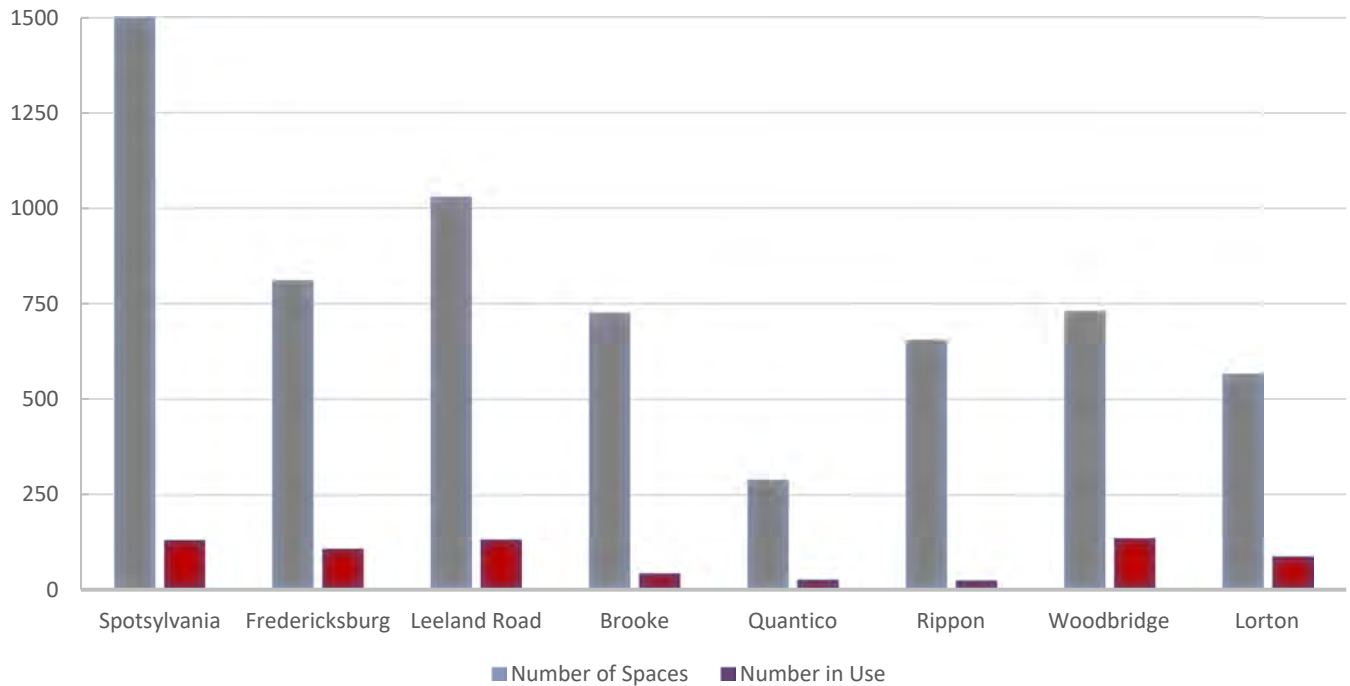


## MANASSAS LINE

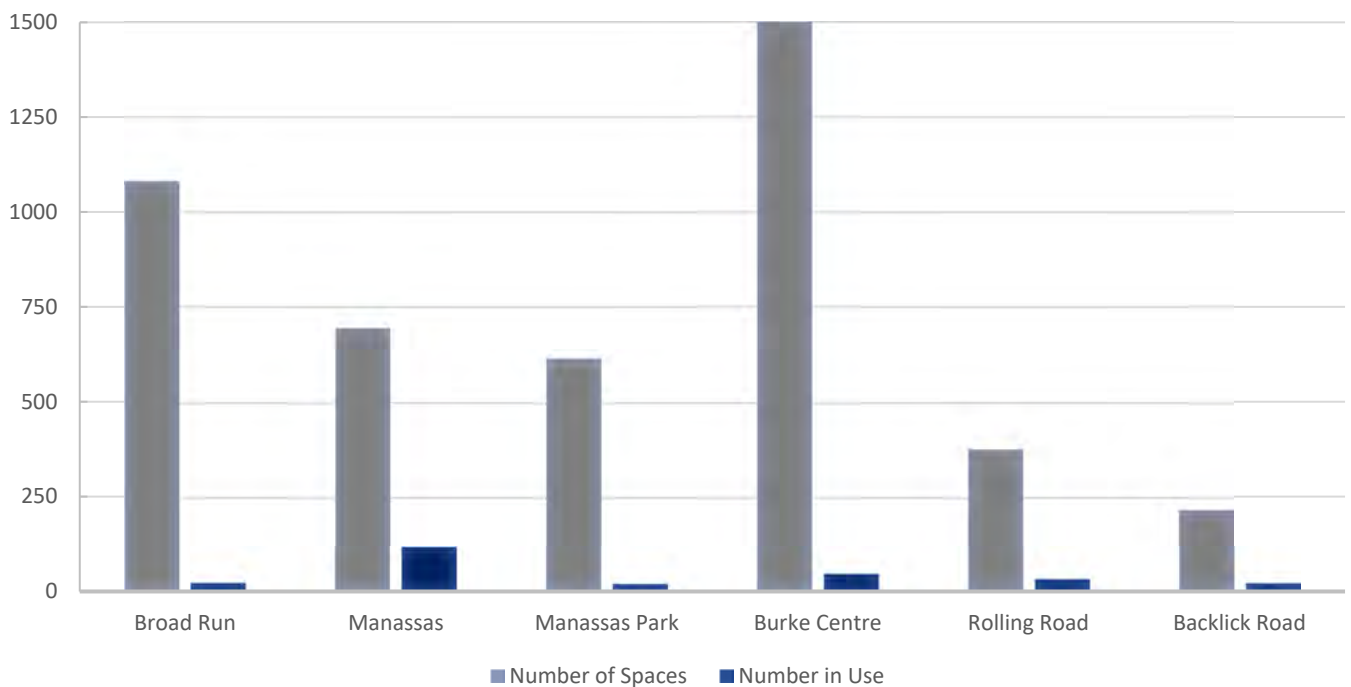


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE





# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

## Completed projects:

1. Painting of Rippon, Leeland Road and Backlick Road stations
2. Repair of steel components of ADA lift enclosure at Woodbridge station
3. Replacement of windscreen plexiglass panels at Rippon station
4. Replacement of existing lighting with LED lighting at Fredericksburg Lot G
5. Replacement/installation of pathfinder signage for Fredericksburg and Spotsylvania stations



*New windscreen plexiglass panels at Rippon.*



*New LED lighting at Fredericksburg.*

## Projects scheduled to be completed this quarter:

1. Replacement of fluorescent lighting with LED lighting in tunnel at Alexandria station
2. Spot painting of east platform and walkway canopy structural steel at Woodbridge station
3. Repairs and restriping of parking lots at Woodbridge and Rippon stations
4. Minor repairs to steel elements at Leeland Road station
5. Repairs and joint sealant installation in main sidewalk at Spotsylvania station
6. Partial restriping of parking lot at Manassas Park station
7. Replacement of waste and recycling receptacles at various stations
8. Replacement of fluorescent lighting with LED lighting at Fredericksburg office
9. Replacement of ceiling tiles at Fredericksburg office
10. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Brooke, Leeland Road, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
11. Installation of 988 Suicide & Crisis Lifeline signage at station platforms
12. Removal and reinstallation of inter-track fences and timber pedestrian crossings at Woodbridge, Lorton, Franconia-Springfield, Alexandria and Crystal City stations to accommodate CSX tie replacement



Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete at Alexandria station
2. Modernization of east elevator at Woodbridge station
3. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
4. Minor repairs to concrete at Burke Centre station
5. Replacement of existing lighting with LED lighting at Manassas station parking garage
6. Installation of additional storage cabinetry at Alexandria headquarters
7. Replacement of platform benches at various stations
8. Replacement of parking lot entrance signs at various stations

Ongoing projects:

1. Issuance of construction task order for minor structural concrete repairs at Woodbridge station parking garage, pending permit issuance
2. Procurement of construction contract for L'Enfant station waiting area project, pending permit issuance
3. Procurement of new five-year maintenance/custodial and seasonal services for VRE facilities contracts

## UPCOMING PROCUREMENTS

1. Station security camera upgrade
2. Forklift trucks
3. Modernization of VRE Woodbridge Station east elevator
4. Tactile strip replacements
5. Construction manager / general contractor for the Alexandria station improvements project
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Disaster management services

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 and 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	Permit coordination ongoing with City of Alexandria. Design coordination ongoing with CSX Alexandria 4th Track Project. CM/GC procurement documents being prepared for construction (Oct.) Coordination with CSX Alexandria 4th Track Project (~30% Development) ongoing (Sept.)
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. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 137,230,000.00	Reviewing updated 30% design package from Transystems team with transition to new VRE project manager (Oct.) 30% redesign submitted for VRE review. Additional fieldwork/borings completed (Sept.)
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	VRE has reengaged this project and returned it to the CIP Budget for future years. Project schedule updates pending input from various stakeholders. (Sept. & Oct.)
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	VPRA has signed a LONP, allowing development and design work to proceed. (Sept. & Oct.)
Crystal City Station Improvements	Improved station access and service reliability will result from a new 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 the airport.	Development	\$ 50,114,624.00	Final design efforts are underway as package advances toward the 60% deliverable. (Oct.) Stakeholder coordination continues for implementation of the phased design and construction approach. (Sept.)
Facilities Design Guidelines Update	Update to the 2019 VRE Facility Design Guidelines.	Final Design	\$ 80,000.00	Task order is complete. Future document updates will take place under separate contract. (Sept. & Oct.)
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	Wetlands delineation findings being verified. Platform design review will determine updates necessary to accommodate CSX 3rd Track and pedestrian tunnel. (Oct.) NEPA process underway for pedestrian tunnel. (Sept.)

- continued next page -

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.	Construction	\$ 3,000,000.00	Clark insurance approved by CSX. Anticipate execution of contract this month. NTP anticipated January 2023. (Oct.) Waiting on final construction funding to execute contract (Sept.)
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	Awaiting revised shop drawings for additional cabinetry in reception area and break room. (Oct.) Reviewing shop drawings for additional cabinetry in reception area and break room. (Sept.)
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. (Sept. & Oct.)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 6,736,091.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept. & Oct.)
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	Met onsite with Boston Properties (BP), adjacent property owner, to discuss brief use of loading dock during construction. Awaiting draft agreement from BP. (Sept. & Oct.)
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	Conceptual design for a preferred alternative is underway and is scheduled to be complete Sept. 2022. (Sept. & Oct.)

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CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	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	Metal building cladding, doors, windows and masonry continue to advance as work on main roof and remaining track alignments begin this month. (Oct.) Placement of final beam celebrated during a topping off ceremony attended by 120+ (Sept.)
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	Resolving final building plan comments by city. As-built survey done to finalize topography before invitation for bids. (Oct.) Building plan review comments addressed. 3rd site plan submitted to city. Waiting on a response from city. (Sept.)
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. (Sept. & Oct.)
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	Projected project cost and schedule current with CIP updates. Draft project agreements returned to Amtrak for review. (Oct.) Draft agreements received from Amtrak. VRE currently reviewing (Sept.)
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	\$ -	Developer design team addressing final round of CSX comments along with finalizing design using adjacent property (Oct.) VPRA, CSX and VRE comments incorporated into final 100% plans for pre-final review cycle. CSX sent resolution to all except Geotech/Disposal.. CSX reviewing (Sept.)

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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	Platform concrete and canopy installation progressing on both platforms. Structural steel welding nearing completion. Soil nail wall progressing. (Oct.) Pedestrian bridge steel span placement done 8/26 & 8/27. Platform concrete progressing on both platforms. (Sept.)
Rippon Station Improvements	Extend existing platform with a second pedestrian overpass.	Development	\$ 16,634,794.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept. & Oct. 2022)
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	Project work is substantially complete, with Punchlist items being completed. (Oct.) Final site work is complete. Existing platform repairs are ongoing. Ribbon-cutting ceremony planned. (Sept..)

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





## VIRGINIA RAILWAY EXPRESS

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**RESOLUTION #2488**

**SUBJECT:** Authorize the VRE CEO to Execute an Amendment to the Site Lease Agreement with Qwest Corporation of Delaware

**WHEREAS:** A Site Lease Agreement was executed by and between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the "Commissions") and Qwest Corporation of Delaware in September 1999 for a term of 20 years for property owned by the Commissions adjacent to the railroad right-of-way and the Virginia Railway Express (VRE) Fredericksburg, Virginia office;

**WHEREAS:** The leased property is utilized by Qwest to operate and maintain its communication equipment and facilities;

**WHEREAS:** Qwest and VRE wish to amend and reinstate the Lease retroactively to September 21, 2019;

**WHEREAS:** A market rent analysis was recently prepared and demonstrates that the proposed rent associated with the amendment is both fair and reasonable; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT,** the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer execute an amendment to the Site Lease Agreement with Qwest Corporation of Delaware for property used for communications equipment and facilities in Fredericksburg, Virginia to extend the term of the Lease by 10 years for a total of \$60,000 due VRE in rent.

Approved this 3<sup>rd</sup> day of November 2022.

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Canek Aguirre  
Chair

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Matt de Ferranti  
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 10-A**  
**Action Item**

**To: Chair Franklin and the VRE Operations Board**

**From: Rich Dalton**

**Date: October 21, 2022**

**Re: Recommend Authorization to Amend a Site Lease Agreement  
for Real Property in Fredericksburg**

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**Recommendation:**

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer execute an amendment to a Site Lease Agreement with Qwest Corporation of Delaware for property owned by the Commissions adjacent to the railroad right-of-way and VRE Fredericksburg Office, extending the term of the Lease by ten years for a total of \$60,000 due VRE in rent.

**Summary:**

VRE and Qwest previously entered into a 20-year Lease Agreement for an approximately four thousand two hundred and sixty-two (4,262) square foot area of the eight acres of property owned by the Commissions in Fredericksburg, Virginia. The leased property is utilized by Qwest for its communication equipment and facilities, including cabinets, huts, and underground conduit and cables. Qwest proposes to amend the existing Lease between the parties to extend the term for an additional period of ten years.

**Background:**

A Site Lease Agreement was executed by and between the Commissions and Qwest Corporation commencing in September 1999 for a term of twenty years and expiring in 2019. Qwest has since occupied the leased property adjacent to the CSXT right-of-way and VRE office in Fredericksburg, Virginia for the purpose of operating and maintaining its communication equipment and facilities and continues to occupy the site.



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The parties now desire to amend and reinstate the Lease retroactively to September 21, 2019 and extend the term for a period of ten years through September 20, 2029. The rent due VRE from Qwest for the entire extended term shall be \$60,000, due and payable in one lump sum within 20 business days of execution of the proposed amendment.

A market rent analysis was recently prepared by an appraiser and reviewed by VRE staff in order to make a determination that the proposed rent is both fair and reasonable.

**Fiscal Impact:**

There is no anticipated cost to VRE associated with the proposed amendment to the Lease Agreement. Lease revenue to VRE shall be \$60,000 in total.

**Virginia Railway Express  
Operations Board Resolution**

**10A-10-2022**

**Recommend Authorization to Amend a Site Lease  
Agreement for Real Property in Fredericksburg**

**WHEREAS**, a Site Lease Agreement was executed by and between the Commissions and Qwest Corporation in September 1999 for a term of twenty years for property in Fredericksburg, Virginia; and,

**WHEREAS**, the leased property is utilized by Qwest to operate and maintain its communication equipment and facilities; and,

**WHEREAS**, Qwest and VRE wish to amend and reinstate the Lease retroactively to September 21, 2019; and,

**WHEREAS**, a market rent analysis was recently prepared and demonstrates that the proposed rent associated with the amendment is both fair and reasonable;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer execute an amendment to the Site Lease Agreement with Qwest Corporation of Delaware for property used for communications equipment and facilities in Fredericksburg, Virginia to extend the term of the Lease by ten years for a total of \$60,000 due VRE in rent.

Approved this 21<sup>st</sup> day of October 2022

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Margaret Franklin  
Chair

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Sarah Bagley  
Secretary



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 10-B**  
**Action Item**

**To: Chair Franklin and the VRE Operations Board**

**From: Rich Dalton**

**Date: October 21, 2022**

**Re: Authorization to Extend Fare Free Travel and Offer Reduced Fares Between Zones 1, 2 and 3**

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**Recommendation:**

The VRE Operations Board is asked to authorize the Chief Executive Officer to continue to offer fare free travel between zones 1, 2 and 3 until Metrorail service south of Reagan National Airport reopens, likely in November 2022. Additionally, this authorization will allow VRE to offer promotional fares for zones 1, 2 and 3 throughout the duration of the Yellow Line bridge shutdown.

**Summary:**

The current promotional fare initiative includes offering fare free travel between zones 1, 2 and 3 through the end of October 2022. This promotional initiative is intended to maximize VRE's effort towards mitigating the impact of the Metrorail's complete shutdown south of Reagan National Airport by encouraging Metro riders to try VRE service during the shutdown period. VRE staff was recently notified the Metrorail shutdown south of the Airport will extend into November. Additionally, VRE staff recommends extending the promotional initiative once the Blue Line service resumes by offering a reduced VRE between zones 1, 2 and 3 until Yellow Line service resumes, scheduled for Spring of 2023.

**Background:**

In June 2022, VRE staff provided an information item to the VRE Operations Board outlining the rationale for the fare free initiatives. In summary, September is traditionally a busy month for travel as commuters and schools return from summer vacation. This year, many federal agencies and other employers are expected to transition back to in-office work and away from the primarily remote work scenarios implemented during the pandemic. While teleworking is expected to remain as a component of the weekly work



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routine, the transition to more in-person work will cause workers to evaluate different options for their commute.

The fare free offering promoted VRE as an option to help build ridership beyond the promotional period by allowing workers to experience the safety, reliability, and convenience of VRE service. For those riders who have stayed with VRE throughout the pandemic, the fare free month was also a great way to say thank you for the continued patronage.

On September 10th, WMATA began a series of shutdowns starting with all stations on the Blue and Yellow Lines south of Reagan National Airport. VRE has served as a major contributor to the regional mitigation efforts during this shutdown, and the free fare offering has helped maximize VRE's impact by encouraging Metro riders to try the VRE service during the shutdown.

The shutdown of the Blue and Yellow Lines south of Reagan National Airport was originally expected to end in October. VRE staff was recently notified the shutdown will extend into November. VRE staff proposes continuing a fare free offering for those zones most directly affected by the shutdown. Zone 3 (Franconia-Springfield and Backlick Road) and Zone 2 (Alexandria and Crystal City) have seen the most impact from Metro riders looking for alternative transportation options.

Additionally, VRE staff recommends extending the promotional initiative after the Blue Line service resumes by offering a reduced fare between zones 1, 2 and 3 until Yellow Line service resumes. Currently, Metrorail rider fares in this segment range from \$2.80 - \$6.00 depending on time of day and day of the week. The following table depicts the proposed promotional fares to be offered in zones 1, 2 and 3 until the Yellow Line reopens:

**Proposed Promotional Fare Structure for Zones 1,2 and 3**

<b>Ticket Type</b>	<b>Price</b>	<b>Discount</b>
Single Ride	\$5.00	n/a
Day Pass	\$10.00	n/a
Ten Trip	\$46.00	8%
Seven Day	\$40.00	20%
31 Day	\$138.00	34%

The proposed promotional fares will be offered through VRE Mobile only, with the option to add as a paper ticket if necessary.

**Fiscal Impact:**

The expected impact to VRE of extending the free fare travel within zones 1, 2 and 3 into November is minimal. VRE is receiving Department of Rail and Public Transportation (DRPT) grant funds specifically for mitigation of the Metrorail shutdown. These funds are



available at an 80 percent state share and reimburse VRE for the foregone revenue associated with offering free fares for travel between zones 1, 2 and 3.

The expected impact to VRE of offering the proposed promotional fare structure for zones 1, 2 and 3 based on a \$5.00 Single Ride ticket is relatively modest. Based on twelve months of ridership from August 2021 through July 2022, if ridership were to remain unchanged, the annual reduction in fare revenue would be approximately \$160,000. Ridership growth within zones 1, 2 and 3 would need to increase by approximately 50 percent for the fare change to be revenue neutral.

**Virginia Railway Express  
Operations Board Resolution**

**10B-10-2022**

**Authorization to Extend Fare Free Travel and Offer  
Reduced Fares Between Zones 1, 2 and 3**

**WHEREAS**, VRE is currently offering free fares for travel between zones 1, 2 and 3 as a promotional initiative to increase ridership during the Metrorail Blue and Yellow line shutdown; and,

**WHEREAS**, the current authorization for the fare free initiative will expire at the end of October 2022; and,

**WHEREAS**, VRE staff was notified by WMATA the current Blue and Yellow Line shutdown will be extended into November 2022; and,

**WHEREAS**, once the Blue and Yellow Line shutdown ends, only Blue Line service will return until work is completed in 2023 on the yellow line; and,

**WHEREAS**, VRE staff believes offering reduced fares between zones 1, 2 and 3 will continue to help mitigate the impacts of the shutdown and develop new ridership for VRE;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to offer fare free travel between zones 1, 2 and 3 until the shutdown ends; and,

**BE IT FURTHER RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to offer reduced fares between zones 1, 2 and 3 until Yellow Line service resumes in 2023.

Approved this 21<sup>st</sup> day of October 2022

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Margaret Franklin  
Chair

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Sarah Bagley  
Secretary



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

## **Agenda Item 11-B** **Information Item**

**To: Chair Franklin and the VRE Operations Board**

**From: Rich Dalton**

**Date: October 21, 2022**

**Re: Fare Free September Ridership and Survey Results**

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Staff will give a presentation on overall ridership and trends analysis for Fare Free September, as well as the results of the new rider survey administered during the month.

### **Summary:**

#### **Ridership:**

Monthly Ridership (exclusive of boardings at Alexandria and Crystal City)

- Monthly ridership in September was 142,096
- Up 24,216 from August (with 2 fewer service days in September)
- That is a 21% increase

Average Daily Ridership (ADR) (exclusive of boardings at Alexandria and Crystal City)

- ADR in September was 6,776
- Up from 5,125 in August – a difference of 1,651

#### **Survey Results:**

Respondents were split about 70/30 returning riders versus brand new riders.

The Fare Free September promotion was especially successful in getting riders who took us pre-pandemic back on the service.

Social media – both paid advertising and organic – was very successful in getting the word out about Fare Free September, as was word of mouth from friends and family.



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When asked about why they decided to ride the train, they ranked “desire to avoid traffic” as their top reason, followed closely by free fares and gas prices.

Respondents most appreciate “time available for other pursuits” (such as reading, napping, listening to music) and the comfort of the seating.

About 80% of respondents said they planned on continuing to ride after the Fare Free period ends

***State Operating Support***

Advance legislation that would remove VRE from the Commonwealth's Transit Operating Assistance Program and instead create a direct, percentage-based allocation from the Mass Transit Fund for VRE operations.

***Commuter Rail Operating and Capital Fund (C-ROC)***

Safeguard funding for C-ROC to protect the revenue source of the VRE bonds and the ability of VRE to use funding for pay-as-you-go projects that support the Commonwealth's Transforming Rail in Virginia Program and VRE's Capital Improvement Program.

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

***Virginia Passenger Rail Authority (VPRA)***

Continue to identify opportunities to require that future gubernatorial appointees to the Virginia Passenger Rail Authority Board of Directors for the Northern Virginia Transportation Commission (NVTC)/Potomac and Rappahannock Transportation Commission (PRTC) districts are selected from lists provided by the NVTC and PRTC boards of commissioners and potential voting status for the CEO of VRE.

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.

***Restoration of Lost Transportation Revenue Resulting from the Elimination of the State Sales and Use Tax on Groceries.***

Support efforts to develop a plan to restore lost transportation revenue resulting from the elimination of the state sales and use tax on groceries. Elimination of the state sales and use tax on groceries reduced funding to public transportation by \$83 million over the SYIP and \$27 million for Virginia's passenger and freight rail programs.

***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 create programs that will increase ridership.

***Transportation Authorities***

Monitor, evaluate and respond to proposals to create additional transportation authorities that would include VRE jurisdictions.

***Freedom of Information Act***

Coordinate with VRE's parent commissions and other stakeholders on legislative proposals that would maximize the flexibility of VRE and other public bodies to make policies on the conduct of electronic meetings that allow greater access to the public and opportunities for members to participate, while remaining open and transparent to the public.



***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.

***Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law Implementation and Yearly Appropriations***

Continue to partner with industry stakeholders and associations to advocate for robust annual appropriations, funding levels at or above the authorized levels, and appropriate implementation policies to support commuter rail and mass transit. Engaging with the Virginia congressional delegation, providing comments on policy and regulatory position documents and collaborating on legislative advocacy will be necessary to ensure commuter rail interests are reflected in yearly funding levels.

***U.S. DOT Rulemaking***

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

***Liability Insurance Reform***

Coordinate with the American Public Transportation Association and other stakeholders to investigate potential liability insurance reforms, with the goal of producing research on possible legislative and regulatory solutions to the industry's current struggles with attaining sufficient insurance to meet regulatory mandates and the increasing cost of doing so.

***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.

***COVID-19 Relief***

Monitor and, as appropriate, advocate for congressional and administration support for commuter rail and mass transit as the industry manages the impacts of COVID-19. Track and provide comments on congressional action specifically for front-line transit workers, including but not limited to, hazard pay for essential workers.

***Federal Workforce***

Follow legislative and administration actions focused on Federal workforce return to in-office work or permanent work-from-home policies.

***Transit Benefits***

Engage with relevant stakeholders on a proposal to increase and/or restructure transit benefits.



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

## **Agenda Item 11-D** **Information Item**

**To: Chair Franklin and the VRE Operations Board**

**From: Rich Dalton**

**Date: October 21, 2022**

**Re: System Plan 2050 Update: Vision and Goals**

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On May 20, 2022, the VRE Operations Board authorized the issuance of a General Planning Consulting (GPC) Services Task Order with STV, Incorporated (STV) to initiate Phase I of the System Plan 2050 update. The scope of this comprehensive System Plan update is structured into three discrete phases. Phase I involves:

- Establishment of a defined set of Plan goals and a Plan Vision
- Initiation of external partner agency coordination and public outreach
- Establishment of a baseline 2030 and 2050 ridership projection
- Identification of “future markets” analysis for VRE service through 205

At the **September 2022 Operations Board Meeting**, staff provided the Board with an information item detailing completed and planned work for the System Plan 2050 update, including the draft outline of a visioning and goals-setting process that will form the planning context with which Operations Board members can make decisions on future service planning and infrastructure and operating scenario concepts.

VRE staff will present the draft System Plan 2050 Vision and Goals to the Operations Board for discussion and concurrence at its October 21<sup>st</sup> meeting. A draft set of system performance targets will also be presented for each goal, for board input. A review of the initial results of the ongoing System Plan market analysis will also be shared with the Operations Board.

### **Background on Vision and Goals Development**

VRE staff, assisted by its System Plan consultant, conducted two internal executive-level workshops to present and refine a set of draft goals and a vision statement, as well as to develop the targets and metrics that could be used to benchmark success in each goal area.



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VRE staff also conducted a round of rider outreach at the four inner stations (Union Station, L'Enfant, Crystal City, and Alexandria) during the PM service window to distribute information about the upcoming System Plan 2050 update and to collect general, qualitative input from riders about their service experience and thoughts or ideas about the future of VRE. The following major themes were gleaned from this outreach:

- “I chose VRE because of the fast, comfortable, and/or stress-free commute”
- “I chose my home location specifically because I could use VRE”
- New VRE riders who formerly rode Metrorail before the shutdown exclaiming the quality of the service VRE provides
- Frequent VRE riders feel “part of the family,” and have many specific operations and schedule change recommendations to make their commutes easier/make VRE more relevant to their needs
- Riders desire more service, both in terms of increased frequency, at different times of day, and especially on the weekends

These qualitative themes were incorporated, along with the staff input, into the visioning and goals development process.

### **Current Market Forces and VRE Ridership Trends**

According to the 2022 Customer Opinion Survey the initial travel market analysis has revealed that regional commuting patterns from outer jurisdictions to the region's core, VRE's core market, have been demonstrably altered by not only the Covid-19 pandemic, but also the post-pandemic shifts in work habits and policies. With an estimated 66% of current VRE riders being employed by the Federal Government, and another 7% by the Military, VRE's post-pandemic recovery has largely been dictated by the employee policies of federal and Department of Defense agencies. Currently, riders' most common telework arrangement is two days per week, riding VRE on the other three days. Most of these riders are choosing to telework on Mondays and Fridays, contributing to a larger decrease in ridership on those days versus midweek, as compared with pre-pandemic figures. While 37% of current VRE riders indicate they do not telework at all, 56% of riders indicate they use both VRE and another mode to commute. Of those riders, the most popular competitor to VRE service is driving alone, either in general purpose or HOT lanes. Driving alone is followed by Metrorail, including those who use bus to access Metrorail, and bus at 18% and 5%, respectively.

### **Next Steps**

The concurred-upon Vision and Goals will guide subsequent phases of System Plan development. The system performance targets identified for each goal will be used to evaluate how effectively proposed System Plan service scenarios and recommendations

align with the identified Vision and Goals. The market analysis and baseline 2030 and 2050 ridership forecasts by line and station, using the currently adopted Transforming Rail in Virginia (TRV) Phase II service plan, will be completed in November 2022. VRE staff plans to return to the Operations Board prior to the end of the calendar year to provide the results of the market analysis, ridership forecasts, and to request authorization to initiate Phase II of the System Plan 2050 update process.

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** October 27, 2022  
**SUBJECT:** Department of Rail and Public Transportation (DRPT)

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At the November meeting, DRPT Director Jen DeBruhl will give her report. The [monthly DRPT Report](#), which provides updates on DRPT programs and initiatives, is attached.





## COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl  
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
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RICHMOND, VA 23219-2416

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TO: Chair Aguirre and NVTC Commissioners

FROM: Jennifer DeBruhl, Director

DATE: October 25, 2022

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

On October 25, Zach Trogon joined DRPT as Chief of Public Transportation. Trogon comes to DRPT from the Williamsburg Area Transit Authority (WATA), where he served as its Executive Director. Prior to his tenure at WATA, Trogon was the County Administrator in Charles City County and a Town Manager in North Carolina. He is a graduate of the University of Mary Washington, holds a master's degree in public administration from the College of Charleston and is a graduate of the Senior Executive Institute at the University of Virginia.

The Commonwealth Transportation Board (CTB) met on [October 25](#) in Virginia Beach immediately prior to the [Governor's Transportation Conference](#). The CTB certified WMATA compliance with the requirements of the [dedicated funding legislation](#) and [CTB policy](#). DRPT anticipates taking recommended updates and revisions to the CTB policy for review at the CTB's December workshop and for action in January. A two year review is required by the policy, which was last updated in 2021.

In two additional actions, the CTB approved revisions to DRPT's policy for implementation of state capital transit prioritization and revisions to DRPT's guidelines for urban transit agency strategic plans. The policy changes were reviewed and recommended unanimously by the Transit Service Delivery Advisory Committee ([TSDAC](#)). DRPT accepted public comments on both policies through September 19.

In November, DRPT will host two online grant application workshops for the FY 24 funding cycle. An [application workshop](#) for DRPT's Commuter Assistance Programs ([CAP](#)) will be held on November 15 and an [application workshop](#) for DRPT's annual transit funding programs ([MERIT](#)) will be held on November 16. Details on registration for these workshops has been sent to local and regional transit and grants management staff.

The application deadline for a special mid-cycle Transit Ridership Incentive Program ([TRIP](#)) grant solicitation closed on October 3. DRPT solicited new applications for Regional Connectivity projects. A total of four applications for \$23.4 million were received. DRPT is reviewing the applications that were received and will present funding recommendations to the CTB for approval at its December 7 action meeting. The program will open for applications again in February 2023 for FY24 applications.

Throughout October, DRPT observed Ride Share Month. DRPT created a [marketing toolkit](#) that was made available to local partners and highlighted various rideshare options on our [Facebook](#), [Instagram](#), and [Twitter](#) pages.

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** October 27, 2022  
**SUBJECT:** Executive Director Report

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**A. Executive Director Newsletter**

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

The November Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

**B. NVTC Financial Report**

The [September 2022 Financial Report](#) is provided as information.

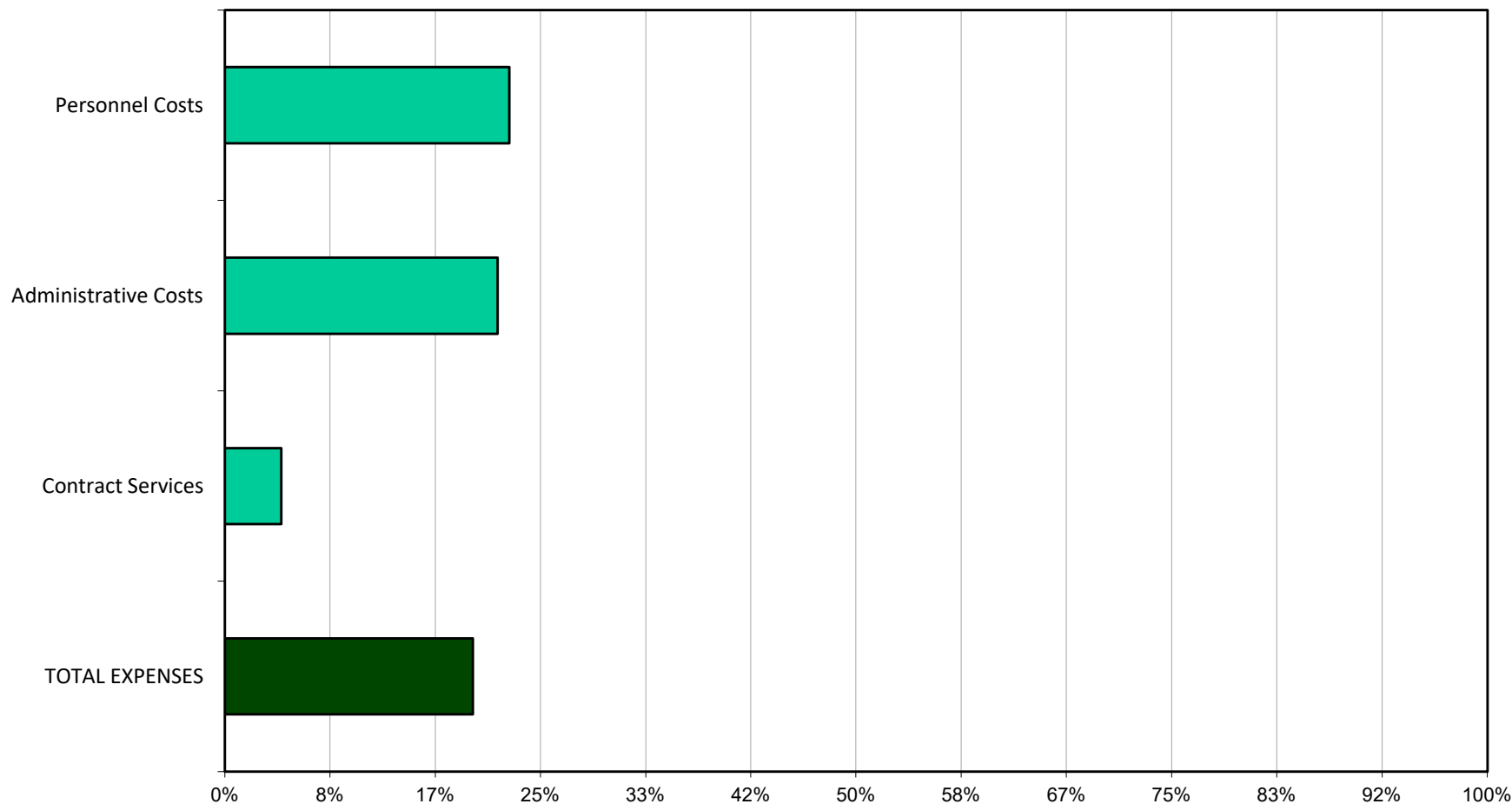
# Northern Virginia Transportation Commission

Financial Reports  
September 2022

# PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED

## September 2022

### (TARGET 25% OR LESS)



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

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**September 2022**

	<b><u>Current Month</u></b>	<b><u>Year To Date</u></b>	<b><u>Annual Budget</u></b>	<b><u>Balance Available</u></b>	<b><u>Balance %</u></b>
<b><u>Personnel Costs</u></b>					
Salaries and Wages	\$ 172,397.05	\$ 518,780.17	\$ 2,296,500.00	\$ 1,777,719.83	77.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>172,397.05</u>	<u>518,780.17</u>	<u>2,296,500.00</u>	<u>1,777,719.83</u>	<u>77.4%</u>
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	10,222.27	39,001.38	155,300.00	116,298.62	74.9%
Group Health Insurance	12,238.65	35,995.27	200,400.00	164,404.73	82.0%
Retirement	13,874.00	41,622.00	170,000.00	128,378.00	75.5%
Workmans & Unemployment Compensation	123.75	498.67	5,100.00	4,601.33	90.2%
Life Insurance	1,078.86	1,567.63	6,600.00	5,032.37	76.2%
Long Term Disability Insurance	1,103.41	3,438.35	12,500.00	9,061.65	72.5%
Total Benefit Costs	<u>38,640.94</u>	<u>122,123.30</u>	<u>549,900.00</u>	<u>427,776.70</u>	<u>77.8%</u>
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	1,800.00	3,100.00	14,700.00	11,600.00	78.9%
<i>Rents:</i>	<i>33,519.10</i>	<i>100,745.30</i>	<i>419,100.00</i>	<i>318,354.70</i>	<i>76.0%</i>
Office Rent	33,261.05	99,783.15	394,900.00	295,116.85	74.7%
Parking & Transit Benefits	258.05	962.15	24,200.00	23,237.85	96.0%
<i>Insurance:</i>	<i>634.70</i>	<i>1,502.05</i>	<i>7,300.00</i>	<i>5,797.95</i>	<i>79.4%</i>
Public Official Bonds	100.00	100.00	2,300.00	2,200.00	95.7%
Liability and Property	534.70	1,402.05	5,000.00	3,597.95	72.0%
<i>Travel:</i>	<i>3,314.51</i>	<i>9,763.78</i>	<i>65,800.00</i>	<i>56,036.22</i>	<i>85.2%</i>
Conference / Professional Development	2,284.41	7,131.59	47,100.00	39,968.41	84.9%
Non-Local Travel	-	693.94	2,500.00	1,806.06	72.2%
Local Travel, Meetings and Related Expenses	1,030.10	1,938.25	16,200.00	14,261.75	88.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**September 2022**

	<b>Current Month</b>	<b>Year To Date</b>	<b>Annual Budget</b>	<b>Balance Available</b>	<b>Balance %</b>
<i>Communication:</i>	3,149.20	5,262.01	17,200.00	11,937.99	69.4%
Postage	151.17	151.17	1,400.00	1,248.83	89.2%
Telephone and Data	2,998.03	5,110.84	15,800.00	10,689.16	67.7%
<i>Publications &amp; Supplies</i>	1,029.81	1,572.38	28,900.00	27,327.62	94.6%
Office Supplies	135.70	148.91	2,500.00	2,351.09	94.0%
Duplication and Paper	894.11	1,258.97	8,900.00	7,641.03	85.9%
Public Engagement	-	164.50	17,500.00	17,335.50	99.1%
<i>Operations:</i>	1,359.64	7,826.03	53,300.00	45,473.97	85.3%
Furniture and Equipment (Capital)	-	-	25,500.00	25,500.00	100.0%
Repairs and Maintenance	103.00	2,486.00	1,000.00	(1,486.00)	-148.6%
Computer Operations	1,256.64	5,340.03	26,800.00	21,459.97	80.1%
<i>Other General and Administrative:</i>	882.41	3,296.56	10,000.00	6,703.44	67.0%
Memberships	85.67	557.01	1,600.00	1,042.99	65.2%
Fees and Miscellaneous	796.74	2,420.55	6,900.00	4,479.45	64.9%
Advertising (Personnel/Procurement)	-	319.00	1,500.00	1,181.00	78.7%
Total Administrative Costs	<u>45,689.37</u>	<u>133,068.11</u>	<u>616,300.00</u>	<u>483,231.89</u>	<u>78.4%</u>
<u>Contracting Services</u>					
Auditing	-	-	27,600.00	27,600.00	100.0%
Contract Services and Support					
Commuter Choice	794.58	794.58	234,700.00	233,905.42	99.7%
Research Support	-	-	200,000.00	200,000.00	100.0%
Other Technical	6,520.08	19,262.24	120,000.00	100,737.76	83.9%
Legal	<u>2,500.00</u>	<u>7,500.00</u>	<u>35,000.00</u>	<u>27,500.00</u>	<u>78.6%</u>
Total Contract Services	9,814.66	27,556.82	617,300.00	589,743.18	95.5%
Total Gross G&A Expenses	<u>\$ 266,542.02</u>	<u>\$ 801,528.40</u>	<u>\$ 4,080,000.00</u>	<u>\$ 3,278,471.60</u>	<u>80.4%</u>



NVTC  
RECEIPTS and DISBURSEMENTS  
September 2022

September 2022			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					\$ 1,916,714.38
2	DMV	CROC			1,250,000.00		
6	DRPT	Capital grant receipt - Fairfax					10,074,267.00
6	DRPT	Regional transit marketing campaign assistance			24,200.00		
15	DRPT	Capital grant receipt - Alexandria			54,121.00		
15	DRPT	Capital grant receipt - VRE			2,816,742.00		
21	DRPT	Capital and operating assistance - WMATA					16,736,688.00
26	VRE	Reimbursement for staff support		6,916.67			
28	VRE	Reimbursement for staff support		6,916.67			
30	Banks	Investment earnings		66.46	3,983.84	120,883.87	732,040.29
TOTAL RECEIPTS			-	13,899.80	4,149,046.84	120,883.87	29,459,709.67

NVTC  
RECEIPTS and DISBURSEMENTS  
September 2022

September 2022			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-30	Various	G&A expenses	(265,278.23)				
2	VRE	CROC			(1,250,000.00)		
8	Stantec	Consulting - NTD collection	(792.00)				
15	VRE	Grant revenue			(2,816,742.00)		
15	Alexandria	Costs incurred			(54,121.00)		
15	PRTC	Commuter Choice - I-66 project reimbursement				(530,942.00)	
15	PRTC	Commuter Choice - I-395/95 project reimbursement				(494,999.00)	
15	Alexandria	Commuter Choice - I-395/95 project reimbursement				(533,604.00)	
15	Loudoun	Commuter Choice - I-66 project reimbursement				(245,032.00)	
30	Banks	Service charges	(10.38)	(74.95)			
TOTAL DISBURSEMENTS			(266,080.61)	(74.95)	(4,120,863.00)	(1,804,577.00)	-
TRANSFERS							
8	Transfer	LGIP to checking	240,000.00		(240,000.00)		
13	Transfer	LGIP to LGIP (FY2023 G&A contribution)			2,823,453.00		(2,823,453.00)
30	Transfer	From savings to checking	210,000.00	(210,000.00)			
NET TRANSFERS			450,000.00	(210,000.00)	2,583,453.00	-	(2,823,453.00)
NET INCREASE (DECREASE) FOR MONTH			\$ 183,919.39	\$ (196,175.15)	\$ 2,611,636.84	\$ (1,683,693.13)	\$ 26,636,256.67

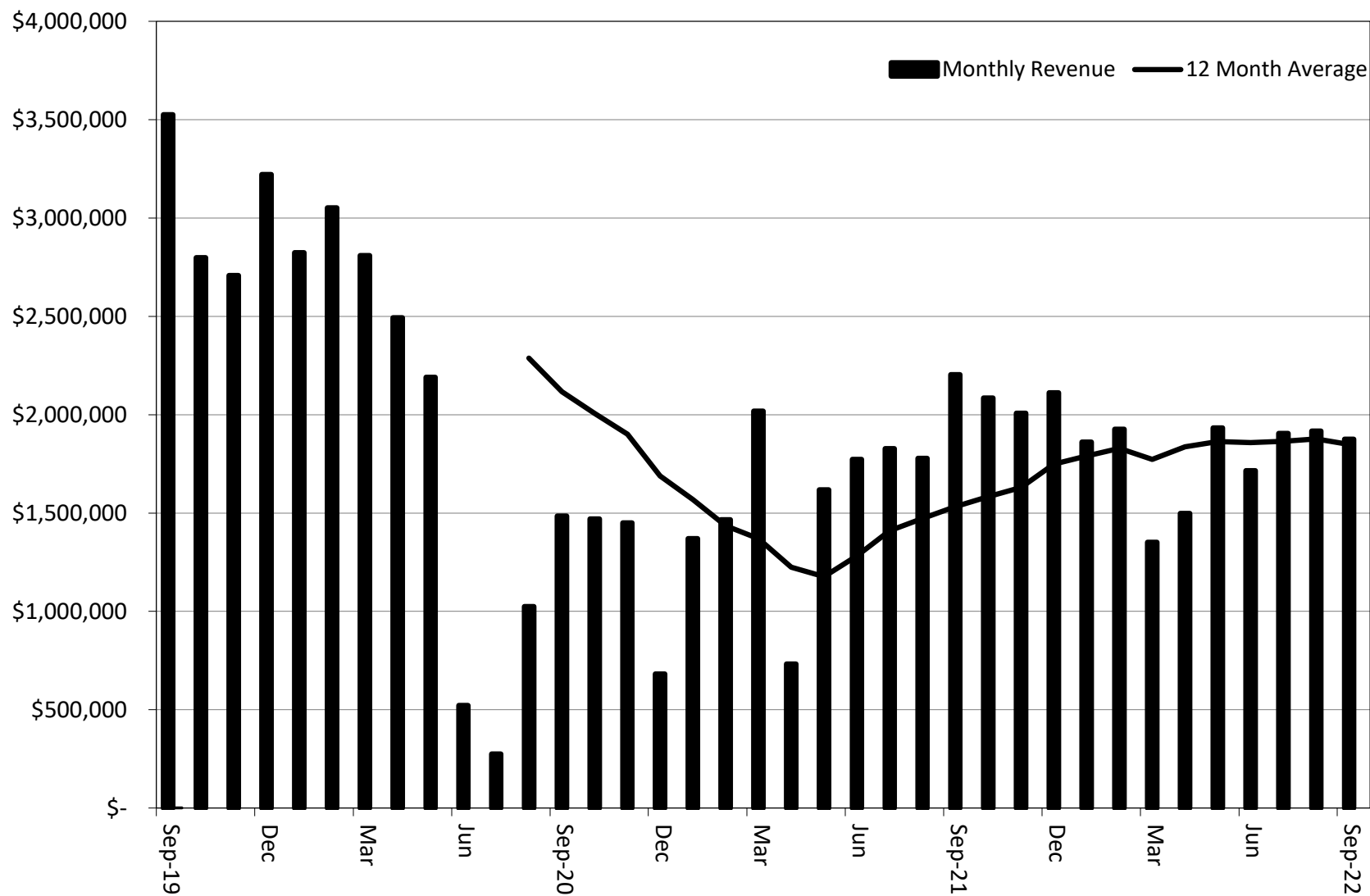
**NVTC  
INVESTMENT REPORT  
September 2022**

Type	Rate	Balance	Increase	Balance	Balance			
		8/31/2022	(Decrease)	9/30/2022	NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	\$ 34,625.81	\$ 183,919.39	\$ 218,545.20	\$ 218,545.20	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.400%	207,333.43	(196,175.15)	11,158.28	11,158.28	-	-	-
Investments								
Bank of America: Virginia Local Government Investment Pool	2.612%	388,469,653.94	27,564,200.38	416,033,854.32	2,877,496.87	56,251,233.61	304,588,535.90	52,316,587.94
		<u>\$ 388,711,613.18</u>	<u>\$ 27,551,944.62</u>	<u>\$ 416,263,557.80</u>	<u>\$ 3,107,200.35</u>	<u>\$ 56,251,233.61</u>	<u>\$ 304,588,535.90</u>	<u>\$ 52,316,587.94</u>

# NVTC MONTHLY GAS TAX REVENUE

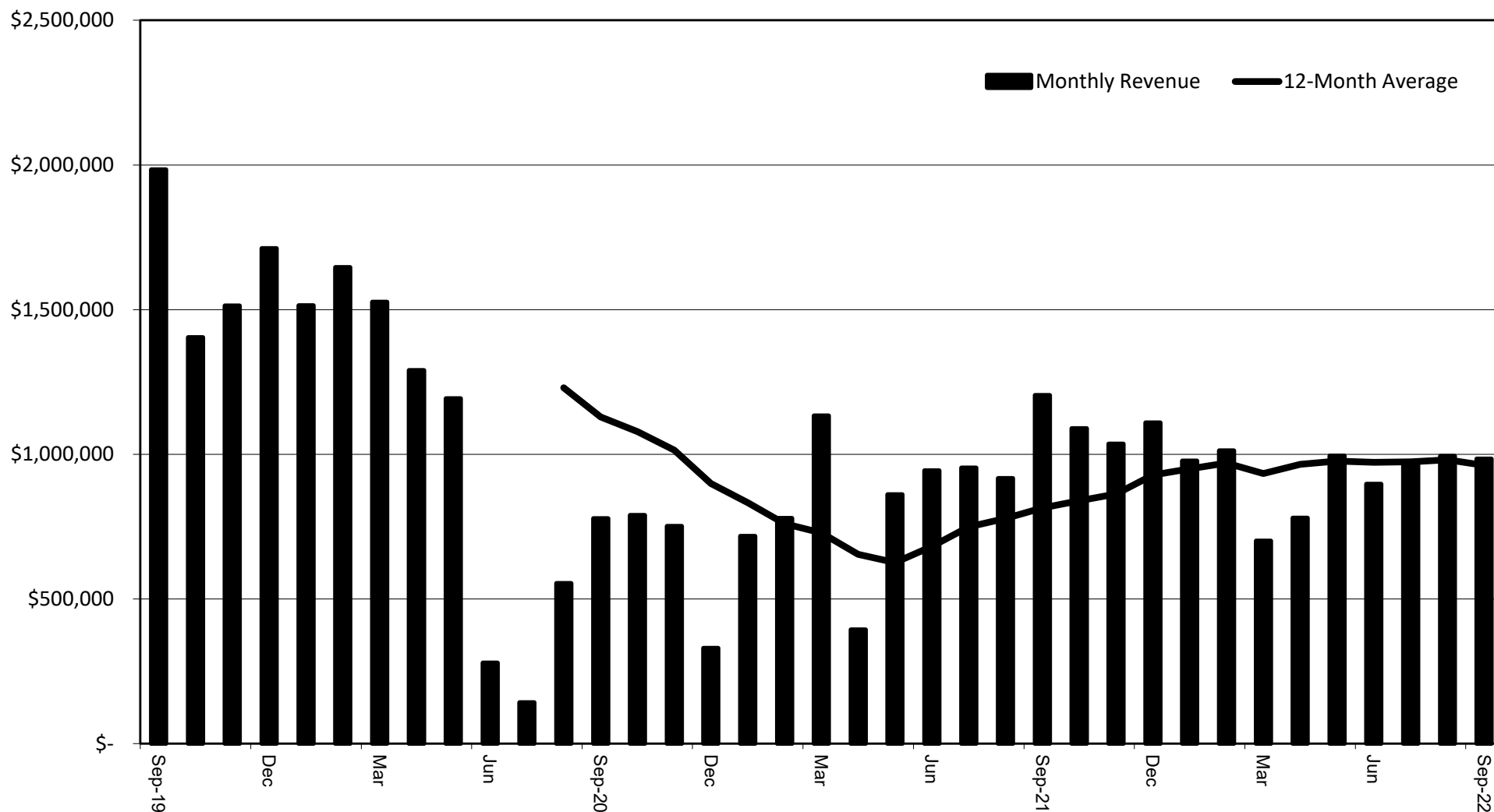
## ALL JURISDICTIONS

### FISCAL YEARS 2020-2023



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 2020-2023

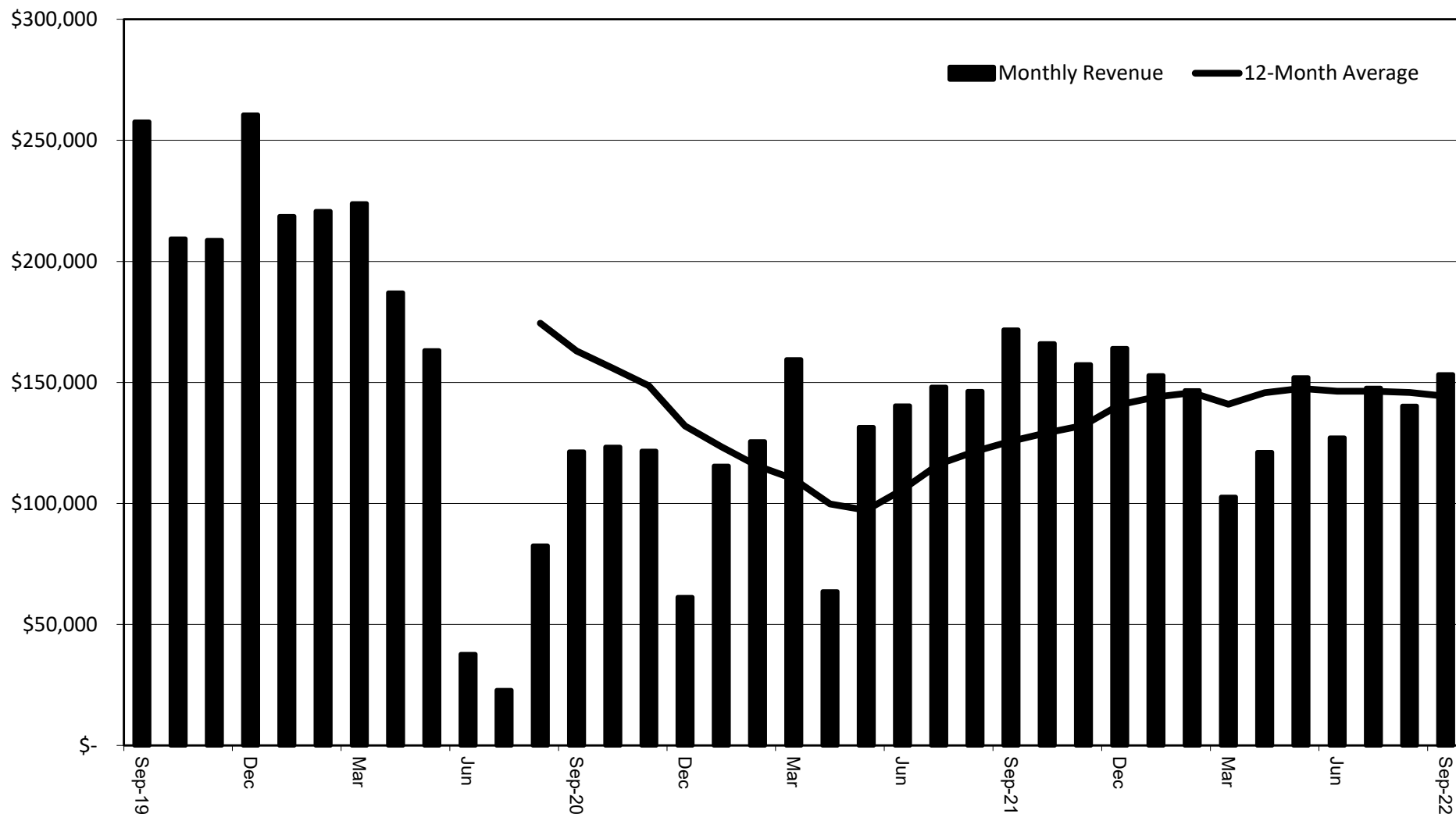


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# NVTC MONTHLY GAS TAX REVENUE

## CITY OF ALEXANDRIA

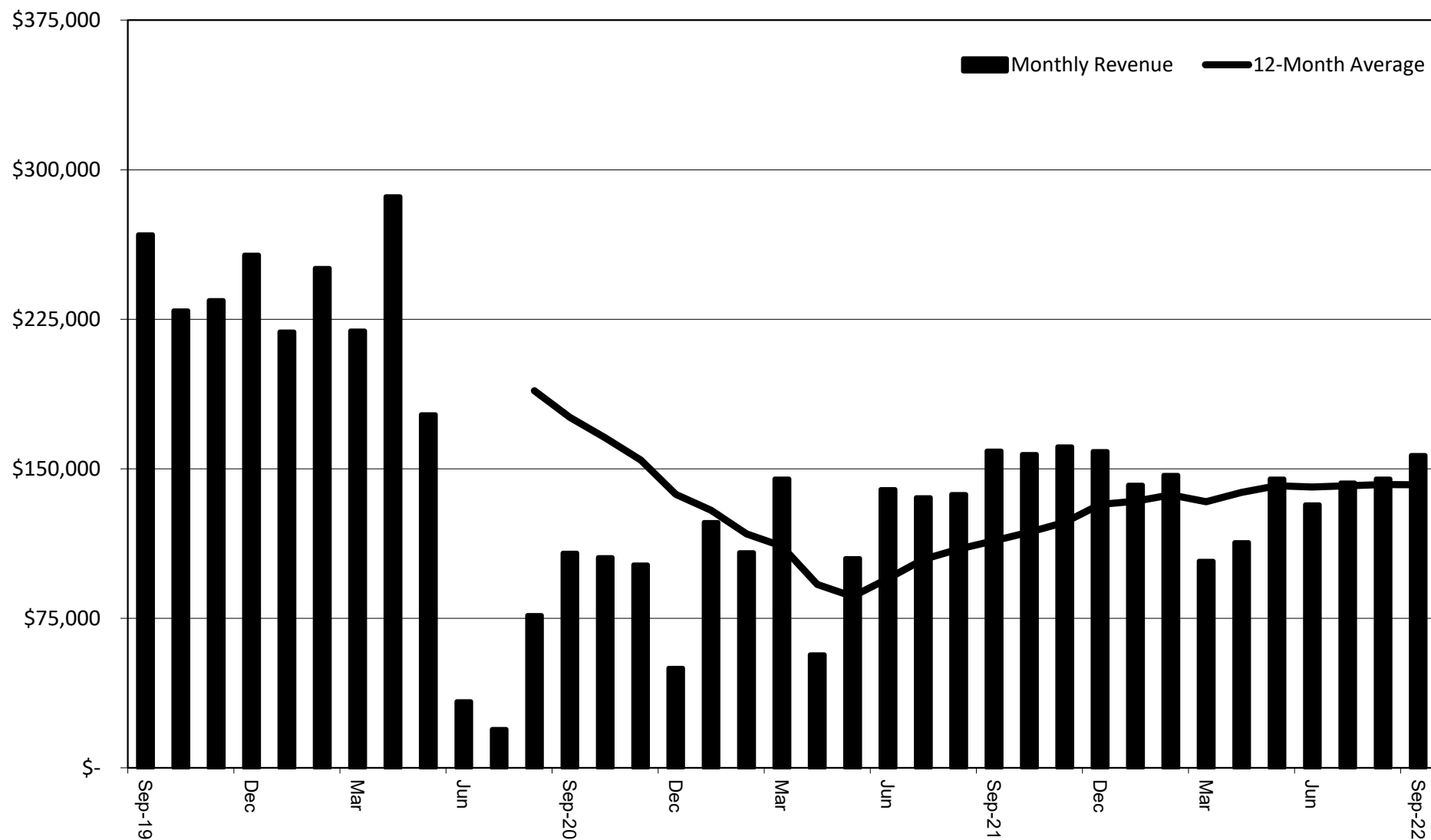
### FISCAL YEARS 2020-2023



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

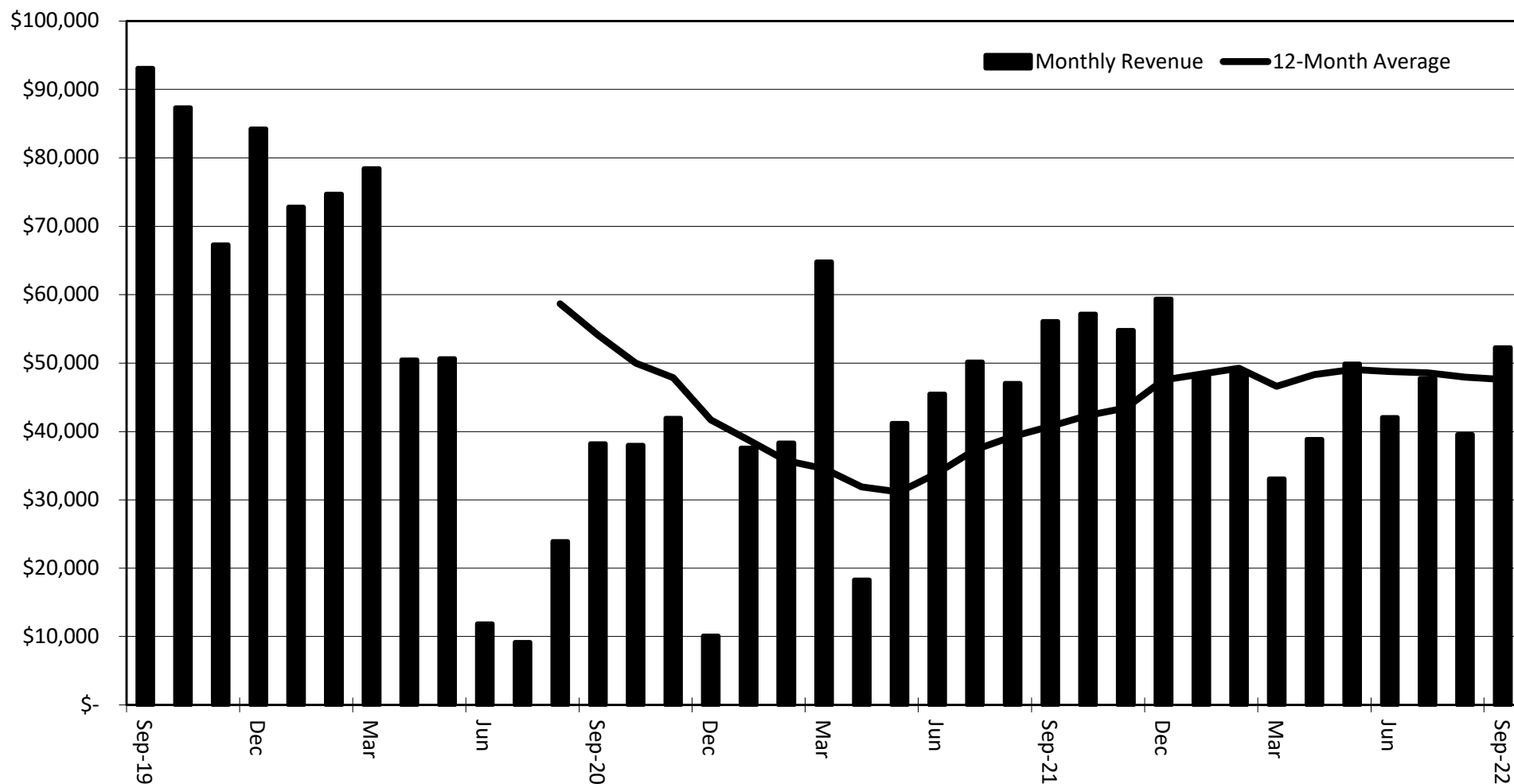


# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2020-2023



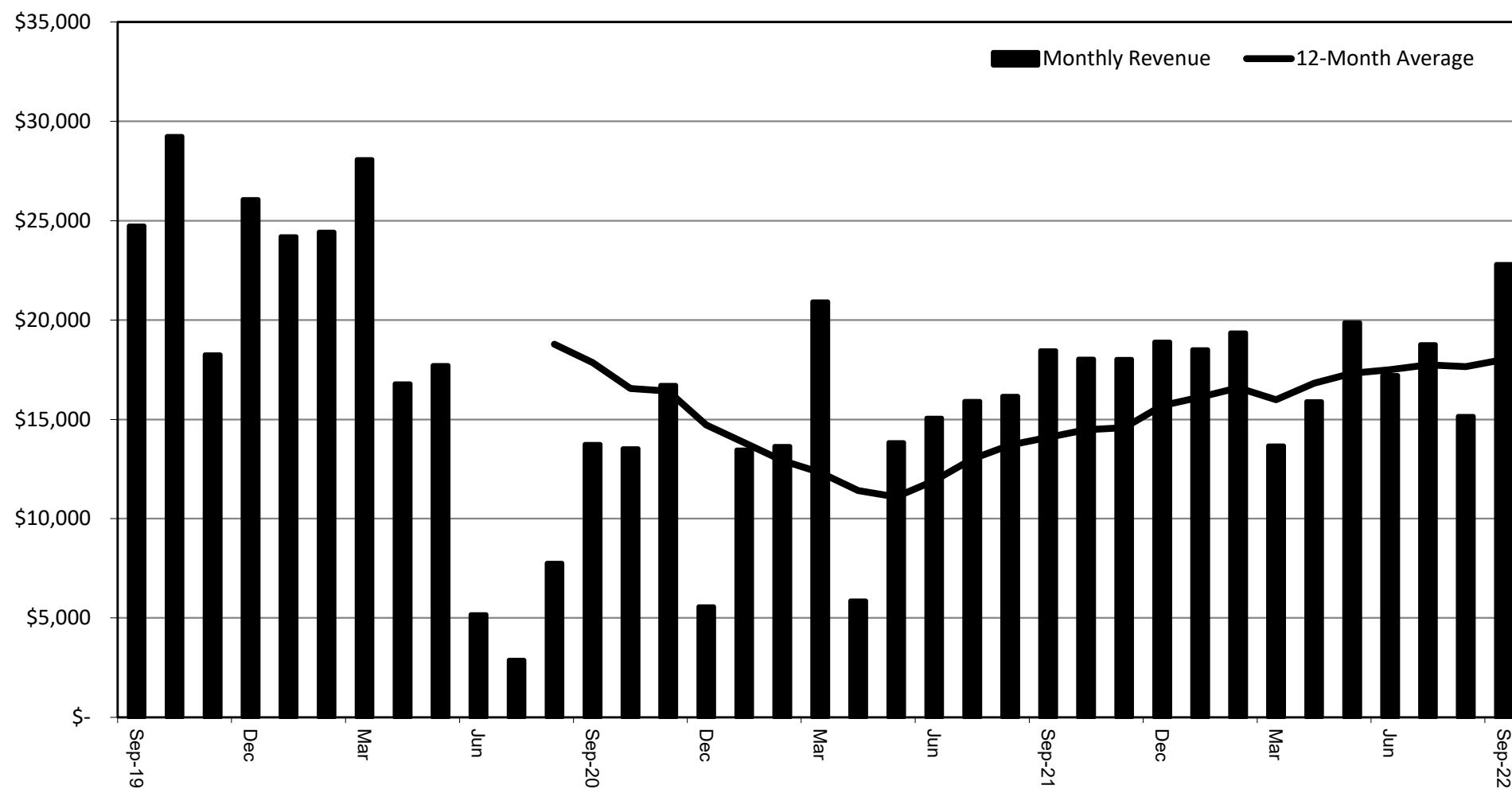
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# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2020-2023



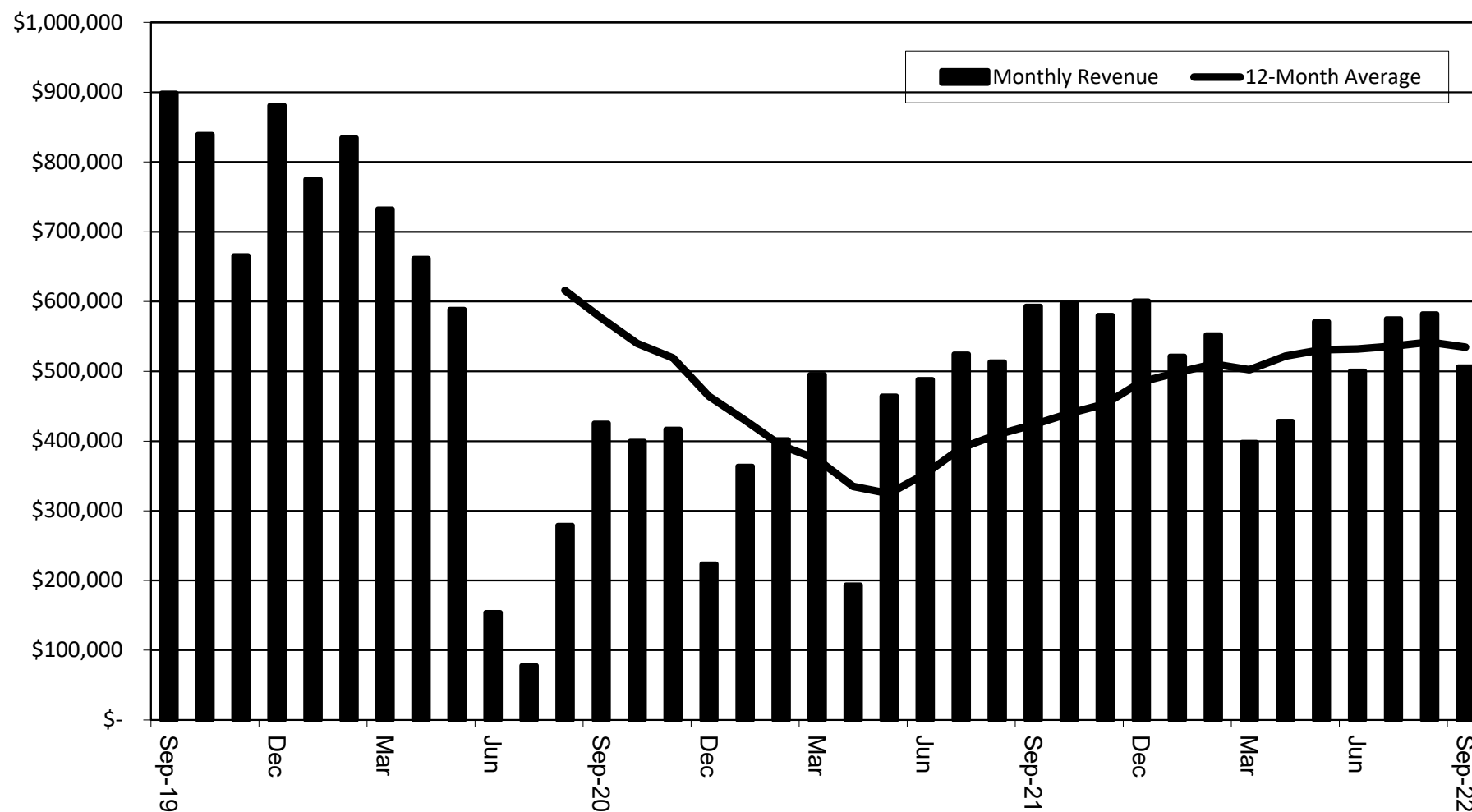
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2020-2023



*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 2020-2023



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