



# Commission Meeting Materials

*October 6, 2022*



**novatransit.org**

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# Meeting Overview

NVTC's October 6, 2022 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

## Action Items

- Notice of Direct Contribution to the Jurisdictions
- RFP for a Northern Virginia Regional Bus Analysis
- Letter of Endorsement of Loudoun County's Transit Ridership Incentive Program (TRIP) Grant Application
- NVTC Commuter Choice Program FY 2022 Annual Report
- Referral of Preliminary FY 2024 VRE Operating and Capital Budget to the Jurisdictions

## Other Meeting Highlights

- Public Comment Received  
Reports from the Chairs of the Program Advisory Committee, Joint Commission Working Group, and Legislative and Policy Committee
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director
- NVTC Marketing Campaign Wrap-up
- Closed Session for VRE CEO Annual Performance Review

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**NVTC COMMISSION MEETING  
THURSDAY, OCTOBER 6, 2022  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd., Arlington, VA 22201  
[Public Streaming Via YouTube](#)  
7:00 p.m.**

**\*UPDATED**

**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, October 6 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the October 6 meeting.*

1. Opening Remarks
  - General Public Comments Received
2. **ACTION: Approve the Minutes of the September 1, 2022 NVTC Meeting**
3. **ACTION: Approve the Consent Agenda (subject to chair approval)**
  - A. **ACTION: Authorize the Notice of Direct Contribution to the Jurisdictions**
  - B. **ACTION: Authorize the Issuance of a Request for Proposals for the Northern Virginia Regional Bus Analysis**
  - C. **ACTION: Authorize the Chair to Send a Letter of Endorsement of Loudoun County's Transit Ridership Incentive Program (TRIP) Grant Application**
4. **Report from the Chairs of the Program Advisory Committee and the Joint Commission Working Group**
  - A. **ACTION: Authorize the Executive Director to Submit the NVTC Commuter Choice Program FY 2022 Annual Report to the Commonwealth Transportation Board**
  - B. **Commuter Choice I-395/95 Call for Projects and Proposed Policy Changes Update**

5. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Virginia WMATA Board Members
  - B. Report from the Chair of the WMATA Committee
  - C. Other WMATA News
6. Report from the Chair of the Legislative and Policy Committee
  - A. NVTC Draft 2023 State and Federal Legislative Priorities
  - B. Annual Joint NVTC-PRTC Legislative Forum
7. **Virginia Railway Express (VRE)**
  - A. VRE CEO Report and Minutes
  - B. **ACTION: Approve Resolution #2486: Authorize the VRE CEO to Refer the Preliminary FY 2024 VRE Operating and Capital Budget to the Jurisdictions**
8. Department of Rail and Public Transportation (DRPT)
9. Executive Director Report
  - A. Executive Director Newsletter
  - B. Marketing Campaign Wrap-Up
  - C. NVTC Financial Report
10. Closed Session



**MINUTES**  
**NVTC COMMISSION MEETING –SEPTEMBER 1, 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 7:10 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
Nick Clemente  
Katie Cristol  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) *(via electronic participation)*  
Adam Ebbin  
John Foust  
Libby Garvey  
Aimee S. Gilroy  
Matt Letourneau  
Jeff McKay  
David Meyer  
Dalia Palchik  
M. David Skiles  
Paul Smedberg  
Mike Turner  
James Walkinshaw

Members Not Present

Canek Aguirre  
John J. Bell  
Matt de Ferranti  
David Snyder  
John C. Tuck III

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 *(via electronic participation)*  
Sophie Spiliotopoulos

Aimee Perron Siebert  
Rich Dalton (VRE)  
Steve MacIsaac (VRE)  
Joe Swartz (VRE)  
Randy Clarke (WMATA)  
Greg Potts (WMATA)

## Opening Remarks

Vice-Chair Palchik welcomed everyone to the September 1, 2022 NVTC meeting and noted that the meeting is also being livestreamed for the public on YouTube. 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. She also noted that Mr. Snyder sent his regrets that he cannot attend the meeting since he is out of the country. Commission Secretary Rhonda Gilchrest confirmed an in-person quorum was present.

On behalf of the entire Commission, Vice-Chair Palchik welcomed WMATA's new General Manager/CEO Randy Clarke to the meeting.

Ms. Mattice stated that NVTC received one public comment from a transit rider asking that more funding be provided for public transit such as Metro, buses and VRE so that her ride to work can be more convenient and take less time. The full text of the comment was provided to Commissioners prior to the meeting.

Ms. Mattice provided a preview of what will be a very active fall of Commission activities. She observed that there are many Commission items that have a nexus to Metro as well as the broader transit network in Northern Virginia. This fall, the Commission will be considering several major actions that will be important for efforts in the coming years. This is in addition to NVTC's normal budget, audit and performance review cycle – all of which will be coming to the Commission this fall and winter. She reported that staff will present the fifth Annual Report on the Performance and Condition of WMATA and expects that the findings and recommendations will be of great interest to the new WMATA General Manager. Staff will also present the annual report on Commuter Choice and launch the next call for projects for I-395/95. NVTC has invited DRPT and VDOT to present on the future opportunities for more reliable bus services as more Virginia highways are converted to Express Lanes.

Ms. Mattice stated that NVTC will be launching its zero-emission bus regional strategic plan and a regional bus service strategic plan – both efforts aimed at providing support to the region's robust transit bus network that is served by five local bus systems in addition to Metrobus. Staff will also continue to bring to the Commission trends and analysis on how transit is serving Northern Virginia, including an update on the value of Metro and VRE to revenues that benefit the entire Commonwealth.

Ms. Mattice also noted that this is the season for preparing the annual legislative agenda that articulates NVTC's state and federal legislative and policy priorities. This will be paired once again with the annual Joint Legislative Forum with PRTC on December 5, where participants will hear transit policy priorities from the Commonwealth, WMATA, VRE and PRTC.

Finally, Ms. Mattice stated that with more flexibility with all-virtual meetings, several upcoming committee meetings will be all-virtual, including the Program Advisory Committee and the Joint

Commission Working Group, both meeting on September 15, followed by the Legislative and Policy and WMATA Committees, both meeting on September 29.

Vice-Chair Palchik noted that the Commission has the option to hold the December 1 Commission meeting as an all-virtual meeting. She asked for Commissioners' preferences and stated that staff will follow-up with Chair Aguirre and the Executive Committee on this issue.

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

Mr. Skiles moved, with a second by Mr. Alcorn, to approve the minutes of the July 7, 2022 meeting. Mr. Alcorn asked that the minutes be changed on page 6 to clarify that the WMATA Committee did not discuss WMATA Board member compensation but that they requested staff to include the topic as part of peer reviews of other transit systems.

The vote in favor to approve the amended minutes was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles and Smedberg. The motion passed.

#### Consent Agenda

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

- A. Authorize the Executive Director to Award the Contract for the "Value of Northern Virginia's Transit Network to the Commonwealth" Study
- B. Authorize the NVTC Pension Trustees to Sign the Amended and Restated Target Benefit Pension Trust Plan Document

Mr. Skiles requested that Item #3A be removed from the Consent Agenda for a separate vote. He needs to recuse himself on this item since the contract award relates to one of his clients.

Mr. Smedberg moved, with a second by Mr. Ebbin, to approve the Consent Agenda, which includes only #3B regarding the Pension Trust. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles and Smedberg. The motion passed.

The Commission then voted on #3A regarding the contract award for the value of transit study. Ms. Cristol moved, with a second by Mr. McKay, to authorize the executive director to award the contract for the "Value of Northern Virginia's Transit Network to the Commonwealth" study. The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik and Smedberg. Mr. Skiles abstained. The motion passed.

Mr. Walkinshaw arrived at 7:20 p.m.

## Washington Metropolitan Area Transit Authority (WMATA)

Vice-Chair Palchik once again welcomed WMATA's new General Manager/CEO Randy Clarke to NVTC to share his observations and vision as he takes over leadership of WMATA. She stated that Metro is a big deal to NVTC. NVTC was founded back in 1964 to help establish Metrorail. The region's cities and counties are the ones who receive and pay the Metro subsidies, which in FY 2023 was nearly \$400 million. The jurisdictions dedicate their local general funds and the regional gas tax for at least half of that amount every year.

Vice-Chair Palchik stated that NVTC appoints three out of the four Virginia members to the WMATA Board of Directors. The Commonwealth's appointee to the WMATA Board also serves as a NVTC Commissioner. The Virginia WMATA Board members (Paul Smedberg, Matt Letourneau, Walter Alcorn and Canek Aguirre) all work together to represent NVTC's jurisdictions to make sure Northern Virginia has a strong and effective voice on the WMATA Board.

Vice-Chair Palchik noted that NVTC Commissioners are the leaders of the NVTC jurisdictions – those are the cities and counties in Virginia that are served by Metro and, most notably, they are the ones that get the bill. On NVTC, they review all WMATA budgets, respond to system plans, and are engaged as Metro navigates good and bad times.

Vice-Chair Palchik assured Mr. Clarke that he has a solid partner in NVTC, and both Commissioners and staff are available to help when needed. She stated that Commissioners want and need WMATA to succeed as it provides important regional connections for the local bus systems, Bus Rapid Transit and VRE to keep Northern Virginia moving. Metro is vital to economic development in the jurisdictions and has helped major employers including Amazon, Northrup Grumman, Lockheed, Apple, Google, TSA and many others.

Vice-Chair Palchik recognized NVTC staff, under Kate Mattice's leadership, who are focused on NVTC's engagement with WMATA. NVTC staff manage local, regional and statewide funding that is used to pay Metro subsidies; conduct analyses on how Metro is serving Northern Virginia; provide technical support to the jurisdictions on Metro budget and other issues; and provide exceptional support to Virginia's WMATA Board members.

WMATA General Manager/CEO Presentation. Mr. Clarke thanked Commissioners for their warm welcome. He stated that Metro is the region's transit system and he is pleased to be the steward of that system. Metro is a joint ownership, and everyone shares the same outcome. WMATA is complicated with multiple jurisdictions but it does allow for amazing opportunities as the region really supports Metro. He stated that the region deserves a Metro system that works for the region and it's fair to say that right now, Metro is not working for the region. With that said, WMATA has momentum to move forward. The customer deserves a great transit system. Mr. Clarke then provided some background on his work experience and expertise.

Mr. Clarke stated that in his view, transit is the ultimate opportunity to connect. Economic development is based on access to Metro service. An example of this is the Silver Line corridor. A society to meet policy goals dealing with environmental outcomes needs great transit. Transit provides access to education, hospitals and doctors, future jobs, etc. He observed that there is

so much dynamic growth in this metropolitan region and the backbone of that growth is the Metro system. Mr. Clarke stated that he will be focused on being the customers' champion, so WMATA will be customer-first driven. WMATA needs to earn the customer's business. He stated that WMATA is working hard to increase service frequency and reliability. WMATA is working with the Washington Metrorail Safety Commission to get the 7000-series railcars back into service.

Mr. Clarke stated that the Silver Line Phase 2 and Potomac Yard are two major projects to the region. Unfortunately, there will be a significant shutdown in Virginia which will happen very soon. He thanked NVTC, DPRT, VRE and local transit providers who are coordinating mitigation efforts. The work being done will bring the region one step closer to opening the Potomac Yard Station. WMATA is also getting closer every day to opening the Silver Line Phase 2. He gave a brief overview of the work being done, which includes WMATA getting ready to start simulation testing.

Mr. Clarke also highlighted some of his other major initiatives that will focus on communication, public safety, fare evasion, and cleanliness of the stations. He wants to be a partner and collaborate. Transparency is important and he is open to having difficult conversations. WMATA will be more transparent moving forward. He encouraged Commissioners to ride the system and he extended an invitation for tours of the projects that are being funded by the region.

Vice-Chair Palchik stated that it is encouraging to hear words such as "transparency," "partnership," and "collaboration." She asked about an opening date for the Silver Line and Mr. Clarke responded that WMATA is getting closer by the day, but he cannot provide a date yet.

Mr. Alcorn stated that the NVTC WMATA Committee's work on the Annual Report on WMATA articulates its priorities for WMATA for this coming year. He observed that some of the things Mr. Clarke mentioned are already priorities in the report, such as:

- Rebuilding rider confidence through service restoration, improvements to safety and management culture, and addressing physical safety and security
- Enforcing fare evasion uniformly across the system
- Creating a simple and convenient fare structure
- Managing labor costs

Mr. Alcorn stated that it is also important to have a conversation about who runs what kind of bus service in Northern Virginia, and there needs to be a way to fix how Metrobus is funded. As Metrobus service has been reallocated across the region, Virginia keeps paying more subsidy for Metrobus while losing service. This is not sustainable for Northern Virginia. Lastly, there needs to be a new financial operating model at WMATA.

Mr. Turner arrived at 7:38 p.m. and joined the discussion.

Mr. Clarke stated that it is important to have a simple convenient fare structure, but currently WMATA has one of the most complex fare structures. In his opinion, fare recovery will never be what it was pre-COVID. WMATA will need to figure out how to fund the system. The WMATA



Board will be looking at a lot of optionality about service and fares to solve this challenge. The funding model needs to be sustainable and predictable. WMATA's bus redesign also needs to be a collaborative effort. Bus is just as important as rail.

Ms. Bagley asked Mr. Clarke to speak more on the upcoming shutdown, which will affect her constituents in Alexandria. She also asked if there will be an influx of 7000-series railcars to help provide some relief from the effects of the shutdown. Mr. Clarke responded that there are two parts of the shutdown. 7000-series railcars will be brought back on specific lines because they are easier to manage on certain lines as well as accessible to certain railyards. He understands the frustration, but it is complicated to bring the 7000-series cars back. He did assure her that WMATA is working hard to restore the 7000-series. Ms. Bagley stated that more information and updates are welcome, as well as any indications that progress is being made so customers will continue to have faith in the system. She also asked if there are contingencies in place if WMATA does not meet its goals to complete the shutdown work. Mr. Clarke stated that there are contingencies and WMATA will work as a team and can get back to her on specifics, but he expressed his commitment that WMATA will do everything it can to get the project done by the deadline. Ms. Bagley asked Mr. Clarke to speak to the Potomac Yard opening date. Mr. Clarke stated he cannot speak to a specific date at this point. This shutdown is the key to get to the opening date for Potomac Yard. Ms. Bagley stated that Alexandria is committed to being a good partner with WMATA.

Ms. Garvey thanked Mr. Clarke for his comments. She stated that Arlington County hopes the 16M Metrobus that travels down Columbia Pike is ready by March 2023 to extend down to Crystal City and Amazon. She asked Mr. Clarke to speak about WMATA's strategy to the General Assembly. Mr. Clarke stated that he and Chair Smedberg have already been to Richmond to have discussions with Secretary Miller and his leadership team to talk about the value of Metro. For him, it's all about collaboration, communication and relationships. Mr. Smedberg stated that on the federal level they have also met with U.S. Senators Warner and Kaine. He stated that Ms. Mattice's testimony at the Commonwealth Transportation Board was productive to educate them on the importance of transit. Mr. Smedberg stated that many of the General Manager's initiatives are issues that resonant with legislators and Secretary Miller.

Ms. Cristol observed that in the past local staff have been frustrated with getting things "unstuck" at Metro, such as the 16M Metrobus issue. She asked for Mr. Clarke's thoughts on bringing down those "silos." Mr. Clarke stated that WMATA staff is dedicated to serving the public and are on the frontline providing service. He did admit that WMATA does have a significant cultural silo. He is optimistic that WMATA will make significant progress on this through a process of a strategic transformation plan, which is hoped to be completed by January 2023. He wants WMATA staff to feel they have ownership in the organization. Vice-Chair Palchik stated that culture is the hardest thing to change but can be the most powerful.

Vice-Chair Palchik stated that for almost a year now, the Commission has been discussing the upcoming operating budget gaps, which are an area of great concern to many on the Commission. She asked if Mr. Clarke can speak to the FY 2024 budget. Mr. Clarke stated that he is cautiously optimistic that the WMATA Board will have enough options and funding to work through this next budget cycle for FY 2024. He stated that everything will be on the table for

discussion, including service and fare change options. Mr. Letourneau stated that for the FY 2024 budget, the WMATA Board will be very transparent about the budget options. There will be a budget gap that will need to be addressed.

In response to a question from Mr. Turner, Mr. Clarke stated that generally fare box recovery will not go back to pre-COVID levels. He is not saying this is good or bad. All transit systems are facing the same challenges. All WMATA partners need to agree on how to pay for Metro service. Mr. Smedberg stated that it is important to find out how customers will use the system in the future.

Vice-Chair Palchik thanked Mr. Clarke for his insights.

Report from the WMATA Board Members. Mr. Smedberg encouraged Commissioners to read the written materials for updates on recent WMATA Board items which include an amendment to the capital budget, findings of an investigation into the lapses in rail operator recertification, and updates on Metro's major Blue and Yellow Line construction project. Mr. Letourneau stated that the WMATA Board had an in-depth public discussion about the findings of the investigation. It is a step forward in being more transparent about how WMATA operates so these incidents don't happen again. Mr. Smedberg reported that recertification is at 100%.

Report from the NVTC WMATA Committee. Mr. Alcorn reported that at the last WMATA Committee meeting in July, the committee reviewed NVTC staff's proposed strategies to reduce the growth in costs and improve efficiencies for the 2022 Report on the Performance and Condition of WMATA. As earlier mentioned, the following proposed strategies are directed at WMATA:

- Rebuilding rider confidence through service restoration, safety culture and management reform
- Enforcing fare evasion uniformly across the system
- Creating a simple and convenient fare structure
- Increasing non-fare revenues
- Managing labor costs

Mr. Alcorn stated that the next two strategies are directed at NVTC:

- Conducting a study on the policy, funding, and other implications of Northern Virginia local transit agencies assuming the operation of Metrobus services in Northern Virginia.
- Creating a WMATA Funding and Reform Working Group to develop and recommend aligning expenses with revenues at WMATA with a focus on existing and new revenue sources.

Mr. Alcorn stated that NVTC staff will further develop these strategies for inclusion into the draft annual report chapter that will be previewed at the October Committee meeting. He also reported that at the mast WMATA Committee meeting NVTC staff provided an update on their research on Metrobus subsidy and service trends and had the following findings:

- Virginia is unique in the region where additions to bus service are mostly accomplished by local transit providers.
- 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 with the pandemic.
- The way Metrobus subsidies are currently calculated does not adequately reflect how service has changed. Virginia is paying more for less service.

Mr. Alcorn stated that in preparation for the upcoming Bus Network Redesign effort, the WMATA Committee asked NVTC staff to work with jurisdictional staff and develop ideas for a new Metrobus formula and a way to pay for Metrobus service so that Virginia can speak with one voice on that phase of the Bus Network Redesign effort. He concluded by announcing that the next NVTC WMATA Committee meeting is scheduled for September 29 at 6:00 p.m.

### Commuter Choice

Vice-Chair Palchik stated that NVTC is about to embark on a new round of funding for the I-395/95 Commuter Choice program. As there are some new Commissioners since the last I-395/95 round, she asked Mr. Fye to provide an overview on the I-395/95 Commuter Choice program – a joint effort between NVTC and PRTC.

Mr. Fye stated that there are no actions being requested at this meeting. This is the start of NVTC's engagement as staff gears up for the next call for projects. Commuter Choice reinvests a portion of toll revenues from two Northern Virginia expressway corridors (I-66 Inside the Beltway and I-395/95) into multimodal transportation projects that benefit the respective corridor's toll payers. The I-395/95 corridor encompasses the full length of the 95 and 395 Express Lanes facility, and then some, from Spotsylvania County up to the D.C. line. NVTC and PRTC therefore have co-approval roles over the program, taking all actions on the program in tandem. Funding for the program comes from a portion of Express Lanes toll proceeds collected. Proposed projects must support improvement goals that closely relate to the nature of toll payer benefits – helping more people move more efficiently through the corridor, thus lessening congestion and creating viable alternatives to paying the tolls.

Mr. Fye stated that normally in either corridor there would be about \$30M available per two-year cycle – but the pandemic affected the two corridors differently. For I-66 – less revenue due to less peak-period travel and for I-395/95 – fewer project proposals in the last round due to uncertainty about travel patterns. Staff expects about \$45-48 million available for the upcoming I-395/95 funding round. NVTC staff have already begun talking with eligible applicants about capital projects they might pursue to provide long-lasting benefits to corridor commuters.

Mr. Fye stated that the Joint Commission Working Group (JCWG) serves as an intermediary between the two Commissions and program participants. The membership consists of six members (three each from NVTC and PRTC) representing jurisdictions in the corridor. The group meets in advance of major actions by the Commissions to discuss and deliberate what will be coming forth for full Commission consideration, for instance program policy changes and draft

project selections for funding. For NVTC, Jeff McKay (chair), Sarah Bagley and Libby Garvey serve on the JCWG. PRTC members are Tanesha Allen, Kenny Boddye and Jeanette Rishell. The JCWG plans to meet on September 15 at 4:00 p.m. The Program Advisory Committee (PAC) will also meet on the same day at 5:00 p.m.

Mr. Fye stated that at their October meetings, both NVTC and PRTC will receive a briefing on the call for projects, proposed policy changes and a request for action to approve the FY 2022 annual report for submission to the Commonwealth. In November, action will be requested to adopt any policy changes and approval to start the I-395/95 call for projects cycle. Next spring, both the JCWG and Commissions will receive regular updates throughout the program development process. Applications will be due in late January 2023.

Mr. Skiles asked about transit payments from the I-66 Outside the Beltway project. Mr. Fye responded that NVTC does receive annual I-66 Outside the Beltway Express Lanes concessionaire funds to augment VDOT's I-66 Inside the Beltway toll revenue payments for I-66 Commuter Choice. The initial Outside the Beltway payment to NVTC was \$5 million at the beginning of FY 2022 and the agreement includes escalation rates. He stated that he can provide Mr. Skiles with the exact percentage of the escalation rate but he estimates it between 2-3% annually.

#### Transit Resource Center

Vice-Chair Palchik stated that Commissioners have a written update on the Envision Route 7 BRT in the meeting materials. Ms. Mattice provided information about public outreach opportunities coming up. She reminded Commissioners that NVTC has led the Envision Route 7 BRT project that when completed will provide high-quality, high-capacity transit service between Tysons and Mark Center in Alexandria, via Seven Corners, Falls Church and the East Falls Church Metrorail Station. The project is currently in the Phase 4-1 Mobility Study which will provide an analysis of traffic operations and impacts as well as include extensive public outreach focused on the City of Falls Church segment of the corridor. The first public meeting for this project phase, will begin this coming fall. Public outreach will kick off in September 2022 and will consist of two phases. The first phase will begin in fall 2022 and will focus on creating awareness about the Envision Route 7 project and seeking comments on the findings of the traffic analysis. The second phase will focus more on obtaining more general feedback on putting BRT on this corridor which will be helpful as NVTC looks to do more formal environmental analysis in the coming years.

Ms. Mattice reported that the first public meeting will be on Tuesday, October 11 at 7:00 p.m. at Meridian High School in the City of Falls Church. There will also be in person community pop-up events throughout the fall, along with geo-targeted social media campaigns. Vice-Chair Palchik asked staff to provide Commissioners with information about these pop-up events so they can inform their constituents about the events.

Finally, Ms. Mattice announced that NVTC has launched the Route 7 BRT Strategic Framework effort this week. This effort will provide important guidance, timelines and "to do" lists to make sure the Route 7 BRT can be successfully implemented.

## Legislative Update

Vice-Chair Palchik stated that the meeting materials include an update on TSDAC and federal issues. This fall the Legislative and Policy Committee will be drafting NVTC's annual legislative agenda. The Joint NVTC-PRTC Legislative Forum is planned for December 5. Also, staff continue to watch the federal appropriations process as NVTC's Route 7 earmark moves through the process.

## Virginia Railway Express (VRE)

VRE CEO Report. Mr. Dalton reported that for the month of July and August, VRE on-time performance was in the 87% range systemwide. VRE ridership continues to slowly increase with the month of July and August being similar to June at about 30-35% pre-COVID levels. He announced that today, September 1, is the first day of free fares for VRE for the month of September. Also, Governor Youngkin proclaimed the month of September as rail safety month for the Commonwealth of Virginia. VRE will have some pop-up events regarding safety. In response to a question from Ms. Cristol, Mr. Dalton provided some information about the free fares continuing for October for certain zones (1,2 and 3) affected by the Metro shutdown. Ms. Cristol observed that this is a good way for customers to try out the system.

Revised VRE Operations Board Electronic Participation Policy. Mr. Walkinshaw stated that as recommended by the VRE Operations Board, the Commission is asked to approve Resolution #2485, which will approve the revised VRE Operations Board Electronic Participation Policy to reflect Virginia Code amendments to the Virginia Freedom of Information Act that go into effect on September 1, 2022. The revised VRE Operations Board Electronic Participation Policy sets forth the instances when an Operations Board member may participate electronically in an Operations Board meeting and Operations Board committee meetings, and when the Operations Board and its committees may conduct all-virtual meetings and the associated procedures that apply. As the VRE Operations Board is a joint committee of the two Commissions, PRTC and NVTC must approve the Operations Board's Electronic Participation Policy.

Mr. Walkinshaw moved, with a second by Mr. Meyer, to approve Resolution #2485 (copy attached). The vote in favor was cast by Commissioners Alcorn, Bagley, Clemente, Cristol, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Meyer, Palchik, Skiles, Smedberg, Turner and Walkinshaw. The motion passed.

VRE FY 2024 Key Budget Issues. Mr. Walkinshaw stated that there is budget information in the meeting materials. The VRE budget will be brought to the Commissions in January 2023 for Commission approval.

## Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl stated that the Commonwealth Transportation Board (CTB) will meet September 20-21, which will include DRPT's recommendation regarding WMATA's annual



certification. She expects that to go smoothly. Director DeBruhl also reported that DRPT is launching a mid-cycle application for the Transit Ridership Incentive Program (TRIP).

Vice-Chair Palchik thanked Ms. Mattice for going to CTB to talk about transit in Northern Virginia. Although it didn't change the outcome of the funds being reduced, it did provide better understanding of what NVTC does. She asked Ms. Mattice to provide an update. Ms. Mattice stated that as directed by the Commission, she traveled to Blacksburg on July 20 to testify before the Commonwealth Transportation Board to highlight NVTC's and CTB's "shared interest in the health and sustainability of the Washington Metro System and to speak to NVTC's specific actions aimed at righting the Metro ship." She reminded CTB members of NVTC's role and relationship to Metro and of Metro's importance to the region in reducing traffic congestion and as an economic engine for the entire Commonwealth of Virginia. She also had the opportunity to speak with Secretary Miller and DRPT Director DeBruhl.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events. Commissioners have a copy at their seats. It includes information about what NVTC staff have been doing over the summer, including highlighting some of the excellent work of the Transit Fellows.

Ms. Mattice reported that NVTC's marketing campaign wrapped up this week. Staff are waiting for the final statistics but so far, it has far exceeded earlier campaigns. The Spanish language advertising was well received and drove a significant number of visits to the Novarides website.

Ms. Mattice reminded Commissioners that the Program Advisory Committee and the Joint Commission Working Group meet on September 15. The Legislative and Policy Committee and the WMATA Committee meet on September 29. All four committee meetings are all-virtual meetings. The next NVTC Commission meeting is October 6.

Ms. Mattice proudly announced that NVTC's own Xavier Harmony was recognized by Mass Transit Magazine as one of their 2022 "40 Under 40" professionals. This is quite an honor for anyone in the transit industry and NVTC is proud to have Xavier a part of the team. Commissioners congratulated Mr. Harmony.

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

### Adjournment

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

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

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Canek Aguirre  
Chair

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Matt de Ferranti  
Secretary-Treasurer



## RESOLUTION #2485

**SUBJECT:** Approve the Revised VRE Operations Board Electronic Participation Policy

**WHEREAS:** Virginia Code (Freedom of Information Act §§ 2.2-3700 et seq.) permits members of a public body, such as NVTC and PRTC, as well as their committees, including the VRE Operations Board, a joint committee of the two Commissions, to participate in meetings through electronic means such as telephone and video conferencing subject to approval of a policy pertaining to such electronic meetings;

**WHEREAS:** Changes were made to the Virginia Freedom of Information Act as a result of action in the 2022 Virginia General Assembly;

**WHEREAS:** The newly passed legislation allows for VRE Operations Board to conduct all-virtual meetings;

**WHEREAS:** The VRE Operations Board Electronic Participation Policy should be updated to reflect the changes to the Virginia Freedom of Information Act;

**WHEREAS:** The revised VRE Operations Board Electronic Participation Policy has been presented for consideration; and

**WHEREAS:** The legislative changes also include a requirement that public bodies, such as NVTC and PRTC, must approve the electronic participation policies of their committees, which would include the VRE Operations Board Electronic Participation Policy because the Operations Board is a joint committee of the two Commissions; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby approves the revised VRE Electronic Participation Policy to reflect Virginia Code changes going into effect September 1, 2022, to the Virginia Freedom of Information Act.

Approved this 1<sup>st</sup> day of September 2022.

A handwritten signature in black ink, reading "Matt de Ferranti", is written over a horizontal line.

Matt de Ferranti  
Secretary-Treasurer

A handwritten signature in black ink, reading "Canek Aguirre", is written over a horizontal line.

Canek Aguirre  
Chair

**\*Updated 3C**

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** September 29, 2022  
**SUBJECT:** Consent Agenda

At the October meeting, the Commission will be asked to approve the Consent Agenda, which includes three action items regarding the notice of direct contributions, the issuance of a Request for Proposals, and a letter of endorsement for a grant application.

## **A. ACTION: Authorize the Notice of Direct Contributions to the Jurisdictions**

The Commission will be asked to authorize staff to provide notice of the FY 2024 direct contributions to NVTC's member jurisdictions for planning purposes. Each fall, NVTC staff proposes a preliminary General and Administrative (G&A) budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. The NVTC jurisdiction funding is provided to NVTC through direct payments from the member jurisdictions, as well as an amount taken off the top of state aid received by NVTC on behalf of its member jurisdictions. While the direct contributions are fixed in total, each jurisdiction is assigned a share based on its percentage of state aid and gas tax received and administered by NVTC during the previous year.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION PRELIMINARY FY 2024 DIRECT G&A JURISDICTION CONTRIBUTIONS				
	FY 2022 Actual	Approved Budget FY 2023	Preliminary Budget FY 2024	FY 2024-2023 Budget Increase (Decrease)
City of Alexandria	\$ 41,964	\$ 44,387	\$ 43,665	\$ (722)
Arlington County	66,434	66,211	68,483	2,272
City of Fairfax	4,453	4,788	3,879	(909)
Fairfax County	160,006	160,532	160,796	264
City of Falls Church	2,064	2,067	2,087	20
Loudoun County	9,325	6,262	5,337	(925)
TOTAL	\$ 284,247	\$ 284,247	\$ 284,247	\$ -

## **B. ACTION: Authorize the Issuance of a Request for Proposals for the Northern Virginia Regional Bus Analysis**

The Commission will be asked to authorize the executive director to issue a Request for Proposals (RFP) for consulting services for the Regional Bus Transit Analysis study. The purpose of this project is to: 1) Provide a regional context and analysis of existing and planned services by

Northern Virginia's six bus transit providers; and 2) Serve as a complementary strategic planning resource for the Commission and its jurisdictional members. The overall study objectives for this effort are to:

- Assess bus transit service gaps.
- Identify opportunities for coordination of service, including the identification of cross-jurisdictional high priority transit corridors.
- Identify opportunities for shared facilities and other infrastructure.
- Provide a regional-level overview of existing and anticipated financial needs.

The study is estimated to cost approximately \$300,000, with NVTC providing \$150,000 and a Virginia Department of Rail and Public Transportation (DRPT) grant providing the remaining \$150,000. The project is anticipated to take approximately 12 months to complete. Following the procurement process, staff will return in December to request Commission approval to award a consultant contract.

**C. ACTION: Authorize the Chair to Send a Letter of Endorsement of Loudoun County's Transit Ridership Incentive Program (TRIP) Grant Application**

The Commission will be asked to authorize the chair to sign a letter of endorsement of Loudoun County's application to DRPT's Transit Ridership Incentive Program (TRIP) for \$32.8 million to expand transit service to the soon to open Silver Line Phase 2 Metrorail stations in Loudoun County. The expansion of these transit routes is key to realizing the full regional benefits of the county's and region's investment in the Silver Line.

This grant will support the expansion of 16 transit routes over the next five years, connecting communities that currently do not have transit service to the new Ashburn, Loudoun Gateway and Dulles International Airport Metrorail Stations, as well as the greater transit network across Northern Virginia.





--DRAFT--

**Chair**  
Hon. Canek Aguirre

**Vice Chair**  
Hon. Dalia Palchik

**Secretary-Treasurer**  
Hon. Matt de Ferranti

**City of Alexandria**  
Hon. Canek Aguirre  
Hon. Sarah Bagley

**Arlington County**  
Hon. Katie Cristol  
Hon. Matt de Ferranti  
Hon. Libby Garvey

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

**City of Fairfax**  
Hon. David Meyer

**City of Falls Church**  
Hon. David F. Snyder

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

**Commonwealth of Virginia**  
Hon. Paul C. Smedberg

**Virginia General Assembly**

**Senate**  
Hon. John J. Bell  
Hon. Adam Ebbin

**House of Delegates**  
**Appointees**  
Mr. Nick Clemente  
Ms. Aimee S. Gilroy  
Mr. M. David Skiles  
Mr. John C. Tuck III

**Executive Director**  
Katherine A. Mattice

October 6, 2022

Ms. Jennifer DeBruhl  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, Virginia 23219

Dear Director DeBruhl,

The Northern Virginia Transportation Commission is writing to express our strong support for Loudoun County's application to the Virginia Department of Rail and Public Transportation (DRPT) Transit Ridership Incentive Program (TRIP) for \$32.8 million.

This grant will support the expansion of 16 transit routes over the next five years, connecting communities that currently do not have transit service to the new Ashburn, Loudoun Gateway and Dulles International Airport Metrorail Stations, as well as the greater transit network across Northern Virginia.

This investment in transit service demonstrates that Loudoun County is a strong and committed regional transit partner. It also supports the implementation of the county's FY 2018-2028 Transit Development Plan, the Transit Infrastructure Goals outlined in the 2019 Countywide Transportation Plan and is key to realizing the full regional benefits of significant county investments in the Silver Line Project.

We appreciate DRPT's ongoing commitment to transit in Northern Virginia and encourage you to approve Loudoun County's grant application.

Sincerely,

Canek Aguirre  
Chair

**TO:** Chair Aguirre and NVTC Commissioners

**FROM:** Kate Mattice, Ben Owen and Adam Hager

**DATE:** September 29, 2022

**SUBJECT:** Report from the Chairs of the Program Advisory Committee and the Joint Commission Working Group

At the October meeting, the Commission will receive an update from the chairs of the Program Advisory Committee and the Joint Commission Working Group. The Commission will be asked to authorize the submission of the Commuter Choice FY 2022 Annual Report to the Commonwealth Transportation Board and will receive a staff briefing on the upcoming I-395/95 Commuter Choice FY 2024-2025 Call for Projects.

Staff have produced a short promotional video that presents the key takeaways from the Commuter Choice Annual Report. Staff will show the video at the Commission meeting and will use it to promote the report over NVTC's social media channels.

**A. ACTION: Authorize the Executive Director to Submit the NVTC Commuter Choice Program FY 2022 Annual Report to the Commonwealth Transportation Board**

The Commission will be asked to authorize the executive director to submit the NVTC Commuter Choice Program FY 2022 Annual Report to the Commonwealth Transportation Board (CTB) in fulfillment of the annual reporting requirements of the I-395/95 and I-66 Inside the Beltway corridors' Memoranda of Agreement (MOA). Most significantly, the report includes a look-back on the performance of projects funded under the program to date, as the MOAs require. The 22 Commuter Choice projects that were active in spring 2022 moved about 4,000 more people through the I-66 and I-395/95 corridors each weekday – a more than five-fold increase over spring 2021 figures. To provide a more comprehensive picture of Commuter Choice projects' performance, staff for the first time estimated the broader benefits of Commuter Choice funding to Northern Virginia's economy and quality of life over the last five years. Figures 1 and 2 show some of the report's findings on how the Commuter Choice projects have benefitted the region.

**Figure 1: Summary of Commuter Choice 2022 Annual Report Findings**

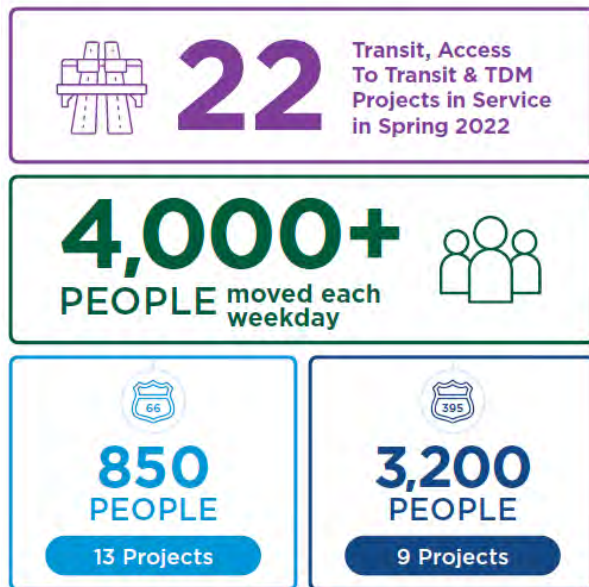


- Supported a total of 3.5 million trips in the I-66 and I-395/95 corridors, amounting to 82 million fewer vehicle miles traveled;
- Saved commuters 900,000 hours of travel time, commensurate to \$24 million in economic benefits to the region;
- Saved commuters \$12 million in fuel costs and reducing greenhouse gas emissions by 69% relative to driving alone for comparable trips; and
- Avoided 100 automobile crashes.

Figure 2: Preview of the Performance Look Back from the Commuter Choice 2022 Annual Report

## Benefits of Commuter Choice Funding

Commuter Choice-supported projects rebounded strongly in 2022 and continued to serve the region's commuters with reliable service. Over 4,000 more people moved through the two corridors each day this spring — **more than five times 2021 figures**.

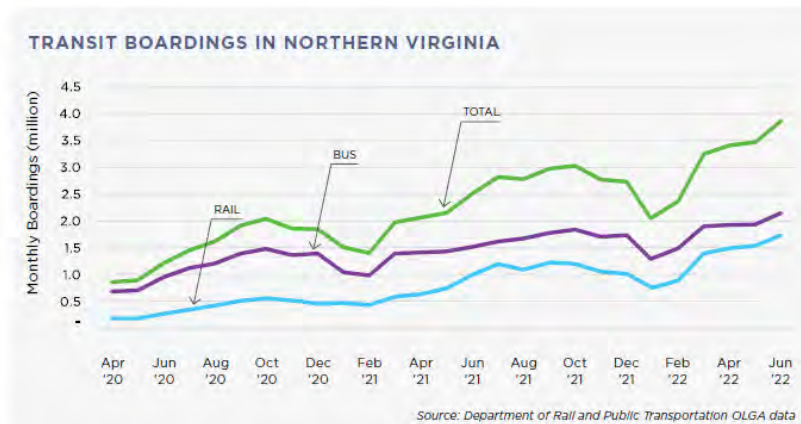


Yet, Commuter Choice's benefits extend well beyond daily ridership to include tangible improvements to the economy and quality of life in Northern Virginia. Using nationally recognized tools, we estimate that our \$92.7 million in awards to date have resulted in substantial benefits to the region.

## Benefits of Commuter Choice Funding (cont.)

### Commuter Choice in Context: Northern Virginia Transit Ridership Continues to Climb

As major employers in the region announced and implemented initial return-to-office plans in spring 2022, overall Northern Virginia transit ridership grew considerably. From January to June 2022, combined bus and rail boardings for all transit services in Northern Virginia nearly doubled, from just over 2 million to nearly 4 million boardings per month. Compared to June 2021, year-over-year monthly bus and rail boardings were up 54% in Northern Virginia.



Commuter Choice Projects moved many more people each weekday in Spring 2022 compared to Spring 2021:



**94% of surveyed regional commuters** who use alternatives to driving alone recognize the benefits they receive from doing so—such as saving money and having a better quality of life.

Source: National Capital Region Transportation Planning Board 2022 State of the Commute Survey Draft Report



The report also details key program activities during FY 2022 – including the adoption of a \$15.1 million I-66 Commuter Choice FY 2023-2024 Program of Projects that included funding for two rail capital improvements – and projects with particularly strong ridership this year. The latter include all-day service enhancements on DASH’s local Lines 35 and 36, which are attracting many more riders linking to Metrorail and other bus services in the I-395/95 corridor at all times of day, and OmniRide’s two Stafford County express routes, which are performing well above their peak-period ridership targets as congestion has again become significant in the I-395/95 corridor.

Staff obtained the performance data from annual project-specific data from funding recipients, as required per each project’s Standard Project Agreement. The annual report, inclusive of an updated companion website (<http://www.novatransit.org/CCreport>) that will go live on Friday, October 7, also includes information about the projects selected for funding and their anticipated benefits as required by the MOAs.

The annual report is due to the CTB by October 31 each year (within 120 days of the end of NVTC’s fiscal year). For the I-395/95 corridor program, the MOA requires that the report be submitted jointly by NVTC and the Potomac and Rappahannock Transportation Commission (PRTC), which has joint approval authority with NVTC over the program. As NVTC manages the program on the two Commissions’ behalf per [MOA with PRTC](#), NVTC staff have prepared the report and PRTC will also take action on October 6 to authorize its submittal to the CTB.

## **B. Commuter Choice I-395/95 Call for Projects and Proposed Policy Changes Update**

There is no action being requested at the October meeting, however, at the November meeting the Commission and PRTC will be asked to authorize a call for projects for [I-395/95 Commuter Choice](#) FY 2024-2025 funding. 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. Staff began engaging with eligible applicants over the summer to identify capital projects that would align well with program goals, provide long-lasting benefits to corridor commuters and provide a needed balance between transit operations and other types of projects, given the program’s 50% cap on the share of funds that can be allocated to transit operations over any nine-year period.

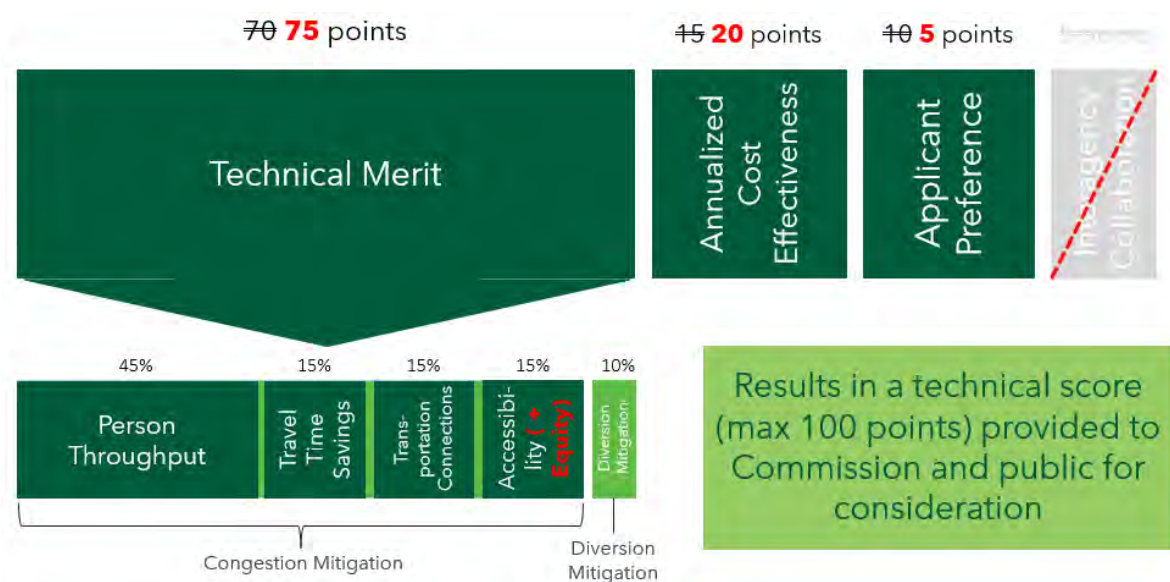
Projects selected for funding will be included in the Commonwealth’s FY 2024 to FY 2029 Six-Year Improvement Program (SYIP). The program selection process meets the [I-395/95 MOA’s requirements](#), whereby staff evaluate eligible projects and develop a proposed Program of Projects for the NVTC-PRTC 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.

Staff propose modest changes to the Commuter Choice technical evaluation process, last updated in 2019, that would take effect with the upcoming call for projects. 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 3 depicts the proposed changes.

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

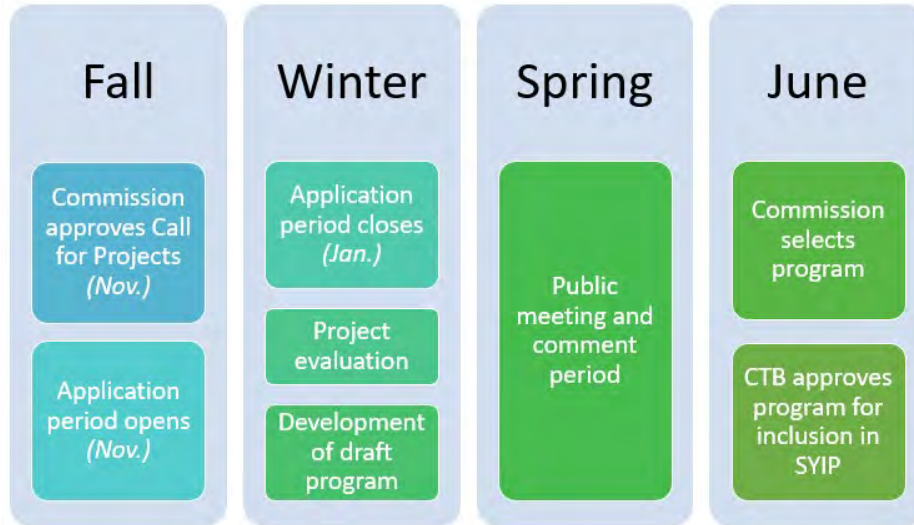


Staff briefed the JCWG and PAC on these proposed changes during the groups' respective meetings on September 15. Approval of any changes would take place in November as part of the request to open the I-395/95 Commuter Choice FY 2024-2025 call for projects.

The call for projects notice, which will include information about how to apply for funds, will be issued to eligible applicants following approval by the Commissions in November. Online applications will be accepted via the NVTC website from November 7, 2022 until January 27, 2023. The proposed schedule for the overall funding cycle is shown in Figure 4.



**Figure 4: Proposed Schedule for the I-395/95 Commuter Choice FY 2024-2025 Funding Cycle**



NVTC staff will hold an overview webinar for all eligible applicants about the program and call for projects in October. Staff will thereafter request more information from potential applicants about their project ideas and will review these in terms of alignment with program eligibility and goals with each eligible applicant at one-on-one workshop sessions after the call for projects opens. The one-on-one workshops will also provide an opportunity for NVTC and applicant staff to review the application form and other required materials in detail.



# Commuter Choice

2022 ANNUAL REPORT

## Contents

- 3 LETTER FROM THE EXECUTIVE DIRECTOR
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- 5 NORTHERN VIRGINIA'S TRANSIT PROVIDERS ADAPT TO NEW PATTERNS AND CHALLENGES
- 6 ACTIVE PROJECTS
- 8 BENEFITS OF COMMUTER CHOICE FUNDING
- 10 LEADING THE WAY: PROJECT HIGHLIGHTS IN 2022
- 11 LOOKING AHEAD TO 2023 AND BEYOND

### OVERVIEW

# Annual Report Fiscal Year 2022

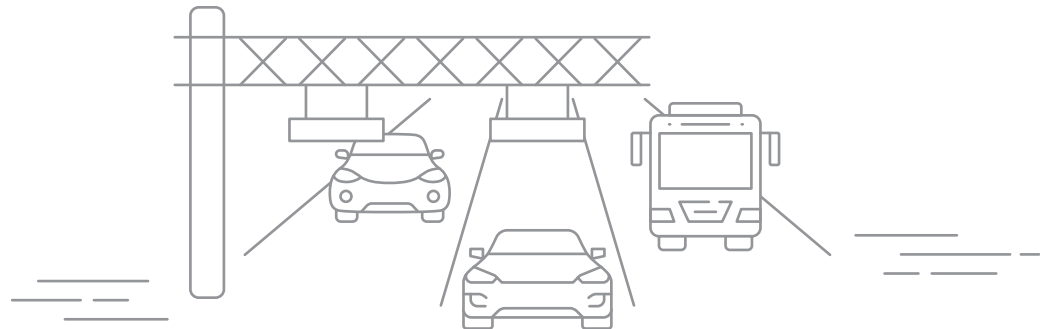


*Commuter Choice, a trailblazing, innovative and competitive grant program, reinvests Express Lanes toll revenues in public transit and other transportation improvements along the I-66 and I-395/95 corridors in Northern Virginia.*

A partnership between the Northern Virginia Transportation Commission (NVTC) and the Commonwealth of Virginia, Commuter Choice improves commuters' travel in some of the most congested corridors in the nation. NVTC selects projects for funding through a competitive process that considers each project's ability to support the program's goals of moving more people, supporting diverse travel choices and enhancing mobility, transportation safety and travel reliability.

***Commuter Choice projects benefit Express Lanes toll payers in two main ways:***

1. By offering more options, toll road users and transit riders can choose the means of travel that gets them to the places that they want to go.
2. By moving people more efficiently, Commuter Choice projects lessen congestion and support more consistent travel speeds for Express Lanes users.





## Letter from the Executive Director

*The Commuter Choice team at NVTC wrapped up Fiscal Year 2022 on an optimistic note. Even as travel patterns around the region continue to evolve, we saw several bright spots in our program.*

For one, toll revenues in both the I-66 and I-395/95 corridors have reached late 2019 levels, affording more revenue for projects that improve travel for Northern Virginia residents and workers in both corridors. While our region's transit providers continue to adapt to lower peak-period ridership, a number of our projects are once again meeting or exceeding their peak-period goals, with some providing substantial benefit to off-peak travelers as well. Commuter Choice-funded projects moved over five times as many people each weekday this spring as they did a year ago.

As we mark five years since Commuter Choice began, we've also estimated for the first time the broader benefits of our funding to Northern Virginia's economy, commuters' pocketbooks and the environment. The impact of the \$92.7 million we've invested in expanded travel options to date is impressive. Our projects have so far saved Northern Virginia commuters 894,000 hours of travel time, led to 82.5 million fewer vehicle miles traveled, saved commuters \$12 million in fuel costs, lowered greenhouse gas emissions by 69% relative to drive-alone travel and avoided over 100 automobile crashes.

It's important to remember that we're in the early years of multi-decade investments that will benefit generations of people who live, work and travel in Northern Virginia. We're excited that our \$15.1 million I-66 Commuter Choice FY 2023-2024 Program of Projects approved in June includes \$7 million for two rail capital improvements providing benefits for decades to come.

As we look toward our next I-395/95 Commuter Choice call for projects this fall, we're engaging with applicants over potential capital projects that would align well with program requirements and make measurable improvements to our regional transportation network.

And as our region's Express Lanes network continues to grow, with I-66 Outside the Beltway and I-95 Fredericksburg extensions soon to open, we're excited to support jurisdictions and transit operators in our region in providing new options that will allow more commuters to take advantage of these megaprojects' travel speed and reliability advantages.



**Kate Mattice**  
Executive Director



I-66 COMMUTER CHOICE

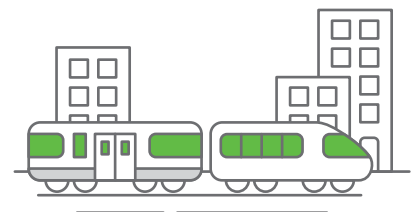
**FY 2023-2024**  
PROGRAM OF PROJECTS

**\$15.1**

MILLION AWARDED

**7 PROJECTS**

**OVER  
4,000  
DAILY TRIPS IN  
THE CORRIDOR**







*Newly funded projects leverage major Commonwealth and regional investments in the road and rail transit networks*

**I-66 Commuter Choice in FY 2022**

With I-66 toll revenues picking steadily back up throughout FY 2022, NVTC and the Commonwealth Transportation Board approved a \$15.1 million I-66 Commuter Choice FY 2023–2024 Program of Projects in June. Our largest awards for this round include \$7 million to complete the funding for a second entrance at the Ballston-MU Metro station that will improve access to nearby transit-oriented development and a new parking facility at the Manassas Park Virginia Railway Express (VRE) station that will help restore VRE ridership by also supporting a large mixed-use development adjacent to the station. Taken together, these two awards leverage over \$160 million in other committed Commonwealth, regional and local funds.

I-66 Commuter Choice projects saw marked improvements in performance in FY 2022 and, with the help of the I-66 Outside the Beltway Express Lanes opening in December 2022, are poised to provide even greater travel time savings and reliability for commuters moving forward. This round, the I-66 Commuter Choice Program awarded funding to continue three Fairfax Connector and OmniRide express bus routes, a temporary fare-reduction campaign for commuter bus routes originating in Prince William County and a segment of the I-66 Trail at the Vienna Metro station, all of which will leverage the Commonwealth's historic investment in transforming Outside the Beltway travel while also benefitting I-66 Inside the Beltway toll payers.



*Key I-395/95 Commuter Choice investments exceeded performance expectations in FY 2022*

**I-395/95 Commuter Choice in FY 2022**

I-395/95 Commuter Choice continues to see strong transit ridership and usage trends among its funded projects while the region settles into new travel patterns. Commuter Choice-supported projects at OmniRide and DASH met and exceeded person throughput targets, a welcome indicator that program funding remains critical in providing commuters with alternative travel options in the I-395/95 corridor and that Northern Virginia transit operators are effectively identifying service improvements that garner strong ridership. In particular, DASH's enhanced, all-day service on two local routes (Lines 35 and 36) and OmniRide's express bus services from Stafford and Prince William Counties (Routes 543, 942 and D-200) performed well throughout the year and especially in spring 2022.

NVTC expects a fully funded I-395/95 Commuter Choice FY 2024–2025 program, for which the call for projects will open in November 2022. To encourage capital project applications — in part to ensure permanent investments that will benefit commuters for decades to come and a balance of transit operations and other types of projects as required under the program's governing agreement — NVTC staff began discussions with eligible applicants early this summer to workshop possible capital project ideas that would be a good fit for the program. NVTC looks forward to a robust set of applications when the Call for Projects closes in January 2023, with program approval slated for June 2023.

# Northern Virginia's Transit Providers Adapt to New Patterns and Challenges

*NVTC tracks regional travel trends and supports Commuter Choice applicants and funding recipients in responding to evolving needs for transit service and other travel options.*

## Bringing Back Service Brings Back Riders

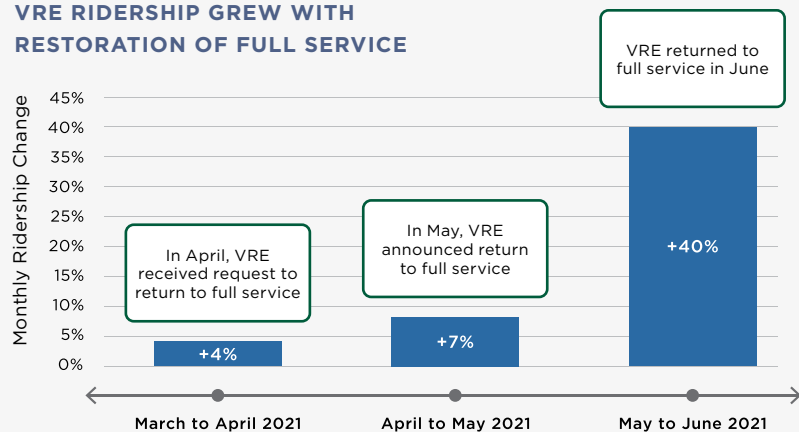
Convenient transit service fosters ridership growth. For instance, Virginia Railway Express ridership increased markedly following full restoration of pre-pandemic service levels in June 2021. Commuter Choice projects, which are operated by several of Northern Virginia's transit providers, are again at full service levels where practicable and their performance was up significantly in spring 2022 relative to spring 2021.



## But Riders' Needs Have Changed

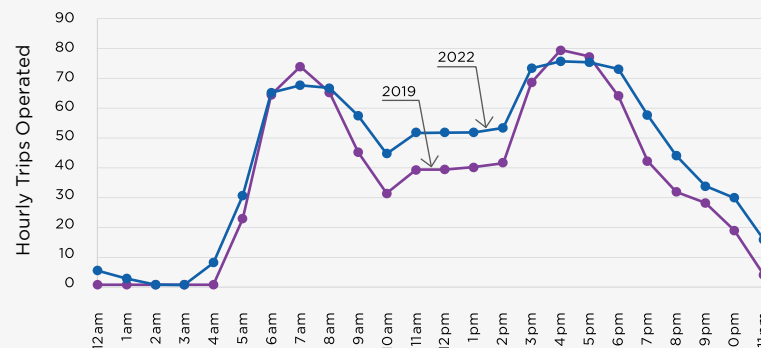
Northern Virginia transit ridership is now spread more evenly throughout the day. DASH and the City of Alexandria recognized this trend quickly and redesigned the DASH network in September 2021 to emphasize frequent all-day service on core routes. DASH ridership rebounded to pre-pandemic levels by spring 2022. The Commuter Choice team supports eligible applicants in crafting project proposals whose benefits can extend to both peak- and non-peak-period travelers.

### VRE RIDERSHIP GREW WITH RESTORATION OF FULL SERVICE



### DASH PROVIDED MORE MIDDAY AND EVENING SERVICE IN 2022 THAN 2019

Source: GTFS Data





# Active Projects

as of June 30, 2022

Bus Service

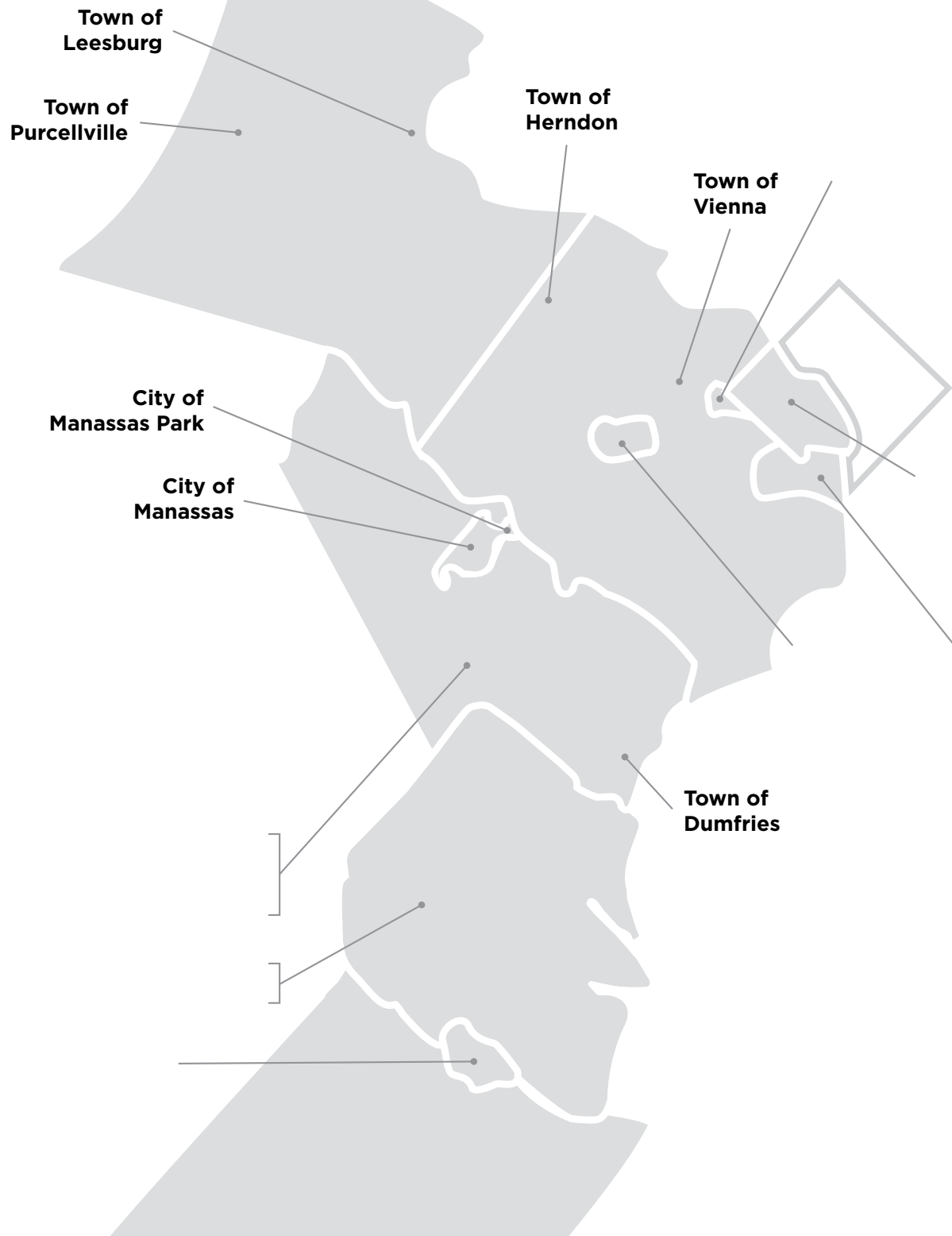
Access to Transit

Rail Capital

Park-and-Ride

Roadway Operations

TDM





## BUS SERVICE

- 1 **Arlington County - Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square** I-66  
Funding: \$1,040,000
- 2 **DASH - Enhanced Bus Service from Van Dorn Metro to the Pentagon** I-395  
Funding: \$5,734,000
- 3 **DASH - Enhanced Bus Service from Mark Center to Potomac Yard** I-395  
Funding: \$3,650,000
- 4 **Fairfax County - New Bus Service from Stringfellow to L'Enfant Plaza** I-66  
Funding: \$4,326,000
- 5 **Fairfax County - New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements** I-395  
Funding: \$4,926,903\*
- 6 **Fairfax County - Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations** I-66  
Funding: \$3,452,618
- 7 **Fairfax County - Fairfax Connector Government Center—Downtown DC, Route 699** I-66  
Funding: \$5,276,336\*
- 8 **Fairfax County - Enhanced Bus Service for Route 371: Lorton to Franconia-Springfield Metro Station** I-395  
Funding: \$2,496,529
- 9 **Fairfax County - New Bus Service from Reston South to Crystal City** I-66  
Funding: \$5,110,800
- 10 **FRED Transit - New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE** I-395  
Funding: \$1,218,800
- 11 **Loudoun County - Loudoun County Transit Metro Connection from New Purcellville Park and Ride** I-66  
Funding: \$1,774,990\*
- 12 **Loudoun County - Stone Ridge Enhanced Transit** I-66  
Funding: \$2,472,970\*
- 13 **Loudoun County - New Bus Service from Purcellville to DC** I-66  
Funding: \$949,482
- 14 **Loudoun County - New Bus Service from Stone Ridge to Pentagon** I-66  
Funding: \$1,257,226
- 15 **OmniRide - Gainesville to Pentagon Commuter Service** I-66  
Funding: \$6,020,700\*
- 16 **OmniRide - Enhanced Bus Service from Gainesville to DC** I-66  
Funding: \$1,519,100
- 17 **OmniRide - New Bus Service from Haymarket to Rosslyn** I-66  
Funding: \$913,800\*
- 18 **OmniRide - Enhanced Bus Service from Dale City to Ballston** I-395  
Funding: \$543,431\*
- 19 **OmniRide - Enhanced Bus Service on Prince William Metro Express** I-395  
Funding: \$997,176\*
- 20 **OmniRide - Enhanced Bus Service on Route 1 Local** I-395  
Funding: \$1,674,669\*

- 21 **OmniRide - New Bus Service from Staffordboro to Downtown D.C.** I-395  
Funding: \$4,537,508\*
- 22 **OmniRide - New Bus Service from Staffordboro to the Pentagon** I-395  
Funding: \$4,200,073\*

## ACCESS TO TRANSIT

- 23 **City of Fairfax - Bike Share Implementation** I-66  
Funding: \$460,000
- 24 **City of Fairfax - CUE Access and Technology Improvements** I-66  
Funding: \$965,000
- 25 **Fairfax County - I-66 Corridor Vienna/Merrifield Bike Share Expansion** I-66  
Funding: \$497,100
- 26 **City of Falls Church - Expanded Transit Access, Bike Share** I-66  
Funding: \$500,000

## RAIL CAPITAL

- 27 **Fairfax County - McLean Metro Station North Entrance** I-66  
Funding: \$1,000,000

## PARK-AND-RIDE

- 28 **Prince William County - Horner Road Park and Ride Lot Expansion** I-395  
Funding: \$2,800,000
- 29 **Spotsylvania County - New Park and Ride Lot in Massaponax** I-395  
Funding: \$1,100,000

## ROADWAY OPERATIONS

- 30 **Arlington County - U.S. 29 HOV and Bus-Only Lane in Rosslyn** I-66  
Funding: \$710,000

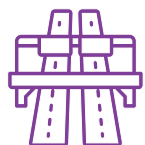
## TDM

- 31 **Arlington County - Expanded TDM Outreach to the I-66 Corridor** I-66  
Funding: \$2,050,000\*
- 32 **Fairfax County - TDM Strategy — Fare Buy-Down on Bus Service from Reston North to Crystal City** I-66  
Funding: \$154,500
- 33 **NVRC - New TDM Outreach Campaign for Military Facilities** I-395  
Funding: \$396,184
- 34 **OmniRide - TDM Strategy — I-395/95 Corridor Vanpool Monthly Incentive** I-395  
Funding: \$604,800
- 35 **OmniRide - TDM Strategy — I-66 Corridor Vanpool Parking Benefit** I-66  
Funding: \$85,000
- 36 **Prince William County - New TDM Outreach to the I-66 Corridor** I-66  
Funding: \$200,000

*\*denotes the total funded amount for projects funded in multiple rounds*

# Benefits of Commuter Choice Funding

Commuter Choice-supported projects rebounded strongly in 2022 and continued to serve the region's commuters with reliable service. Over 4,000 more people moved through the two corridors each day this spring — **more than five times** 2021 figures.



# 22

**Transit, Access  
To Transit & TDM  
Projects in Service  
in Spring 2022**

# 4,000+

**PEOPLE** moved each  
weekday



# 850

**PEOPLE**

**13 Projects**



# 3,200

**PEOPLE**

**9 Projects**

# \$24 MILLION

in regional economic  
benefits from reduced  
travel delay



# 100

automobile  
crashes avoided



# ↓69%

greenhouse gas  
emission reduction  
relative to single-  
occupancy trips



# 82 MILLION

fewer vehicle  
miles traveled



# \$12 MILLION

in fuel cost savings  
for commuters



# 3.5

# MILLION

trips on the I-66 &  
I-395/95 corridors



# 900,000

hours of travel time savings



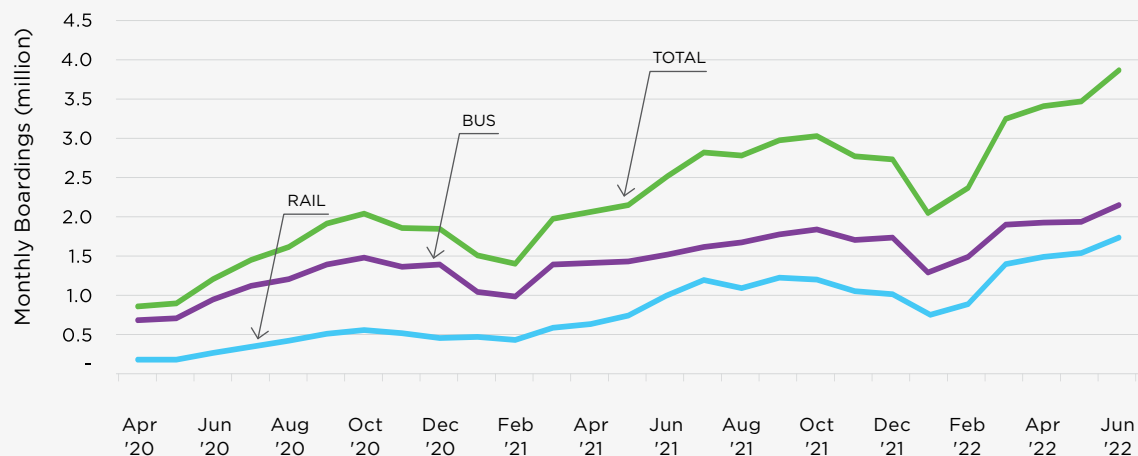
Yet, Commuter Choice's benefits extend well beyond daily ridership to include tangible improvements to the economy and quality of life in Northern Virginia. Using nationally recognized tools, we estimate that our \$92.7 million in awards to date have resulted in substantial benefits to the region.

# Benefits of Commuter Choice Funding *(cont.)*

## Commuter Choice in Context: Northern Virginia Transit Ridership Continues to Climb

As major employers in the region announced and implemented initial return-to-office plans in spring 2022, overall Northern Virginia transit ridership grew considerably. From January to June 2022, combined bus and rail boardings for all transit services in Northern Virginia nearly doubled, from just over 2 million to nearly 4 million boardings per month. Compared to June 2021, year-over-year monthly bus and rail boardings were up 54% in Northern Virginia.

### TRANSIT BOARDINGS IN NORTHERN VIRGINIA



Source: Department of Rail and Public Transportation OLGA data

*Commuter Choice Projects moved many more people each weekday in Spring 2022 compared to Spring 2021:*



**3x**  
as many



**7x**  
as many

**94% of surveyed regional commuters** who use alternatives to driving alone recognize the benefits they receive from doing so—such as saving money and having a better quality of life.

Source: National Capital Region Transportation Planning Board 2022 State of the Commute Survey Draft Report

# Leading the Way: Project Highlights in 2022



## DASH Lines 35 and 36

DASH and the City of Alexandria launched a revamped route network in September 2021 that greatly simplified and improved local bus service in Alexandria, with Commuter Choice funding enabling 10- to 15-minute all-day, daily service on two key routes: Line 35 between Alexandria's West End and the Pentagon and Line 36 between the Mark Center and Potomac Yard. Since the improvements launched along with fare-free travel on all DASH service, ridership on both routes increased massively from that of the previous iterations of the routes (even pre-pandemic), and is above the projections that DASH provided with the funding applications. Taken together, expanded service on the two routes is supporting over 2,000 additional trips on an average weekday.



## OmniRide Routes from Stafford County

In 2021, OmniRide received Commuter Choice funding to continue two highly successful express commuter routes originating in northern Stafford County, Routes 543 and 942. Traveling to downtown Washington and the Pentagon, these routes saw over 500 average daily riders in spring 2022, more than doubling their expected



ridership. These two projects started in late 2019 with Commuter Choice funding and currently support 11 daily trips in the I-395/95 corridor. Each route saw consistent ridership throughout the early stages of the pandemic and continues to be a vital resource to the some of the region's longest-distance commuters.

## Rail Capital Investments in the I-66 Corridor

NVTC's I-66 Commuter Choice FY 2023-2024 Program of Projects, approved in June 2022, included a total funding commitment of \$7 million to capital improvements that will support the Metrorail and VRE systems. The \$7 million not only reflects the largest allocation to capital projects in the program's history, but also leverages over \$160 million in other federal, state and local funding, freeing up Commonwealth and other regional funding sources to invest in other vital transportation projects. The Manassas Park VRE parking garage and second entrance at the Ballston-MU Metro station are critical, regional investments that, thanks to I-66 Commuter Choice funding, are fully financed and ready to proceed to construction. Both will help enable infill development close to transit, affording new residents more ways to get around.



# Looking Ahead to 2023 and Beyond



## Supporting the Needs of Northern Virginia Commuters

Transit ridership data from FY 2022 showed that peak-period commute travel in the region saw the most significant downturns during the COVID-19 pandemic and has been the slowest to recover. However, Commuter Choice-supported projects are continuing to see rebounding ridership including many that are out-performing regional trends. NVTC will continue to assist eligible applicants develop project concepts that respond to the changing needs of the region's commuters.



## Spreading the Benefits of the I-66 Outside the Beltway Express Lanes

The region's transportation infrastructure continues to expand, offering more travel options as commuters settle into new travel patterns. In December 2022, the I-66 Outside the Beltway Express Lanes will open, ensuring greater trip reliability for long-distance commuters, especially those originating in Prince William County and traveling on OmniRide express routes as they will also benefit from a fare buy-down campaign funded by I-66 Commuter Choice.



## A Transformative I-395/95 Commuter Choice FY 2024-2025 Program of Projects

The next I-395/95 Commuter Choice program kicks off in fall 2022. We expect at least \$45 million available for new transportation investments that move more people through the corridor each day. This level of funding will support strategic, transformative investments to Northern Virginia's transit infrastructure. To encourage a robust suite of applications that will benefit commuters for decades to come, staff has begun to discuss capital project concepts with eligible applicants on the I-395/95 corridor.



## Preparing for the 95 Express Lanes Extension

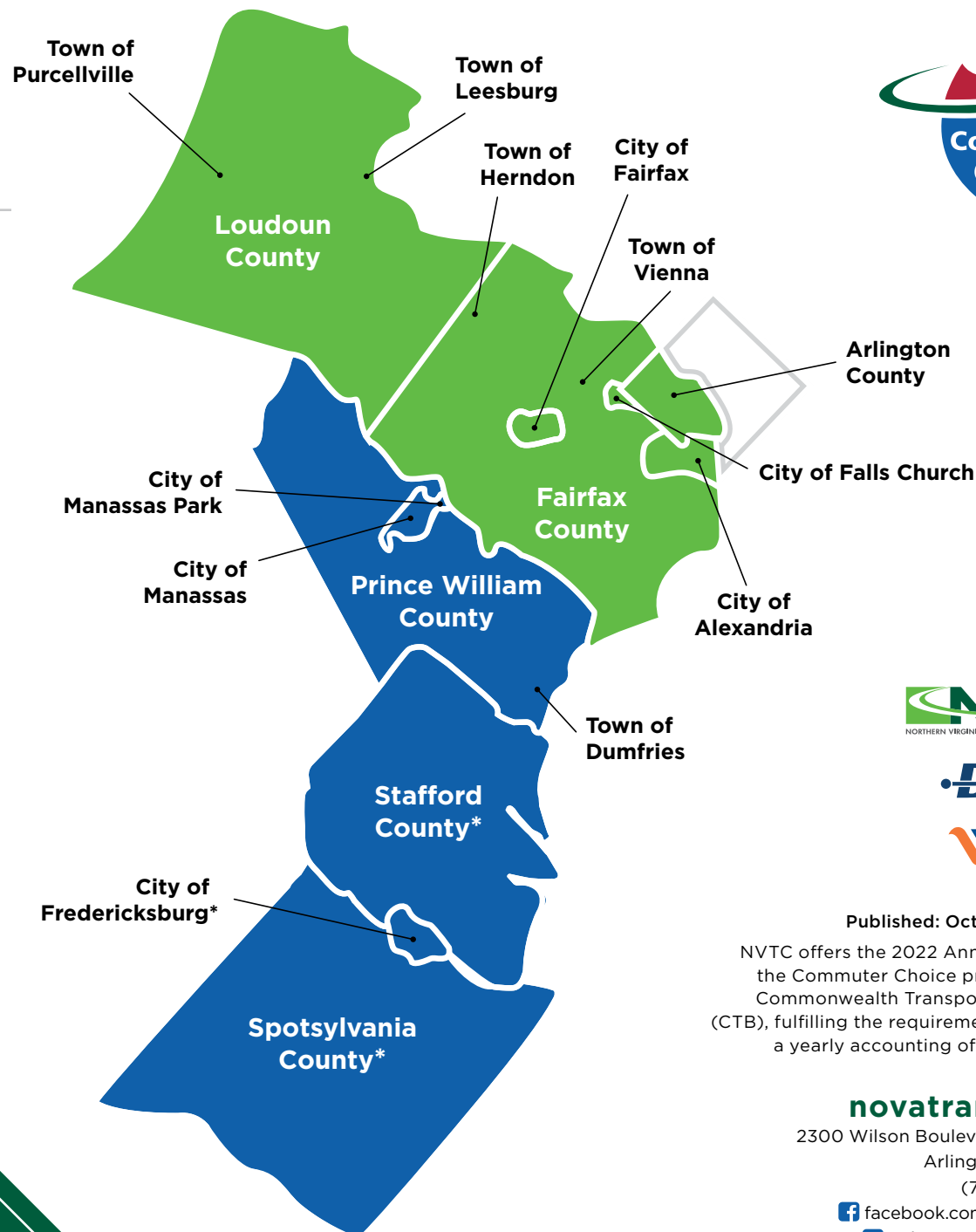
The 10-mile 95 Express Lanes extension to southern Stafford County — “FredEx” — is nearing completion, paving the way for new opportunities for express bus service and capital investments in the I-95 corridor. NVTC looks forward to supporting localities and transit providers in leveraging the 50 miles of continuous Express Lanes to afford commuters fast, reliable travel times when FredEx opens in 2023.

# Eligible Applicants

## Transit Agencies



*\*denotes jurisdiction eligible for Commuter Choice on the I-395/95 corridor only*



Published: October 31, 2022

NVTC offers the 2022 Annual Report of the Commuter Choice program to the Commonwealth Transportation Board (CTB), fulfilling the requirement to provide a yearly accounting of the program.

**novatransit.org**

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**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams  
**DATE:** September 29, 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 September 12, [WMATA improved rail frequencies](#) on all lines that are running during the Major Blue and Yellow Line construction work. This was made possible, in part, by the [reintroduction of additional 7000-series trains](#). The WMSC recently approved WMATA’s updated [return to service plan](#) to operate up to 20 7000-series trains per day, up from the previous limit of eight trains. In addition, WMATA is actively working on phase 2 and phase 3 of its return to service plan which will require approval from the WMSC to incorporate the use of AWIS equipment as part of the inspection process.

WMATA has created a [web page for the 7000-Series Return to Service Updates](#).

At the October meeting, the Commission will receive reports from the Virginia WMATA Board members and the NVTC WMATA Committee Chair.

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

##### ▪ FY 2024 Budget Outlook

On September 22, the WMATA Finance and Capital Committee received an update on WMATA’s FY 2024 Budget outlook. WMATA faces both 1) an immediate short term operating budget gap as federal aid is exhausted, and 2) a long-term structural operating gap that has been accelerated by the pandemic. WMATA’s structural budget challenges fit into three broad categories: customer revenue structure, cost structure and subsidy structure (Figure 1).



**Figure 1: WMATA's Structural Budget Challenges**



Source: [WMATA Board Finance and Capital Committee Meeting](#) September 22, 2022

### *Ridership and Revenue Recovery*

WMATA's post-pandemic ridership recovery continues and is expected to reach approximately 53% of pre-COVID levels in FY 2023 and potentially reach 70% in FY 2024 (Figure 2).

**Figure 2: WMATA's Gradual Ridership Recovery**



Source: [WMATA Board Finance and Capital Committee Meeting](#) September 22, 2022

WMATA's revenue recovery, however, has been uneven and continues to lag ridership recovery due to reduced average fares, which are significantly below pre-pandemic budgeted fares for all modes. Reduced average fares are driven by prior WMATA Board actions to reduce fares (during a specific period(s) or for specific pass products) and fare evasion, which currently makes up a larger percentage of trips.

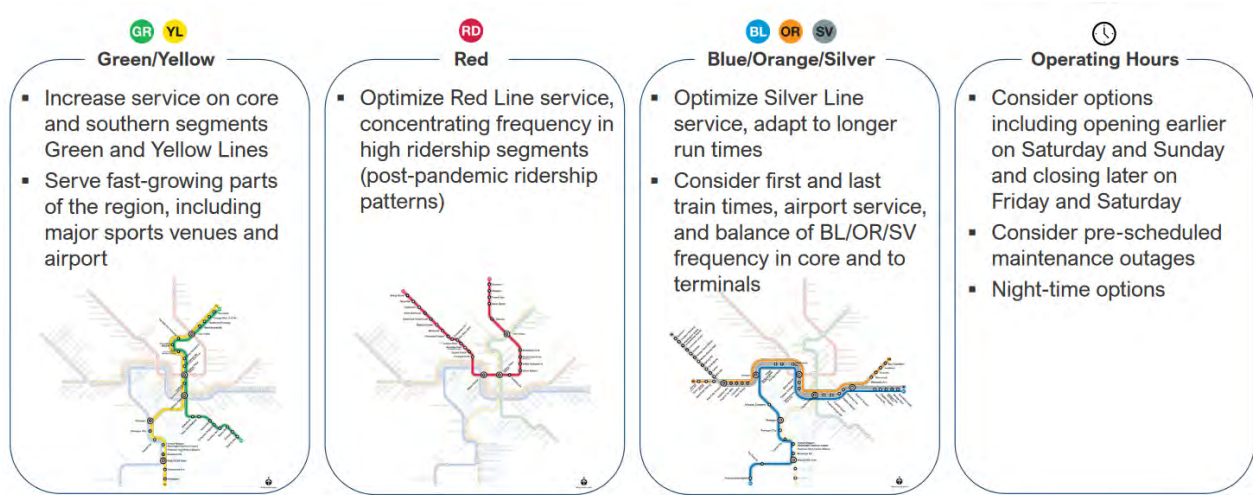
### *Fare and Service Concepts*

In a continuation of the WMATA Board's prior discussions on fares and service, WMATA staff have provided the Board with a number of fare and service concepts for additional consideration and evaluation. FY 2024 Concepts include:

- Fare Increase/Decrease: consider fare level changes
- Peak/Off-Peak: Change or eliminate time of day price difference
- Zone Fare: Establish zone fares to replace mileage charges
- Low-Income Fare: Offer discounts for low-income customers
- Parking Fees: Reduce fees to increase utilization and ridership
- \$1 Bus Fare: Reduce standard bus fare to \$1 from \$2
- MetroAccess Fare: Consider options to increase predictability

Post FY 2024 Concepts include fare capping and fare integration. As a concept, fare capping rewards riders with a free upgrade to a weekly or monthly pass after they pay the equivalent amount paying as they go with traditional fares. This provides an equitable solution for riders who cannot afford to purchase a pass up-front or may not know how often they will ride. WMATA has also introduced several rail service optimization concepts (Figure 3).

**Figure 3: WMATA's Structural Budget Challenges**



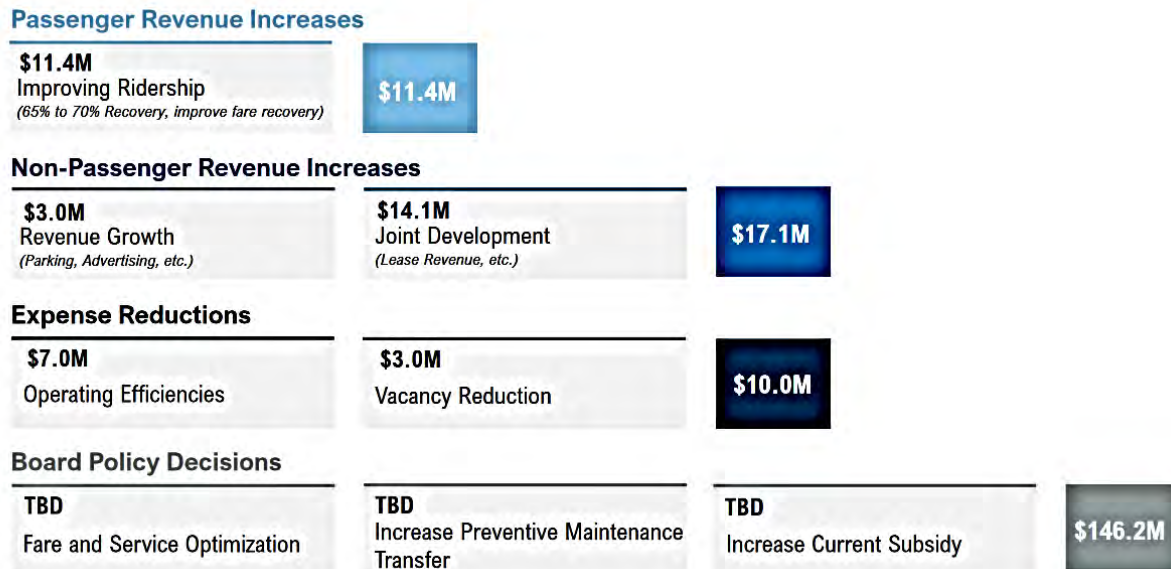
Source: [WMATA Board Finance and Capital Committee Meeting](#) September 22, 2022

### FY 2024 Operating Budget Gap

The updated FY 2024 Operating Budget now stands at \$184.7 million. This is greatly reduced against prior projections of over \$500 million due to supplemental COVID aid, cost savings in the approved FY 2023 Budget, and favorable revenues and expenses at the end of FY 2022 that were slightly offset by the impacts of inflation and collective bargaining agreements. WMATA has provided several options to close the \$184.7 million:

- Passenger Revenue Increases (\$11.4 million from improving fare recovery due in part to recovered revenue from WMATA's proposed fare evasion prevention efforts)
- Non-Passenger Revenue Increases (\$17.1 million from parking and advertising revenue growth and joint development)
- Expense Reductions (\$10 million from operating efficiencies and vacancy reduction)
- Board Policy Decisions (To be determined but will need to total \$146.2 million)

**Figure 4: WMATA's Structural Budget Challenges**



Source: [WMATA Board Finance and Capital Committee Meeting](#) September 22, 2022

In this concept put together by WMATA staff, the WMATA Board would need to make a series of policy decisions to close the remaining \$146.2 million budget gap. WMATA has framed these options into three broad buckets:

1. Fare and Service Optimization
2. Increasing the Preventive Maintenance Transfer
3. Increasing Current Subsidies

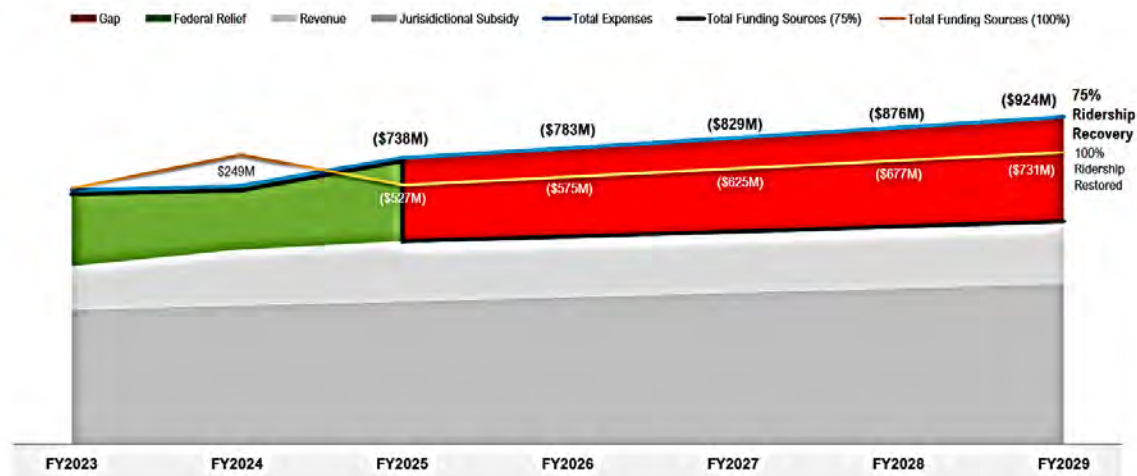
Fare and service optimization would need to either net additional revenue (through fare increases) and/or provide expense savings from some level of service reductions against budget. Increasing the preventative maintenance transfer of expenses from operating to capital would provide one-time relief in the operating budget while increasing expenses in the capital budget. WMATA Board policy sets this transfer at an amount not to exceed \$60 million, but further transfers are allowable by the Federal Transit Administration (FTA). WMATA staff provided additional context on the recent history of preventative maintenance (PM) transfers, the capital budget, and recent federal formula funding increases from the Infrastructure Investment and Jobs Act (IIJA). Increasing subsidies would require legislative changes in Virginia and Maryland to alter the statutory 3% operating subsidy caps.

It is important to note that all the above budget considerations are concepts for discussion and are not yet a formal proposed budget. The WMATA Board will continue discussion of these concepts, provide further guidance to management, and the General Manager/CEO will propose a budget in November. That proposed budget will undergo public hearings and additional work sessions until the WMATA Board formally adopts the FY 2024 Budget in March 2023.

While the WMATA Board has options to provide a balanced budget in FY 2024, the long-term budget outlook remains bleak once federal COVID aid is exhausted. The anticipated budget gap

in FY 2025 is \$738 million driven by inflation, telework and rideshare, decreases in non-passenger revenue, and proposed fare reductions.

**Figure 5: WMATA's Long-Term Operating Budget Outlook**



Source: [WMATA Board Finance and Capital Committee Meeting](#) September 22, 2023

- Joint Development Approvals for Greenbelt Station

On September 22, the WMATA Board authorized staff to negotiate a [joint development agreement with the General Services Administration \(GSA\) for the sale of WMATA property at the Greenbelt Metrorail Station](#) without holding a competitive solicitation and to hold a compact public hearing on proposed changes to transit facilities at the Greenbelt Metrorail Station. These actions are part of WMATA's response to inquiries from the GSA as it considers the three previously considered sites from its prior search for a new FBI headquarters location (one of which is in Fairfax County). Should the Greenbelt site be selected for the FBI Headquarters, WMATA staff would hold a compact public hearing on the proposed changes to the station and negotiate a joint development agreement with GSA exclusively and return to the Board at a future date for approval to execute.

Between 2011 and 2016, the WMATA Board had taken similar previous actions at Greenbelt Metrorail Station when the GSA was previously considering sites for consideration in a new FBI headquarters. In 2017, GSA cancelled the procurement for the new FBI headquarters, and in 2019 the previous Joint Development Agreement with the developer expired. In March 2022, the Consolidated Appropriations Act instructed GSA to select one of the three previously considered sites as soon as possible and GSA later made inquiries to WMATA about the availability of the Greenbelt site for development.

- Silver Line Phase 2 Delegated Authority

On September 22, the WMATA Board [delegated authority to the General Manager/CEO](#) to accept the project into the Adopted Regional System at such time as determination has been made that all acceptance conditions have been met, and establish a date for start of passenger service.



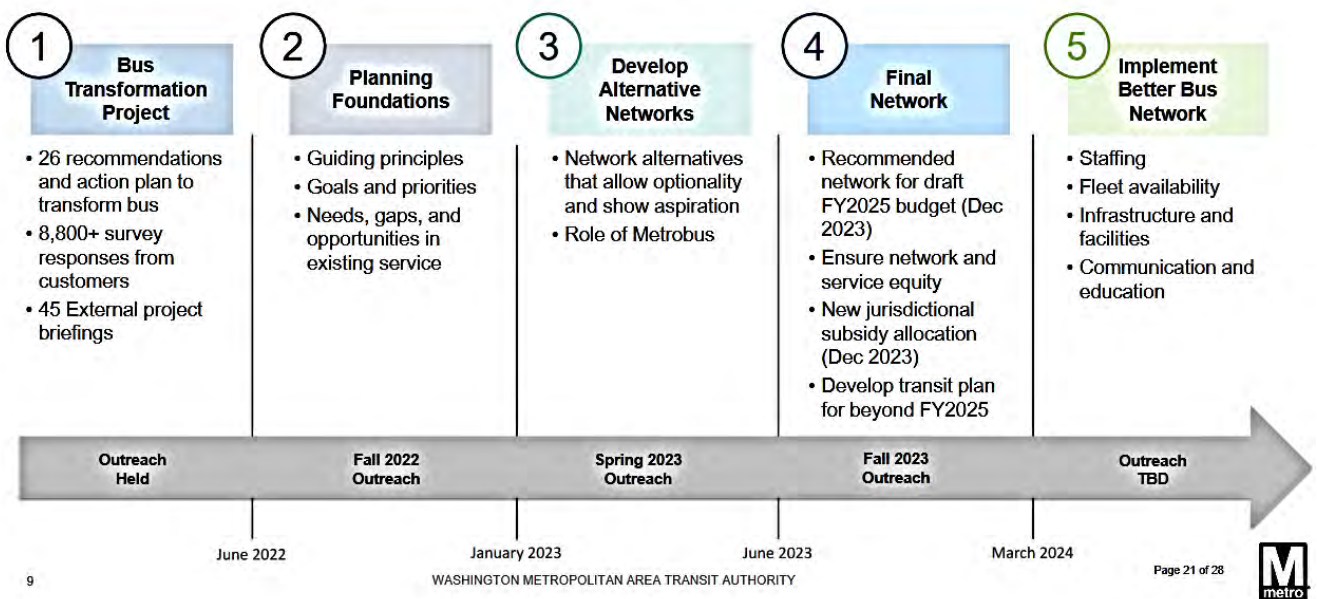
- Amendment to WMATA/Local 922 Retirement Plan

On September 22, the WMATA Board [amended the Local 922 International Brotherhood of Teamsters Collective Bargaining Agreement retirement plan](#) to allow an employee who separated their employment from WMATA and is rehired in a Local 922 covered position to repurchase their actuarial pension that was withdrawn upon separation. This provision would allow WMATA to eliminate an obstacle of rehiring experienced former Local 922 members, which can help attract former employees back into service during a depressed recruitment market.

- Bus Network Redesign Update

On September 22, the WMATA Executive Committee [received an update on the Bus Network Redesign](#) and the WMATA Board [approved guiding principles for the project](#). The Bus Network Redesign is underway and will fully incorporate the service and network of Metrobus, Prince George's TheBus and the City of Fairfax CUE systems, while building on other local bus services in the region. The Bus Network Redesign is an outgrowth of the 2018 and 2019 Bus Transformation Project, which included redesigning the bus network as a key recommendation. The Bus Network 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 redesign effort will feature extensive engagement and outreach beginning in October 2022.

**Figure 6: Bus Network Redesign Roadmap**



Source: [WMATA Board Executive Committee Meeting](#) September 22, 2022

The Guiding principles that will provide a framework for decisions throughout the Bus Network Redesign project are as follows:

- Ensure a customer-focused and regional perspective
- Engage and communicate authentically, inclusively and transparently
- Ensure equity is a value throughout the project

- Allow customers' input, the region's needs, data and service guidelines to drive decisions
- Attract customers with frequent, reliable, connective service
- Make cost-effective and data-driven business decisions

The Bus Network Redesign intends to provide a recommended, fiscally constrained network to the WMATA Board for action as part of the FY 2025 WMATA Budget process. As part of that network, the Bus Network Redesign would also convey to the Board a new jurisdictional subsidy allocation process for Metrobus. The study would also provide a longer-term bus network for beyond FY 2025.

At the [July NVTC WMATA Committee meeting](#), NVTC staff identified that pandemic-related service changes have shifted the amount of Metrobus service provided across the region away from Virginia. In part due to WMATA's implementation of the 3% legislative operating caps, the way Metrobus subsidies are currently calculated does not adequately reflect how service has changed and the disconnect between service and subsidy has grown significantly since the pandemic. In effect, Virginia is paying more for less Metrobus service. NVTC staff will work with jurisdictional staff, Virginia WMATA Board members, and the NVTC WMATA Committee to facilitate feedback to the project team on a new way to pay for Metrobus.

#### ▪ Annual Agency Safety Plan Approval

On September 22, the WMATA Board approved a [revised Public Transportation Agency Safety Plan \(ASP\)](#). The WMATA Board is required to review and approve the ASP annually. The revised plan includes additional transit safety requirements from the Infrastructure Investments and Jobs Act (IIJA). The IIJA requires transit agencies to establish a Joint Labor and Management Safety Committee, include risk reduction programs for transit workers and strategies for infectious disease mitigation and expand de-escalation training. The plan will also describe WMATA's recent partnership with MITRE which consists of performing a safety culture assessment, improving voluntary safety reporting capabilities and enhancing safety data and analysis as well as incorporating feedback from employees, the Washington Metrorail Safety Commission (WMSC), Federal Transit Administration (FTA), Joint Labor and Management Safety Committee and Senior Executive Team. Following the Board approval, the ASP will be submitted to the Washington Metrorail Safety Commission for approval. Following WMSC approval, WMATA must self-certify that it complies with federal safety requirements in the FTA's transit award management system while continuing to build and implement the Safety Management System based on the plan.

#### ▪ Silver Line Phase 2 Update

On September 8, WMATA staff provided a [status update on the Silver Line Phase 2](#). WMATA continues to review outstanding issues on the project and has executed a trust agreement to cover Metro's future maintenance/remediation costs that may be required on these issues. Substantial completion, a milestone between the Metropolitan Washington Airports Authority (MWAA) and its contractors, was effective on Package A (mainline and stations) on October 25, 2021, and package B (the rail yard) on October 29, 2021. The punch list for Package A and B is 96% and 83% complete, respectively. On June 23, 2022, WMATA announced its ownership of the Silver Line Phase 2, which is known as the Operational Readiness Date (ORD). The ORD marks

that WMATA has accepted provisional care, custody and control of the project from MWAA, which includes six new Silver Line stations, 11.4 miles of new track and a new rail yard.

Most training for the Silver Line extension, including interlockers, automatic train control, track and structures and traction power, has been completed and simulated service will run from October 13-17, 2022. Furthermore, significant progress has been made for the safety and security certification (SSC). The certification of automatic fare collection machines and WMATA's concurrence with MWAA's SSC of Package A and B have been completed. The WMSC continues to walk through the system and participates in Internal Rail Activation meetings. The remaining SSC tasks to complete include MWAA's submission of final SSC documentation for package K (MWAA work beyond Packages A & B) and the certification of signage, graphics, pre-revenue activities and arts-in-transit. Following the completion of these required activities, the WMATA Board will determine the start of passenger service.

- Status of Red Line Incident

On September 8, WMATA staff provided [an update on the Preliminary Incident Investigation Findings of the July 30, 2022 Red Line Incident](#).

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

The NVTC WMATA Committee will meet on September 29 at 6:00 p.m. to discuss the Annual Report on the Performance and Condition of WMATA, WMATA's FY 2024 Budget outlook, and receive an update from WMATA staff on the Bus Network Redesign. The next NVTC WMATA Committee meeting is on October 20, 2022 at 6:00 p.m.

## **C. Other WMATA News**

- Rail Service Updates

On September 6, WMATA announced [upcoming service improvements on rail](#) (Figure 7). These service improvements started on September 12 in conjunction with the Yellow Line Tunnel and Bridge Rehabilitation that closed all stations south of Reagan National Airport. Rail frequencies will be improved as WMATA replaces some Legacy 6-car trains with 7000-series 8-car trains on the Red and Green Lines. The Green Line will operate every eight minutes to account for suspended service on the Yellow Line and the Red Line will operate every 10 minutes. The Blue, Orange, and Silver Lines as well as the Blue Line supplemental service will operate every 15 minutes; however, stations that service more than one line will provide greater frequencies. The Blue, Orange or Silver Line trains will arrive every four minutes between Rosslyn and Stadium-Armory and the Orange or Silver Line trains will arrive every eight minutes between East Falls Church and Rosslyn. Additionally, Blue Line trains will arrive every eight minutes between Reagan National Airport and Stadium-Armory.



**Figure 7: Rail Service Improvements**

Lines	Current Headways by Line through Sept. 9		Headway – all time periods, 7 days per week, Sept. 12	Note
GR	15		8	Extra service due to suspension of YL
RD	10		10	N/A
OR	15 Weekday	20 Weekend	15	Weekend headway improvement from 20 to 15 minutes
SV	15 Weekday	20 Weekend	15	Weekend headway improvement from 20 to 15
BL	15 Weekday	20 Weekend	15	National Airport to Largo, weekend headway improvement from 20 to 15 minutes
Supplemental Blue Line - replace Yellow Line "Blue Plus"	N/A		15	National Airport and New Carrollton (to be extended to Huntington after Potomac Yard shutdown)
YL	15		N/A	Service suspended for construction

- Station Name Changes

On September 11, [WMATA began implementing five station name changes](#). In Virginia, Tysons Corner will become Tysons and West Falls Church's secondary name VT/UVA will become VT only. In Maryland, Prince George's Plaza will become Hyattsville Crossing, Largo Town Center will become Downtown Largo and White Flint will become North Bethesda. These changes were requested by the local jurisdictions and approved by the WMATA Board. Physical station signage at White Flint and Largo Town Center have already undergone some changes to complete the process; however, customers will see immediate changes for all stations on digital maps throughout rail stations, bus displays and WMATA's website. The static maps will be updated gradually following the opening of the Silver Line Phase 2 stations and Potomac Yard Station.

- New Metrorail Map

On September 23, WMATA announced an [update to its iconic Metrorail map](#), with the addition of six new Silver Line stations and Potomac Yard Station shown as a future station.

- WMATA is "Working Differently" to Support Customer Safety and Community Service Initiatives

On September 21, WMATA [announced that it is "Working Differently" to launch several public safety initiatives to strengthen and support customer safety and community service for those who use the transit system](#). The Metro Transit Police (MTPD) have strategically increased officer availability to be more visible throughout the bus and rail system. WMATA will also hire several Crisis Intervention Specialists trained in mental health awareness and de-escalation methods. They will be paired with an MTPD officer or operating staff to respond to customers with mental health disorders, intellectual or development disabilities. WMATA will also implement a new Customer Experience Liaison outreach program to enhance staff visibility in stations and to make Metrobus and Metrorail an easy and seamless experience.

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice and Sophie Spiliotopoulos  
**DATE:** September 29, 2022  
**SUBJECT:** Report from the Chair of the Legislative and Policy Committee

At the October meeting, the chair of NVTC's Legislative and Policy Committee will provide the Commission with an update on the development of NVTC's 2023 Legislative and Policy Agenda, recent legislative progress in Congress and a reminder for the upcoming Joint Legislative Forum scheduled for December.

#### **A. NVTC Draft 2023 State and Federal Legislative Priorities**

Staff are in the process of developing NVTC's 2023 Legislative and Policy Agenda that will articulate NVTC's priorities for both state and federal legislative activities in the coming year. The NVTC Legislative and Policy Committee will meet virtually on September 29 at 4:30 p.m. to discuss these priorities. The draft 2023 Legislative and Policy Agenda will be presented to the Commission for review and consideration at its November meeting with final approval requested in December.

#### **B. 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. While the program will be finalized in the coming weeks, NVTC staff have invited Virginia Secretary of Transportation Shep Miller, WMATA General Manager/CEO Randy Clarke and VRE Chief Executive Officer Rich Dalton to join NVTC Executive Director Kate Mattice and PRTC Executive Director Bob Schneider to preview the policy issues and concerns of transit in Northern Virginia.



**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** September 29, 2022  
**SUBJECT:** Virginia Railway Express (VRE)

---

At the October meeting, VRE CEO Rich Dalton will update the Commission on recent VRE activities and VRE Chief Financial Officer Mark Schofield will give a presentation on the preliminary FY 2024 VRE budget. The Commission will be asked to refer the preliminary FY 2024 VRE Budget to the jurisdictions.

**A. VRE CEO Report and Minutes**

VRE CEO Rich Dalton will provide his report. The [Minutes of the September 16, 2022 VRE Operations Board meeting](#) and the [VRE CEO Report for September 2022](#) are attached.

**B. ACTION: Approve [Resolution #2486: Authorize the VRE CEO to Refer the Preliminary FY 2024 VRE Operating and Capital Budget to the Jurisdictions](#)**

As recommended by the VRE Operations Board, the Commission will be asked to approve [Resolution #2486](#), 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.

VRE's preliminary FY 2024 Operating Budget totals \$111.0 million, which includes operations, maintenance and debt service. This preliminary budget represents an increase of \$13.2 million or 13.5% over the approved FY 2023 Operating Budget of \$97.8 million, though \$7.5 million of that increase is due to debt service on the recently issued Series 2022 Bonds that is supported by dedicated Commuter Rail Operating and Capital (CROC) funds. VRE staff will review and update all expense and revenue assumptions as the budget process moves forward, particularly for potential departmental expense reductions. The preliminary operating deficit for the FY 2024 budget is \$31.8 million, but this figure does not include the use of available federal pandemic relief funds to replace lost passenger and operating assistance revenues.

VRE's preliminary FY 2024 Capital Budget includes commitments of \$65.4 million from federal, state, regional and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPR), and the Northern Virginia Transportation Authority (NVTA) to advance capital projects that are critical to the Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail across the Commonwealth.

A final balanced FY 2024 Budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for final approval at their January 2023 meetings.

Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions or policy changes. The final FY 2024 Budget (which will include an amended FY 2023 Budget) will ensure VRE can continue to provide safe and reliable commuter rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to equitably share the costs of service among riders, local jurisdictions, the Commonwealth, and VRE's available federal pandemic relief funds.

The [attached VRE memorandum](#) provides more information on the following budget assumptions:

Key Operating Budget Assumptions

- Federal Pandemic Relief Funding
- Return of Ridership
- Jurisdictional Subsidy
- Passenger Fares
- Track Access Fee Reimbursement and State Operating Assistance
- Inflation and Operating Expenses
- Transforming Rail in Virginia (TRV)

Key Capital Budget Assumptions

- Federal Formula Funds
- State Capital Match
- Discretionary State and Regional Funding
- Commuter Rail Operating and Capital (CROC) Fund



## MINUTES

### VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

September 16, 2022

14700 Potomac Mills Road, Woodbridge, VA 22192

#### **Members Present**

\*Walter Alcorn (NVTC)  
\*Sarah Bagley (NVTC)  
\*Andrea Bailey (PRTC)  
\*Margaret Franklin (PRTC)  
\*Monica Gary (PRTC) \*\*  
\*Lori Hayes (PRTC)  
\*Matt Kelly (PRTC)  
\*Michael McLaughlin (VPRA) \*\*  
\*Ralph Smith (PRTC)  
\*Daniel G. Storck (NVTC) \*\*  
\*James Walkinshaw (NVTC)

#### **Jurisdiction**

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

#### **Members Absent**

Meg Bohmke (PRTC)  
Libby Garvey (NVTC)  
Jeanine Lawson (PRTC)

Stafford County  
Arlington County  
Prince William County

#### **Alternates Present**

\*Alanna Mensing (PRTC)  
\*Pamela Yeung (PRTC)

City of Manassas Park  
Stafford County

#### **Alternates Absent**

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

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

\*Voting Member

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

### **Staff and General Public**

Khadra Abdulle – VRE  
Trinette Broussard – VRE  
Cindy Bullock – VRE  
Alex Buchanan - VRE  
Rich Dalton – VRE  
John Duque - VRE  
Karen Finucan-Clarkson – VRE  
Chris Henry – VRE  
Christine Hoeffner - VRE  
Carol Kristofik - VRE  
Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel  
Kate Mattice – NVTC  
Charlotte Nourse - VRE  
Kristin Nutter – VRE  
Dallas Richards – VRE  
Mark Schofield – VRE  
Aimee Perron-Seibert – Commonwealth  
Strategy Group  
Joe Stainsby – PRTC  
Joe Swartz – VRE

Chair Franklin called the meeting to order at 9:03 a.m. The roll call followed.

### **Safety Briefing – 3**

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

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

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

### **Approval of the Minutes of the July 15, 2022 VRE Operations Board Meeting – 5**

Mr. Alcorn moved, with a second by Ms. Bailey, to approve the Minutes from July 15, 2022. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Gary, Hayes, Kelly, Mensing, Smith, Storck, Walkinshaw, and Yeung.

### **Chair's Comments – 6**

- Chair Franklin welcomed Councilmember Alanna Mensing from Manassas Park; and informed Members that Preston Banks had recently resigned from elected office to pursue a new career opportunity out of state. The Chair stated PRTC will need to take action at their next Commission meeting to officially name a new Operations Board member from Manassas Park.
- Chair Franklin announced news of a tentative agreement between freight railroads and labor unions; averting the looming threat of a labor strike by railroad workers.
- The Chair directed Members' attention to an invitation placed at their respective seats to the Ribbon-Cutting for the Rolling Road Station platform extension, which will be held the morning of September 28<sup>th</sup>.

[Mr. McLaughlin arrived at 9:08 a.m.]

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

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

- Tentative railroad labor agreement



- Safety
- Performance
- Ridership
- Ridership Recovery
- Customer Service Survey
- New Staff Introductions

### **Public Comment Time – 8**

The Chair opened the floor for public comment time. There were no speakers; and no written comments had been submitted.

### **Action Items – 9**

#### **Authorization to Issue a Maintenance Services for Commuter Rail Operations Task Order for Track Infrastructure Maintenance for the Crossroads and Broad Run Maintenance and Storage Facilities – 9A**

Ms. Bailey moved, with a second by Ms. Gary, to authorize the Chief Executive Officer to issue a *Maintenance Services for Commuter Rail* task order for track infrastructure maintenance at the Crossroads and Broad Run maintenance and storage facilities. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Gary, Hayes, Kelly, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

#### **Authorization to Issue an MEC VII Task Order for Engineering Oversight for New Passenger Railcars II – 9B**

Ms. Bailley moved, with a second by Ms. Bagley, to authorize the Chief Executive Officer to issue an MEC VII task order for engineering oversight for the new passenger railcars. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Gary, Hayes, Kelly, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

#### **Authorization to Amend Contract and a Task Order for Maintenance Services for VRE Facilities – 9C**

Mr. Alcorn moved, with a second by Ms. Bailey, to authorize the Chief Executive Officer to amend the contract and a task order for *Maintenance Services for VRE Facilities*. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Gary, Hayes, Kelly, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

#### **Referral of the Preliminary FY 2024 VRE Operating and Capital Budget to the Commissions – 9D**

Mr. Alcorn moved, with a second by Ms. Bagley, to refer the Preliminary FY 2024 VRE Operating and Capital Budget to the Commissions. The vote in favor was cast by Members Alcorn, Bagley, Franklin, Gary, Hayes, Kelly, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

[Ms. Bailey stepped out of the room at 10:25 a.m.]

[Ms. Gary left the meeting at 10:30 a.m.]

[Ms. Bailey returned at 10:31 a.m.]

### **Information Items – 10**

#### **Solar Power at VRE Stations – 10A**

VRE Staff reported the results of a solar power options investigation.

Preferred Alternative for L'Enfant Track and Station Improvements – 10B

VRE Staff presented the results of the L'Enfant Track and Station Improvements Alternatives Analysis.

Mr. Dalton pointed out Information items 10C and 10D were for Members' independent review.

Update on Recent and Planned Activities: System Plan 2050 Update – 10C

Spending Authority Report – 10D

Closed Session – 11

Mr. Walkinshaw moved, with a second by Alcorn, pursuant to the Virginia Freedom of Information Act, Section 2.2-3711.A (1) of the Code of Virginia, to convene a closed meeting for the purpose of discussing one personnel matter relating to the performance of the Chief Executive Officer. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Hayes, Kelly, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

[Mr. Storck left during the closed session]

Mr. Walkinshaw moved, with a second by Ms. Bailey, that the VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded closed session only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and, only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed, or considered. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Hayes, Kelly, McLaughlin, Mensing, Smith, Walkinshaw, and Yeung.

Members Time - 12

Chair Franklin asked if Members had any other business or announcements: Ms. Bagley stated she was planning to participate in the 2<sup>nd</sup> Annual "Tour De VRE" bike ride on October 6<sup>th</sup>.

Mr. Alcorn moved, with a second by Ms. Bailey, to adjourn the meeting. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Franklin, Kelly, McLaughlin, Mensing, Smith, Walkinshaw, and Yeung.

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

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Margaret Franklin  
Chair

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Sarah Bagley  
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the September 16, 2022 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

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

Leslie M. Lamb

# CEO REPORT

SEPTEMBER 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 | SEPTEMBER 2022

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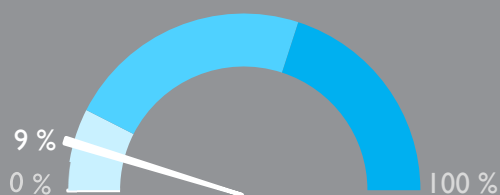
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VIRGINIA RAILWAY EXPRESS  
A better way. A better life.

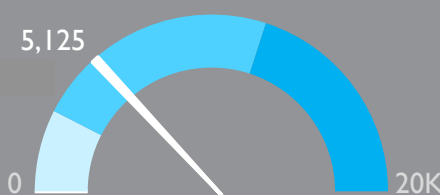


# PERFORMANCE AT A GLANCE



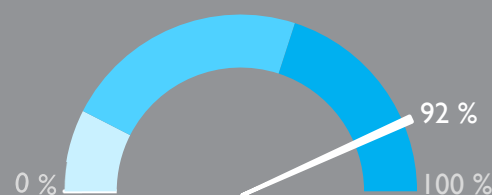
PARKING  
UTILIZATION

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



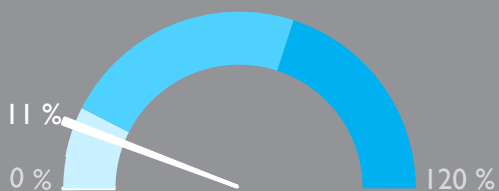
AVERAGE DAILY  
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.  
Same month, previous year: 2,625



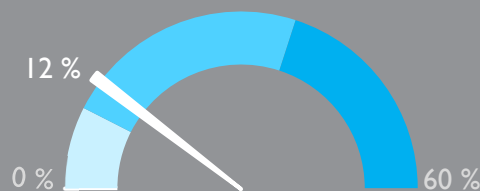
ON-TIME  
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 80%



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%

**August 2022**

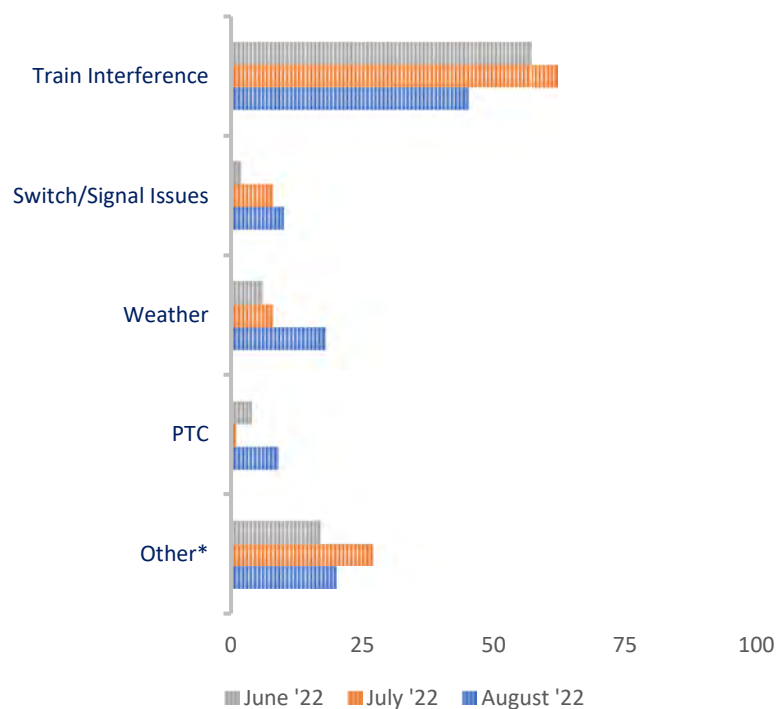


# ON-TIME PERFORMANCE

## OUR RECORD

	August 2022	July 2022	August 2021
Manassas Line	81%	80%	78%
Fredericksburg Line	91%	87%	82%
Systemwide	86%	83%	80%

## PRIMARY REASON FOR DELAY



VRE operated 731 trains in August. The on-time rate for August was 86 percent.

One-hundred two trains arrived more than 5 minutes late to their final destinations. Of those late trains, 71 were on the Manassas Line (70 percent), and 31 were on the Fredericksburg Line (30 percent).

On-time performance improved slightly over last month. Train interference continues to be the largest contributor to delays, but August saw a significant increase in weather-related issues, including flash flooding and high winds.

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

## LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	June	July	August	June	July	August	June	July	August
Total late trains	86	106	102	36	42	31	50	64	71
Average minutes late	17	21	31	18	28	38	16	17	28
Number over 30 minutes	8	13	20	3	6	7	5	7	13
Heat restrictions	14	14	8	14	14	8	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



# AVERAGE DAILY RIDERSHIP

## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE





RIDERSHIP UPDATES

Average daily ridership in August was 5,125. There were 23 service days.

Ridership continued to trend upward. On Wednesday, August 24, VRE ridership reached 6,695, its highest post-shutdown.

	August 2022	July 2022	August 2021
Monthly Ridership	117,880	99,120	57,758
Average Daily Ridership	5,125	4,956	2,625
Full Service Days	23	20	22
"S" Service Days	0	0	0

SUMMONSES ISSUED

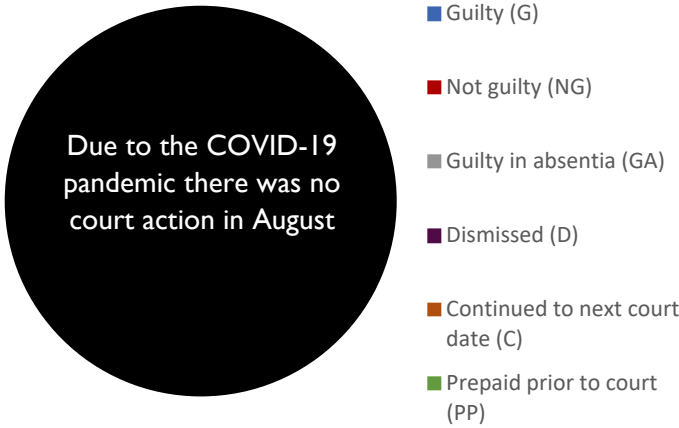
VRE SYSTEM



SUMMONSES WAIVED  
OUTSIDE OF COURT

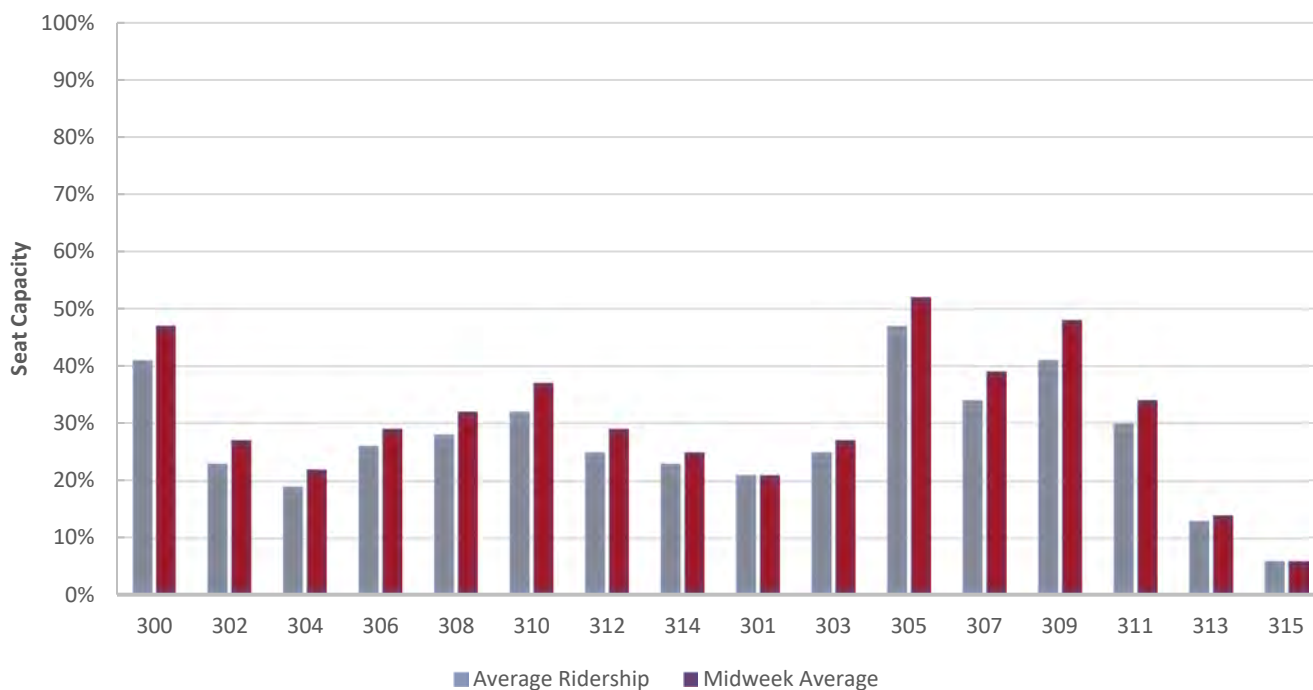
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES  
COURT ACTION

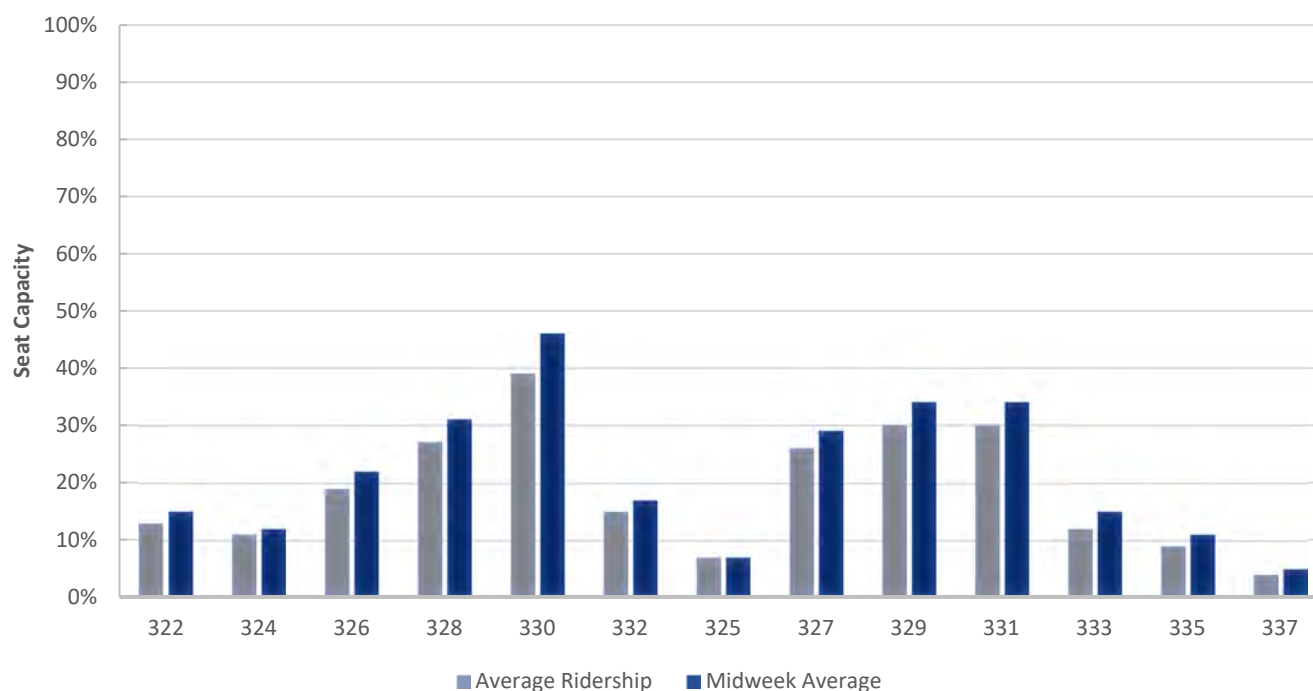


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

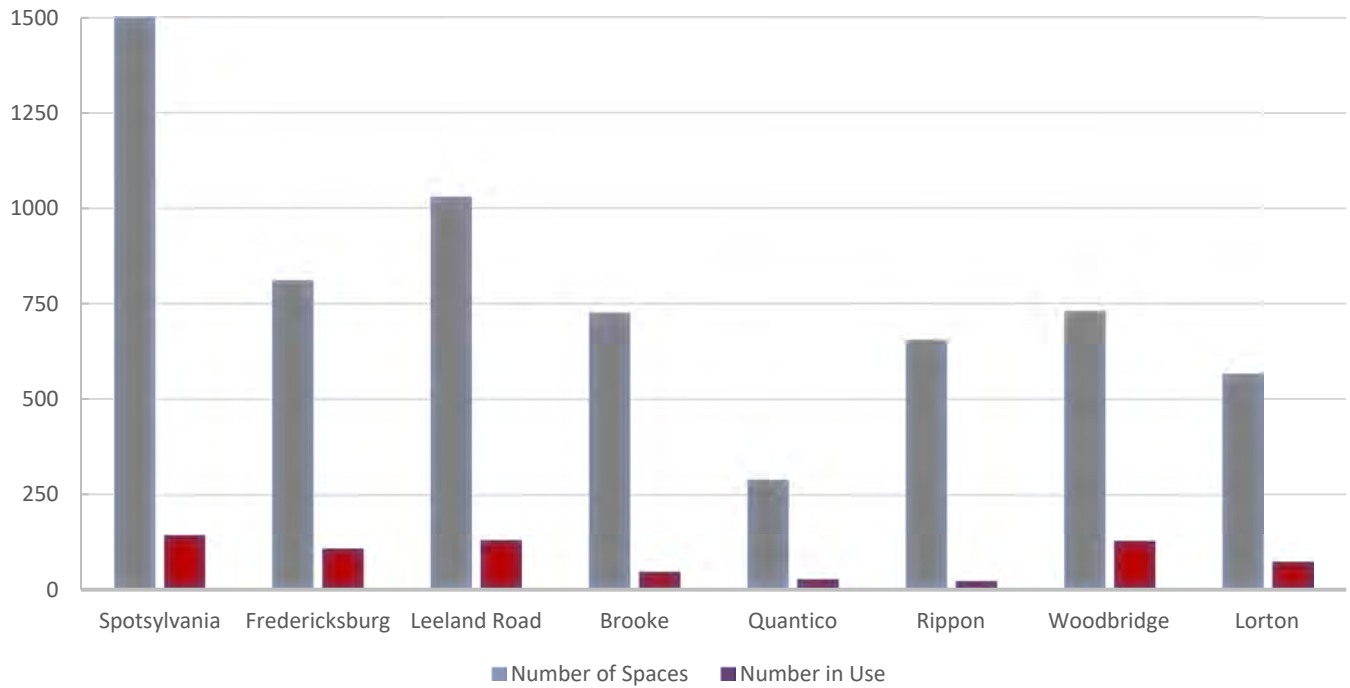


## MANASSAS LINE

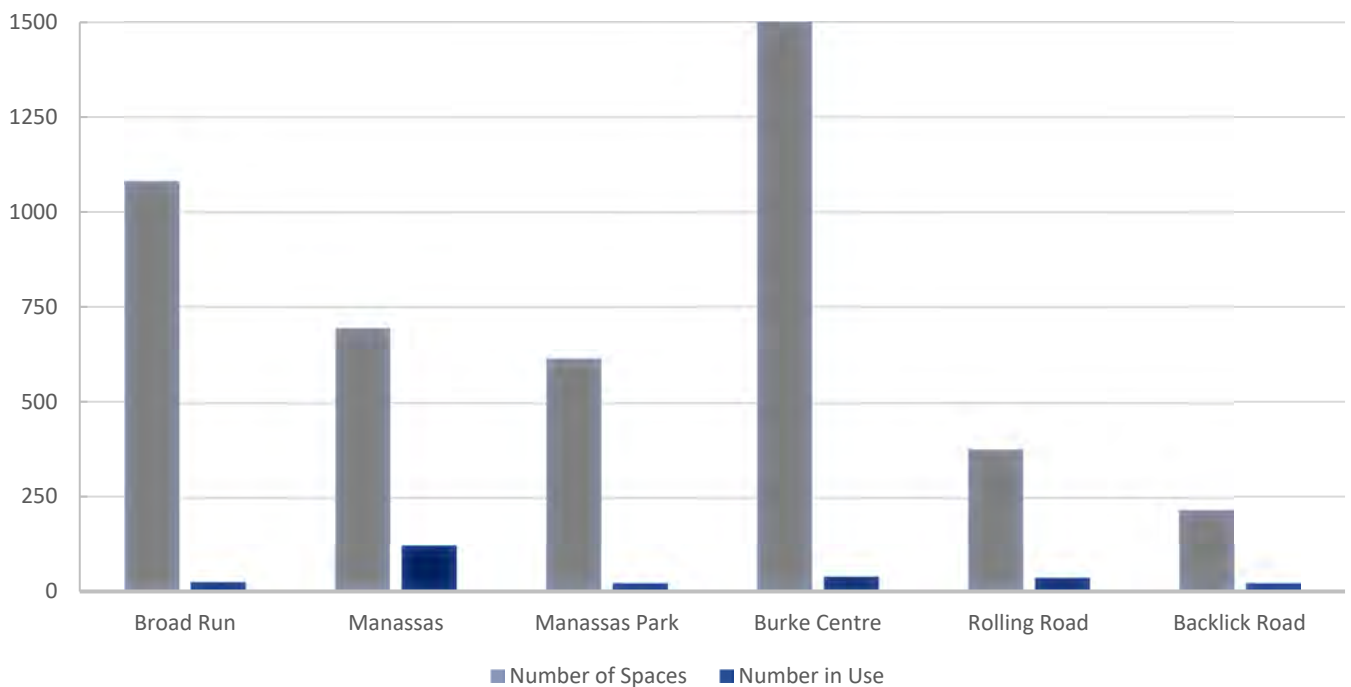


## PARKING UTILIZATION

### FREDERICKSBURG LINE



### MANASSAS LINE



# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

## Completed projects:

1. Painting of Alexandria station
2. Replacement of chain link gates at rear of Alexandria station platform
3. Installation of poster display cases for Rolling Road Station Improvements project



*Recently painted tunnel at Alexandria station*

## Projects scheduled to be completed this quarter:

1. Repair of steel components of ADA lift enclosure at Woodbridge station
2. Replacement of windscreen plexiglass panels at Rippon station
3. Replacement of existing lighting with LED lighting at Fredericksburg Lot G
4. Painting of Rippon, Leeland Road and Backlick Road stations
5. Replacement of waste and recycling receptacles at various stations



*Chain link gate replacement at Alexandria station*

## Projects scheduled to be initiated this quarter:

1. Minor repair of concrete at Alexandria station
2. Modernization of east elevator at Woodbridge station
3. Repairs and restriping of parking lots at Woodbridge and Rippon stations
4. Replacement of fluorescent lighting with LED lighting at Fredericksburg office
5. Replacement of ceiling tiles at Fredericksburg office
6. Minor repairs to concrete at Burke Centre station
7. Replacement of existing lighting with LED lighting at Manassas station parking garage
8. Installation of additional storage cabinetry at Alexandria headquarters
9. Replacement of benches at various stations
10. 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. Fabrication of pathfinder signage for various stations, for subsequent installation by VDOT

## UPCOMING PROCUREMENTS

1. Renewal of locomotive head end power engine systems
2. Program management consulting services
3. Modernization of VRE Woodbridge Station east elevator
4. Forklift trucks
5. Purchase of LED light fixtures
6. Tactile strip replacements
7. Construction Manager / General Contractor for the Alexandria Station improvements project
8. Broad Run and Crossroads security camera system power and network infrastructure upgrade
9. Station security camera upgrade
10. Locomotive master controllers
11. Construction of Manassas Park Station parking expansion



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	Coordination with CSX Alexandria 4th Track Project (~30% Development) ongoing (Aug. & 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	30% redesign submitted for VRE review. Additional fieldwork/borings completed (Aug. & 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. (Aug. & Sept.)
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. (Aug. & Sept.)
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	Stakeholder coordination continues for implementation of the phased design and construction approach, which was presented at the April Operations Board meeting. (Aug. & 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.) Circulating review copies of text document and plans for final departmental review prior to delivery to consultant (Aug.).
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	NEPA process underway for pedestrian tunnel. Platform design being reviewed to determine updates necessary to accommodate pedestrian tunnel. (Aug. & Sept.)

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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	Waiting on final construction funding to execute contract (Sept.) Board authorized contract execution in July (Aug.)
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	Reviewing shop drawings for additional cabinetry in reception area and break room. (Sept.) Executed task order to install additional cabinetry in reception area and break room. (Aug.)
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. (Aug. & Sept.)
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. (Aug. & Sept.))
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.) Site meeting with soil boring contractor to address District DOEE permit requirement to be scheduled. (Aug.)
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.) A property boundary and topographical survey is complete. Alternatives analysis and concept design to define a preferred alternative scheduled to be complete in Sept. 2022 (Aug.)

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# 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	Waiting on final construction funding to execute contract (Sept.) Board authorized contract execution in July (Aug.)
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	Reviewing shop drawings for additional cabinetry in reception area and break room. (Sept.) Executed task order to install additional cabinetry in reception area and break room. (Aug.)
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. (Aug. & Sept.)
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. (Aug. & Sept.))
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.) Site meeting with soil boring contractor to address District DOEE permit requirement to be scheduled. (Aug.)
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.) A property boundary and topographical survey is complete. Alternatives analysis and concept design to define a preferred alternative scheduled to be complete in Sept. 2022 (Aug.)

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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	Pedestrian bridge steel span placement done 8/26 & 8/27. Platform concrete progressing on both platforms. (Sept.) Soil nail wall started. Test nails installed. Mat slab 1 in process. Platform 2 progressing. Structural steel for towers being installed. (Aug.)
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. (June & July 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	Final site work is complete. Existing platform repairs are ongoing. (Aug.)

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





## VIRGINIA RAILWAY EXPRESS

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

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





**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 required the VRE Operations Board to submit to the Commissions a preliminary fiscal year budget by September 30 each year;

**WHEREAS:** The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 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 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.

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Canek Aguirre  
Chair

---

Matt de Ferranti  
Secretary-Treasurer

FY 2024 Preliminary Sources and Uses																															
LEVEL OF SERVICE FOR FY 2024		32 Trains		10,000 Average Daily Riders		Access and Lease Fees																									
						Amtrak		8,264,000		NS		3,551,000		CSX		9,584,000		Total		21,399,000											
						SOURCES OF FUNDS																									
		USES OF FUNDS		FARE INCOME		INTEREST		MISC		LOCAL SUBSIDY		OTHER SOURCES		NVTA FUNDING		-----STATE-----		-----FEDERAL-----													
																STATE CROC FUNDING		STATE OPERATING		STATE CAPITAL		STATE STP		5307/5337		PANDEMIC RELIEF FUNDS		OTHER		TOTAL	
Operating Expenses		97,150,216		28,640,000		125,000.00		150,000.00		44,740,056		-		-		-		5,000,000		17,975,160		-		520,000		-		-		97,150,216	
Non-Operating Expenses:																															
Operating Reserve		96,000								96,000																				96,000	
Debt Service Series 2022 Bonds - Prin./Interest		7,496,000								-						7,496,000														7,496,000	
Debt Service MUFG - Gallery IV - 11 Cabcars		1,931,357								77,254										309,017				1,545,086						1,931,357	
Debt Service VRA - 60 Railcars (Local)		99,072								99,072																				99,072	
Debt Service VRA - 60 Railcars (Fed/State/Local)		4,194,500								167,780										671,120				3,355,600						4,194,500	
Non-Operating Summary		13,816,929		-		-		-		440,106		-		-		7,496,000		-		980,137		-		4,900,686		-		-		13,816,929	
Total Expenses (Subtotal)		110,967,145		28,640,000		125,000		150,000		45,180,162		-		-		7,496,000		5,000,000		18,955,297		-		5,420,686		-		-		110,967,145	
Capital Projects:																															
Washington Union Station Improvements		10,000,000								400,000										3,400,000				6,200,000						10,000,000	
L'Enfant Station Improvements		11,122,923								444,917										1,779,668				8,898,338						11,122,923	
Franconia-Springfield Station Improvements		4,854,871								194,195										776,779				3,883,897						4,854,871	
Equipment Asset Management Program		1,696,865								67,875										271,498				1,357,492						1,696,865	
Security Enhancements		105,000								4,200										16,800				84,000						105,000	
Unprogrammed Capital Funds		20,687,110								827,484										3,309,938				16,549,688						20,687,110	
Crystal City Station Improvements		41,537								-		41,537								-				-						41,537	
CROC Contribution to VPRA Capital Projects		7,504,000								-						7,504,000				-				-						7,504,000	
Capital Reserve Contribution		3,000,000								3,000,000																				3,000,000	
Capital Project Summary		59,012,306		-		-		-		4,938,671		41,537		-		7,504,000		-		9,554,683		-		36,973,415		-		-		59,012,306	
CMAQ/REF/IPROC																															
Broad Run Expansion (CMAQ)		4,738,000								-										947,600				-		3,790,400				4,738,000	
Backlick Road Station Improvements (CMAQ)		500,000								-										100,000				-		400,000				500,000	
Brooke Station Improvements (GWRC)		574,863								-										114,973				-		459,890				574,863	
Leeland Road Station Improvements (GWRC)		574,863								-										114,973				-		459,890				574,863	
Summary		6,387,726		-		-		-		-		-		-		-		-		1,277,545		-		-		-		5,110,181		6,387,726	
TOTAL		176,367,177		28,640,000		125,000		150,000		50,118,833		41,537		-		15,000,000		5,000,000		29,787,525		-		42,394,101		-		5,110,181		176,367,177	
																				</											

# FY 2024 Summary Preliminary Budget

Category	Approved FY 2023		Preliminary FY 2024		Changes	% Change
	FY 2023 Operating	FY 2023 Capital	FY 2024 Operating	FY 2024 Capital		
<b>Revenue:</b>						
Fare Revenue	25,296,000		28,640,000		3,344,000	13.2%
Miscellaneous Revenue	200,000		150,000		(50,000)	-25.0%
Jurisdictional Subsidy	9,132,741	4,411,381	13,362,109	4,938,671	4,756,658	35.1%
Other Sources (Use of Prev. Surplus)	-	-	-	-	-	
NVTA Grant Funding	-	-	-	-	-	
State CROC Dedicated Funding	-	15,000,000	7,496,000	7,504,000	-	
Federal/State Subsidy - Operating (incl. Fed. Aid)	62,988,160		29,375,983		(33,612,178)	-53.4%
Federal/State Subsidy - Capital		68,299,306		52,915,824	(15,383,482)	-22.5%
Operating/Capital Reserves	-	-	-	41,537	41,537	
Interest Income	150,000		125,000		(25,000)	-16.7%
<b>Total Revenue</b>	<b>97,766,901</b>	<b>87,710,687</b>	<b>79,149,092</b>	<b>65,400,032</b>	<b>(40,928,464)</b>	<b>-22.1%</b>
<b>Operating/Non-Operating Expenses:</b>						
Non-Departmental Operating	9,323,429		9,157,768		(165,661)	-1.8%
Executive, HR & Administration	1,643,800		1,710,050		66,250	4.0%
General Counsel	440,200		578,500		138,300	31.4%
Government & Public Relations	702,000		744,300		42,300	6.0%
Marketing	326,500		609,500		283,000	86.7%
Finance and Accounting	3,291,500		3,241,000		(50,500)	-1.5%
Purchasing and Contract Administration	793,100		903,750		110,650	14.0%
Project Development	950,400		1,160,400		210,000	22.1%
Design & Construction	1,096,000		1,953,000		857,000	78.2%
Rail Operations	2,479,000		2,605,000		126,000	5.1%
Information Technology	2,219,000		2,526,348		307,348	13.9%
Facilities Maintenance	4,083,800		4,324,500		240,700	5.9%
Mechanical Operations	11,373,300		11,788,400		415,100	3.6%
System Safety & Security	1,161,350		1,135,200		(26,150)	-2.3%
PRTC	102,000		102,000		-	0.0%
NVTC	90,000		90,000		-	0.0%
Train Operations	17,797,500		19,000,000		1,202,500	6.8%
Maintenance of Equipment	8,771,000		9,491,500		720,500	8.2%
Amtrak	4,578,000		4,726,000		148,000	3.2%
Amtrak Access Fees	8,167,000		8,264,000		97,000	1.2%
Norfolk Southern Access Fees	3,351,000		3,551,000		200,000	6.0%
CSX Access Fees	8,805,000		9,584,000		779,000	8.8%
<b>Total Operating/Non-Operating Expenses</b>	<b>91,544,879</b>	<b>-</b>	<b>97,246,216</b>	<b>-</b>	<b>5,701,337</b>	<b>6.2%</b>
CIP Expenditures		87,710,687		65,400,032	(22,310,655)	
Debt Service	6,222,023		13,720,929		7,498,906	
<b>Total CIP and Other Expenditures</b>	<b>6,222,023</b>	<b>87,710,687</b>	<b>13,720,929</b>	<b>65,400,032</b>	<b>(14,811,749)</b>	<b>-15.8%</b>
<b>Grand Total Expenses</b>	<b>97,766,901.28</b>	<b>87,710,687.00</b>	<b>110,967,145</b>	<b>65,400,032</b>	<b>(9,110,411)</b>	<b>-4.9%</b>
<b>Difference by Fund</b>	<b>(0)</b>	<b>0</b>	<b>(31,818,053)</b>	<b>-</b>	<b>(31,818,053)</b>	
<b>Total Difference</b>		<b>0</b>	<b>(31,818,053)</b>		<b>(31,818,053)</b>	



VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 9-D**  
**Action Item**

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

**From: Rich Dalton**

**Date: September 16, 2022**

**Re: Referral of the Preliminary FY 2024 VRE Operating and Capital Budget to the Commissions**

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**Recommendation:**

The VRE Operations Board is asked to refer the preliminary FY 2024 VRE Operating and Capital Budget to the Commissions for their consideration, so the Commissions, in turn, can refer their preliminary budget recommendations to the jurisdictions for review and comment.

**Summary:**

VRE's preliminary FY 2024 operating budget totals \$111.0 million, which includes operations, maintenance, and debt service. This preliminary budget represents an increase of \$13.2 million or 13.5% over the approved FY 2023 operating budget of \$97.8 million, though \$7.5 million of that increase is due to debt service on the recently issued Series 2022 Bonds that is supported by dedicated Commuter Rail Operating and Capital (CROC) funds. Staff will review and update all expense and revenue assumptions as the budget process moves forward, particularly for potential departmental expense reductions. The preliminary operating deficit for the FY 2024 budget is \$31.8 million, but this figure does not include the use of available federal pandemic relief funds to replace lost passenger and operating assistance revenues.

VRE's preliminary FY 2024 capital budget includes commitments of \$65.4 million from federal, state, regional and local funding sources towards the Capital Improvement Program (CIP). VRE continues to work closely with the Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRA), and the Northern Virginia Transportation Authority (NVTa) to advance capital projects that are critical to the



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Transportation Commission  
14700 Potomac Mills Road  
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Transforming Rail in Virginia (TRV) program and to expanding commuter and intercity rail across the Commonwealth.

A final balanced FY 2024 budget will be submitted in December for the Operations Board's consideration and referral to the Commissions for final approval. Projections of both revenues and expenses are still under review by VRE staff and may change materially based on updated ridership trends, macroeconomic conditions, or policy changes. The final FY 2024 budget (which will include an amended FY 2023 budget) will ensure VRE can continue to provide safe and reliable commuter rail service, to meet its commitments to the Commonwealth as part of the TRV program, and to equitably share the costs of service among riders, local jurisdictions, the Commonwealth, and VRE's available federal pandemic relief funds.

### **Background:**

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2024 VRE Operating and Capital Budget is attached for the Operations Board's review.

As noted during the July 2022 Operations Board meeting, VRE faces a range of "key issues" that can be divided into two main groups. The first includes macroeconomic factors and state- or national-level policies that are outside of VRE's direct control, but which must be addressed in the budget. The second consists of specific policy issues that the Operations Board and the Commissions must consider as we continue to move into the "post-pandemic" world. As with the FY 2022 and FY2023 budgets, accurately forecasting ridership and revenue remains difficult as commuting patterns and employer remote work policies continue to evolve.

### **Key Operating Budget Assumptions:**

VRE's preliminary operating budget totals \$111.0 million. This includes \$97.2 million for daily operations and maintenance (as compared to \$91.5 million in the approved FY 2023 budget) and \$13.8 million for debt service, which now includes the capital lease for 11 railcars, the Virginia Resources Authority (VRA) financing for 60 railcars, and the Series 2022 Commuter Rail Operating and Capital (CROC) Fund bonds supporting VRE's contribution to the purchase of CSX right-of-way. As noted above, both revenues and expenses continue to be reviewed and may change materially before adoption of the final budget. The key assumptions used in preparing the preliminary operating budget are summarized below.

#### **1. Federal Pandemic Relief Funding**

Through June 30, 2022, VRE has drawn approximately \$78.3 million in relief funding from the CARES Act to supplement lost passenger revenue and other reduced revenues from state and local partners. This figure covers all pandemic relief received by VRE for the second half of FY 2020 and all of FY 2021 and 2022.



Approximately \$7.0 million of CARES Act operating funding remains before the grant will be fully expended. The FY 2023 budget anticipates approximately \$28.5 million of pandemic relief funding will be needed during the fiscal year, so the remaining CARES funds are likely to be drawn by the end of the first quarter. At that point, VRE will begin drawing on pandemic relief funds that were allocated as part of the American Rescue Plan (ARP) Act.

The expected future utilization rate of the remaining funds will depend on a number of key factors, including the amount of fare revenue earned (which depends directly on ridership); the amount of jurisdictional subsidy received; the amount of state operating assistance received; and the expenses incurred to operate VRE's daily service.

## **2. Return of Ridership**

Average ridership nearly doubled over the course of FY 2022, increasing from approximately 2,600 per day in July 2021 to over 5,000 in June 2022. Ridership has been steady during the recent summer months of July and August, with mid-week ridership around 6,500 per day and Monday/Friday ridership substantially lower. Ridership exhibited a similar 'peaking' pattern before the pandemic, but it has become more pronounced now, which is not surprising given the hybrid work schedules of many employers. Average fare per trip remains elevated (\$11.68 in the last quarter of FY 2022) relative to pre-pandemic levels, due to changes in the composition of ridership and the type of fare media purchased, but continues to slowly decline.

As was noted at the same point in the budget process last year, significant uncertainty remains about potential long-term changes in organizations' telework policies and the resulting changes in commuting behavior and patterns. The approved FY 2023 budget projects average daily ridership of 8,000 trips and \$25.3 million in passenger fares. This assumes a steady ramp up of ridership over the course of the year – starting at the current 5,000 to 6,000 level and finishing the year above 8,000. Using that projection as a starting point, the FY 2024 budget assumes daily ridership of 10,000 trips and passenger fare revenue of \$28.6 million. The average fare is expected to decline from its current level as more short-distance trips are taken and riders continue to adjust their ticket-buying to match their traveling needs. As additional information from employers and riders comes in during the budget process (September-November 2022), these projections will be updated accordingly for both FY 2023 and FY 2024.

## **3. Jurisdictional Subsidy**

Using federal CARES Act funds, VRE was able to provide relief in both FY 2022 and FY 2023 for local jurisdictions on their VRE subsidy. In FY 2021 (which was approved prior to the onset of the pandemic in March 2020), the total jurisdictional subsidy was \$18.3 million. In FY 2022 the total subsidy was reduced to \$4.8 million, and in FY 2023 the subsidy was \$13.5 million. The preliminary FY 2024 budget includes a staff recommendation to return the total jurisdictional contribution to \$18.3 million.

The preliminary FY 2024 budget does not include a projected allocation of the subsidy to each jurisdiction. In early November, VRE will be conducting its first Master Agreement Survey since 2019. (The survey is normally conducted in early October, but the Blue/Yellow Metrorail shutdown will still be ongoing at that time.) Preliminary survey results will be processed quickly and presented to the Operations Board on an informational basis at the November meeting, ahead of the final budget in December.

#### **4. Passenger Fares**

VRE's informal policy had been to increase fares every other year, approximately in line with inflation, but passenger fares have been unchanged since the pandemic. Staff's recommendation in this preliminary FY 2024 budget is to again maintain fares at their current levels. As noted in the last two budget cycles, publicly raising fares in an environment where VRE is actively trying to encourage ridership is likely to be counterproductive.

At the same time, based on rider feedback, convenience and reliability are bigger factors in deciding whether to use VRE than the fare. Therefore, a major reduction in fare is also unlikely on its own to drive significant ridership growth and would only increase the operating deficit. However, in order to equitably balance the increasing costs of service, it is likely that VRE will have to more strongly consider a fare increase in FY 2025.

#### **5. Track Access Fee Reimbursement and State Operating Assistance**

In FY 2022, VRE did not seek reimbursement of host railroad track access fees from VPRA and was able to utilize CARES Act funds to support those expenses. For FY 2023, VPRA has returned to reimbursing VRE for 84 percent of the fees paid to CSX, Norfolk Southern, and Amtrak, and this level of support is projected to continue in the preliminary FY 2024 budget.

VRE also receives significant funding support from DRPT through the transit operating assistance program. The allocation of that assistance to transit operators statewide is determined through a performance-based model, and VRE received approximately \$12 million in FY 2021 based on pre-pandemic data and metrics from FY 2019. DRPT then continued to use those same FY 2019 metrics to allocate assistance in FY 2022 and FY 2023, given the uncertainty and disparate impact of the pandemic on ridership and service.

For FY 2024, DRPT will return to using data and metrics from the most current completed fiscal year (FY 2022). Based on preliminary analyses by the Transit Service Delivery Advisory Committee (TSDAC), VRE is projected to receive only \$5 million in operating assistance next year.

#### **6. Inflation and Operating Expenses**

The previous items have focused on the various revenue sources that support VRE's operations, but cost increases on the expense side of the ledger are also an important issue in the FY 2024 budget. Inflation in the broader economy is being reflected in nearly all

major areas of the budget, including the following (showing the increase from adopted FY 2023 to preliminary FY 2024):

Keolis operations:	\$1,202,500 (+6.8%)
Keolis maintenance:	\$720,500 (+8.2%)
Host railroad access fees:	\$1,076,000 (+5.3%)
Amtrak services:	\$148,000 (+3.2%)
Program management support:	\$800,000 (new)
Diesel fuel:	\$510,000 (+11%)
All other departmental costs:	\$1,244,338 (+3.5%)

The preliminary budget includes a projected 4% increase in employee salaries, given the current macroeconomic and employment environment. As the budget process continues during the Fall, expense reductions will be identified as deferrals and eliminations are found, contingencies are reduced, and updated information on contract escalations is received.

## **7. Transforming Rail in Virginia (TRV)**

VRE's first opportunity to increase service frequency as part of TRV through the "Post Acquisition Planned Additional Service" envisions one additional round-trip on each line. (The addition of service on the Manassas Line is subject to future agreement with Norfolk Southern.) The Operations Board determined last year that adding this additional service in FY 2023 was not advisable given the uncertainty of the ongoing pandemic.

The estimated net cost of a new round-trip on each line – after accounting for a modest amount of incremental new ridership as well as additional track access fee reimbursement from VPRA – is \$2.5 million on the Fredericksburg Line and \$2.1 million on the Manassas Line. These costs are not currently included in the preliminary FY 2024 budget. If the Operations Board directs that VRE should plan to initiate this additional new service in FY 2024, the incremental costs will be included in the budget in detail across the relevant expense areas (Keolis contractual costs, access fees, diesel fuel, etc.).

### **Key Capital Budget Assumptions:**

The major capital funding that is expected to be obligated in FY 2024 includes:

- *Federal formula funds:* Federal funding allocations are behind by one year relative to VRE's fiscal year, so the federal funding allocated Federal Fiscal Year (FFY) 2023 will be available to be obligated and spent beginning in VRE's FY 2024. As a result of the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law), formula funding for transit agencies has been increased significantly. Based on FY 2022 funding allocations to the Section 5307 (Urbanized Area) and Section 5337 (State of Good Repair) programs, the amended FY 2023 and FY 2024 VRE budgets will each include approximately \$42.4 million of federal formula funding. This is an increase of approximately \$10 million annually over the funding VRE was receiving previously.

As in previous years, VRE's formula funds will be committed to debt service, asset management programs, and key CIP projects such as the L'Enfant Station and Fourth Track. Staff continues to look at options for utilizing currently unprogrammed funding, including station expansions that also have a replacement component. Some portion of the funding is also likely to be needed on existing projects where cost estimates have increased.

- *State capital match:* The preliminary budget assumes a continuation of the 16% state match on debt service and asset management, as well as certain major capital projects (e.g., L'Enfant). These figures may be modified as discussions with DRPT and VPRA continue about the scope, schedule, and budget of various projects in the CIP.
- *Discretionary state and regional funding:* The FY 2024 budget is expected to obligate previously allocated CMAQ and GWRC funds for station projects at Broad Run, Backlick Road, Brooke, and Leeland Road.
- *Commuter Rail Operating and Capital (CROC) Fund:* VRE completed the issuance of the 30-year CROC-backed Series 2022 bonds in June 2022, and the proceeds of that issuance have been transferred to VPRA to assist in the purchase of the CSX right-of-way. Of the annual \$15 million in CROC funds that VRE receives, \$7.5 million is now committed each year to debt service on those bonds. The remaining \$7.5 million each year, in accordance with the terms of the Funding Agreement with VRPA, will support pay-as-you-go (PAYGO) capital contributions to key projects in the VRE service area – Long Bridge, Alexandria Fourth Track, and the Franconia-Springfield Bypass.

### **Next Steps:**

VRE staff will continue to update and modify the FY 2024 budget throughout the Fall as the current fiscal year progresses and as more information about economic conditions and commuting patterns is received. VRE staff will review the budget with the Finance Committee and with jurisdictional staff and ultimately provide a balanced budget to the Operations Board in December for consideration and approval.

**Virginia Railway Express  
Operations Board Resolution**

**9D-10-2022**

**Referral of the Preliminary FY 2024 VRE Operating and  
Capital Budget to the Commissions**

**WHEREAS**, the VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30 each year; and,

**WHEREAS**, the VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2024 Operating and Capital Budget; and,

**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;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby refer the preliminary FY 2024 Operating and Capital Budget to the Commissions for their considerations; and,

**BE IT FURTHER RESOLVED THAT**, the VRE Operations Board recommends the budget be forwarded to the jurisdictions for further formal review and comment; and,

**BE IT FURTHER RESOLVED THAT**, VRE staff is directed 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 16<sup>th</sup> day of September 2022

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Margaret Franklin  
Chair

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Sarah Bagley  
Secretary



**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** September 29, 2022  
**SUBJECT:** Department of Rail and Public Transportation (DRPT)

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At the October 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

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800-828-1120 (TDD)

TO: Chair Aguirre and NVTC Commissioners

FROM: Jennifer DeBruhl, Director

DATE: September 27, 2022

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

The Commonwealth Transportation Board (CTB) met on September 20 and 21 in Staunton. The next CTB meeting and workshop is scheduled for October 25 and 26 in Virginia Beach immediately prior to the [Governor's Transportation Conference](#).

At the September 20 CTB [workshop](#), DRPT [presented](#) its annual review of WMATA compliance with the requirements of the [2018 dedicated funding legislation](#) and [CTB policy that was updated in 2021](#). After an analysis of relevant data and information, DRPT reported that WMATA met the requirements of the legislation and CTB policy and does not recommend any withholdings this year. WMATA will be required to adopt a new strategic plan by June 30, 2023, a requirement that was delayed two years by a budget amendment approved by the General Assembly in 2021. At its October 26 meeting, the CTB is expected to approve a resolution certifying that WMATA is in compliance. DRPT is planning to bring recommendations for updates to the CTB withholding policy at the December 2022 workshop and for approval at the January 2023 CTB meeting.

Also at the September 20 workshop, DRPT [presented](#) recommendations for [transit capital](#) and [transit planning](#) policy changes. The changes are recommended by the Transit Service Delivery Advisory Committee ([TSDAC](#)) and were open for public comment until September 19. They are intended to improve DRPT's evaluation and scoring of transit capital projects and streamline Transit Strategic Plan (TSP) update requirements. The CTB is expected to approve both updated policies at its October 26 meeting.

[Applications](#) for mid-cycle Transit Ridership Incentive Program ([TRIP](#)) grants close on October 3. Eligible projects include the development or improvement of regionally significant routes or the prioritization of transit through bus priority treatments. DRPT intends seek approval at the CTB's December 7 action meeting. Program [application guidelines](#) can be found on DRPT's website, and completed applications should be submitted via email to [TRIP@drpt.virginia.gov](mailto:TRIP@drpt.virginia.gov).

DRPT is hosting a virtual forum on the [Transit Equity and Modernization Study](#) on October 6. Attendance is free and open to the public, however [registration](#) is required. The two year study was required by the General Assembly in 2021, and the [executive summary](#) and [final report](#) are available on DRPT's website. Attendees are encouraged to review both documents prior to the webinar. Questions can be submitted in advance through the registration.

Finally, DRPT is welcoming a new Chief of Transit, [Zach Trogdon](#), on October 25. Mr. Trogdon 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. He is a graduate of the University of Mary Washington, holds a Masters Degree in Public Administration from the College of Charleston, and is a graduate of the Senior Executive Institute at the University of Virginia.

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** September 29, 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 October Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

#### **B. Marketing Campaign Wrap-Up**

Analytics from the recently completed regional transit recovery marketing campaign show that it was most successful since NVTC started managing regional campaigns in 2019. "Re-Discover Your Ride" launched June 1, 2022 and ran into mid-September. During that time, novarides.org tallied 53,000 page views. That includes nearly 16,000 visits to the dedicated Spanish-language tab on the website. That's more than four times the number of site visits during the 2021 campaign.

The Department of Rail and Public Transportation supported the campaign with a local match provided by the cities of Alexandria, Falls Church and Fairfax, the counties of Arlington, Fairfax and Loudoun; and OmniRide and Virginia Railway Express.

#### **C. NVTC Financial Report**

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



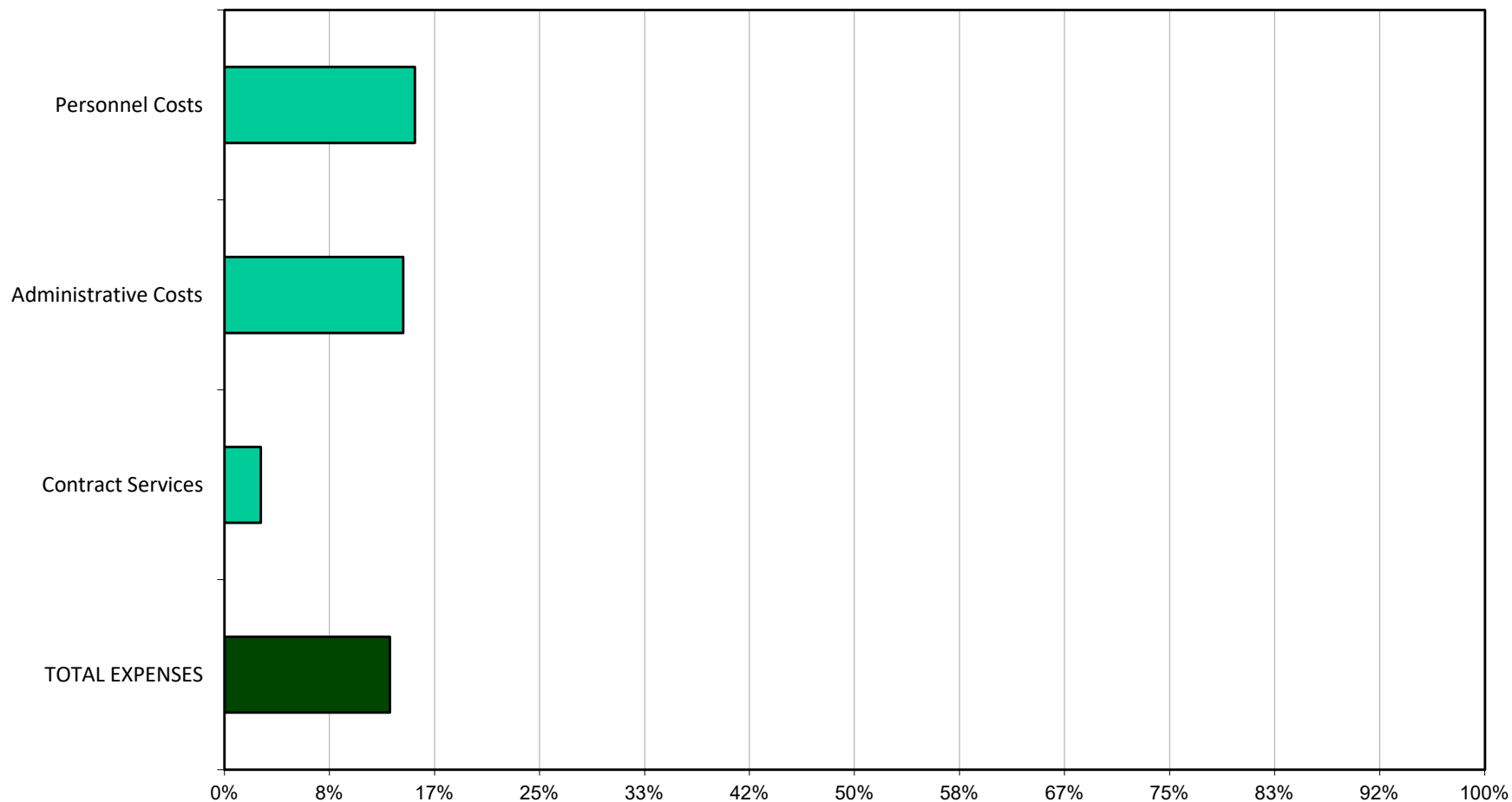
# Northern Virginia Transportation Commission

Financial Reports  
August 2022



# PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED

August 2022  
(TARGET 16.7% OR LESS)



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

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**August 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	\$ 170,848.54	\$ 346,383.12	\$ 2,296,500.00	\$ 1,950,116.88	84.9%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>170,848.54</u>	<u>346,383.12</u>	<u>2,296,500.00</u>	<u>1,950,116.88</u>	<u>84.9%</u>
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	10,866.74	28,779.11	155,300.00	126,520.89	81.5%
Group Health Insurance	14,966.26	23,756.62	200,400.00	176,643.38	88.1%
Retirement	13,874.00	27,748.00	170,000.00	142,252.00	83.7%
Workmans & Unemployment Compensation	166.98	374.92	5,100.00	4,725.08	92.6%
Life Insurance	23.26	488.77	6,600.00	6,111.23	92.6%
Long Term Disability Insurance	1,103.41	2,334.94	12,500.00	10,165.06	81.3%
Total Benefit Costs	<u>41,000.65</u>	<u>83,482.36</u>	<u>549,900.00</u>	<u>466,417.64</u>	<u>84.8%</u>
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	-	1,300.00	14,700.00	13,400.00	91.2%
<i>Rents:</i>	<i>33,694.23</i>	<i>67,226.20</i>	<i>419,100.00</i>	<i>351,873.80</i>	<i>84.0%</i>
Office Rent	33,408.63	66,522.10	394,900.00	328,377.90	83.2%
Parking & Transit Benefits	285.60	704.10	24,200.00	23,495.90	97.1%
<i>Insurance:</i>	<i>400.00</i>	<i>867.35</i>	<i>7,300.00</i>	<i>6,432.65</i>	<i>88.1%</i>
Public Official Bonds	-	-	2,300.00	2,300.00	100.0%
Liability and Property	400.00	867.35	5,000.00	4,132.65	82.7%
<i>Travel:</i>	<i>2,013.62</i>	<i>6,449.27</i>	<i>65,800.00</i>	<i>59,350.73</i>	<i>90.2%</i>
Conference / Professional Development	1,544.80	4,847.18	47,100.00	42,252.82	89.7%
Non-Local Travel	-	693.94	2,500.00	1,806.06	72.2%
Local Travel, Meetings and Related Expenses	468.82	908.15	16,200.00	15,291.85	94.4%

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

	<b><u>Current</u></b> <b><u>Month</u></b>	<b><u>Year</u></b> <b><u>To Date</u></b>	<b><u>Annual</u></b> <b><u>Budget</u></b>	<b><u>Balance</u></b> <b><u>Available</u></b>	<b><u>Balance</u></b> <b><u>%</u></b>
<i>Communication:</i>	656.56	2,112.81	17,200.00	15,087.19	87.7%
Postage	-	-	1,400.00	1,400.00	100.0%
Telephone and Data	656.56	2,112.81	15,800.00	13,687.19	86.6%
<i>Publications &amp; Supplies</i>	13.21	542.57	28,900.00	28,357.43	98.1%
Office Supplies	13.21	13.21	2,500.00	2,486.79	99.5%
Duplication and Paper	-	364.86	8,900.00	8,535.14	95.9%
Public Engagement	-	164.50	17,500.00	17,335.50	99.1%
<i>Operations:</i>	3,998.64	6,466.39	53,300.00	46,833.61	87.9%
Furniture and Equipment (Capital)	-	-	25,500.00	25,500.00	100.0%
Repairs and Maintenance	2,331.50	2,383.00	1,000.00	(1,383.00)	-138.3%
Computer Operations	1,667.14	4,083.39	26,800.00	22,716.61	84.8%
<i>Other General and Administrative:</i>	885.47	2,414.15	10,000.00	7,585.85	75.9%
Memberships	85.67	471.34	1,600.00	1,128.66	70.5%
Fees and Miscellaneous	689.80	1,623.81	6,900.00	5,276.19	76.5%
Advertising (Personnel/Procurement)	110.00	319.00	1,500.00	1,181.00	78.7%
Total Administrative Costs	<u>41,661.73</u>	<u>87,378.74</u>	<u>616,300.00</u>	<u>528,921.26</u>	<u>85.8%</u>
<u>Contracting Services</u>					
Auditing	-	-	27,600.00	27,600.00	100.0%
Contract Services and Support					
Commuter Choice	-	-	234,700.00	234,700.00	100.0%
Research Support	-	-	200,000.00	200,000.00	100.0%
Other Technical	6,371.07	12,742.16	120,000.00	107,257.84	89.4%
Legal	<u>2,500.00</u>	<u>5,000.00</u>	<u>35,000.00</u>	<u>30,000.00</u>	<u>85.7%</u>
Total Contract Services	<u>8,871.07</u>	<u>17,742.16</u>	<u>617,300.00</u>	<u>599,557.84</u>	<u>97.1%</u>
Total Gross G&A Expenses	<u>\$ 262,381.99</u>	<u>\$ 534,986.38</u>	<u>\$ 4,080,000.00</u>	<u>\$ 3,545,013.62</u>	<u>86.9%</u>

NVTC  
RECEIPTS and DISBURSEMENTS  
August 2022

August 2022

			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
4	DRPT	Capital and operating assistance - WMATA					\$ 16,736,688.00
5	VDOT	Refund - VRE			12,994.90		
8	VRE	Staff support		7,269.96			
10	PRTC	Local match - regional marketing campaign		20,000.00			
10	Falls Church	G&A contribution		2,067.00			
12	VDOT	Toll revenues - I-66				700,750.00	
16	DRPT	Operating assistance - VRE			6,119,223.00		
17	NVTC	Commuter Choice - I-395/95 receipt			150,908.00		
17	NVTC	Commuter Choice - I-66 receipt			73,855.00		
18	DRPT	Capital grants receipts - Arlington					416,507.00
18	DRPT	Capital grants receipts - Fairfax					285,455.00
18	DRPT	Operating assistance - City of Fairfax					342,458.00
19	DRPT	Capital grants receipts - VRE			12,105,948.00		
22	Fairfax	Local match - Route 7			140,000.00		
23	Loudoun	Local match - fare collection project		2,142.80			
24	Alexandria	Local match - regional marketing campaign		10,000.00			
24	PRTC	Local match - fare collection project		4,401.53			
25	DRPT	Grant receipt - Alexandria			1,907.00		
25	DRPT	Capital grant receipt - Arlington					449,696.00
25	DRPT	Technical assistance - Route 7			9,602.00		
25	DRPT	Technical assistance - fare collection project			3,598.00		
25	DRPT	Capital and operating assistance - WMATA					16,736,688.00
25	DRPT	Intern grant receipt			9,934.00		
26	DRPT	Grant receipt - Alexandria			2,111,066.00		
26	DRPT	Concessionaire payment - I-66				5,125,000.00	
26	FTA	Grant receipt - Alexandria			240,000.00		
31	Banks	Investment earnings		75.21	340.47	99,824.28	585,380.80
			-	45,956.50	20,979,376.37	5,925,574.28	35,552,872.80

**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**August 2022**

August 2022			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-31	Various	G&A expenses	(308,200.20)				
1	Arlington	Other operating					(6,452,246.00)
1	Arlington	Other capital					(1,463,559.00)
2	Alexandria	Commuter Choice - I-395/95 project reimbursement				(460,343.00)	
16	VRE	Grant revenue			(6,119,223.00)		
17	VRE	VDOT refund			(12,994.90)		
17	NVTC	Commuter Choice - I-66 administrative costs				(150,908.00)	
17	NVTC	Commuter Choice - I-395/95 administrative costs				(73,855.00)	
19	VRE	Grant revenue			(12,105,948.00)		
22	Fairfax	Other operating					(140,000.00)
24	WTOP	Regional marketing campaign	(55,800.57)				
24	Kimley-Horn	Consulting - Commuter Choice program	(12,783.21)				
24	Stantec	Consulting - bus data project	(73,621.41)				
26	Alexandria	Costs incurred			(2,352,973.00)		
31	Banks	Service charges	(82.58)	(91.09)			
			(450,487.97)	(91.09)	(20,591,138.90)	(685,106.00)	(8,055,805.00)
TRANSFERS							
12	Transfer	From savings to checking	100,000.00	(100,000.00)			
24	Transfer	From LGIP to checking	280,000.00		(280,000.00)		
25	Transfer	From LGIP to LGIP (Bus data project)			73,621.41		(73,621.41)
			380,000.00	(100,000.00)	(206,378.59)	-	(73,621.41)
NET INCREASE (DECREASE) FOR MONTH			\$ (70,487.97)	\$ (54,134.59)	\$ 181,858.88	\$ 5,240,468.28	\$ 27,423,446.39



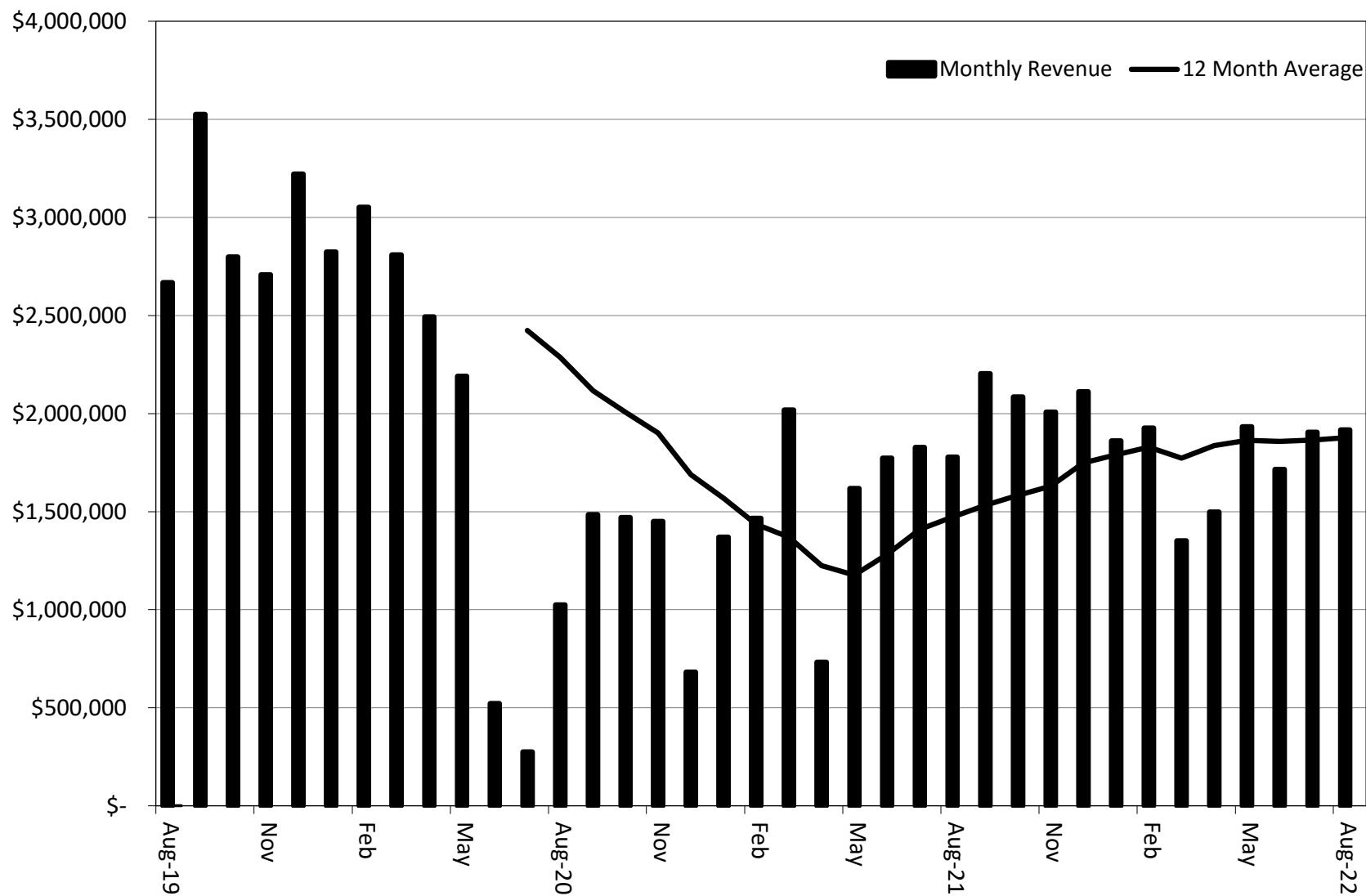
**NVTC  
INVESTMENT REPORT  
August 2022**

Type	Rate	Balance 7/31/2022	Increase (Decrease)	Balance 8/31/2022	Balance			
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	\$ 105,113.78	\$ (70,487.97)	\$ 34,625.81	\$ 34,625.81	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.400%	261,468.02	(54,134.59)	207,333.43	207,333.43	-	-	-
Investments								
Bank of America: Virginia Local Government Investment Pool	2.213%	355,623,880.39	32,845,773.55	388,469,653.94	265,860.03	57,934,926.74	278,645,484.94	51,623,382.23
		<u>\$ 355,990,462.19</u>	<u>\$ 32,721,150.99</u>	<u>\$ 388,711,613.18</u>	<u>\$ 507,819.27</u>	<u>\$ 57,934,926.74</u>	<u>\$ 278,645,484.94</u>	<u>\$ 51,623,382.23</u>

# NVTC MONTHLY GAS TAX REVENUE

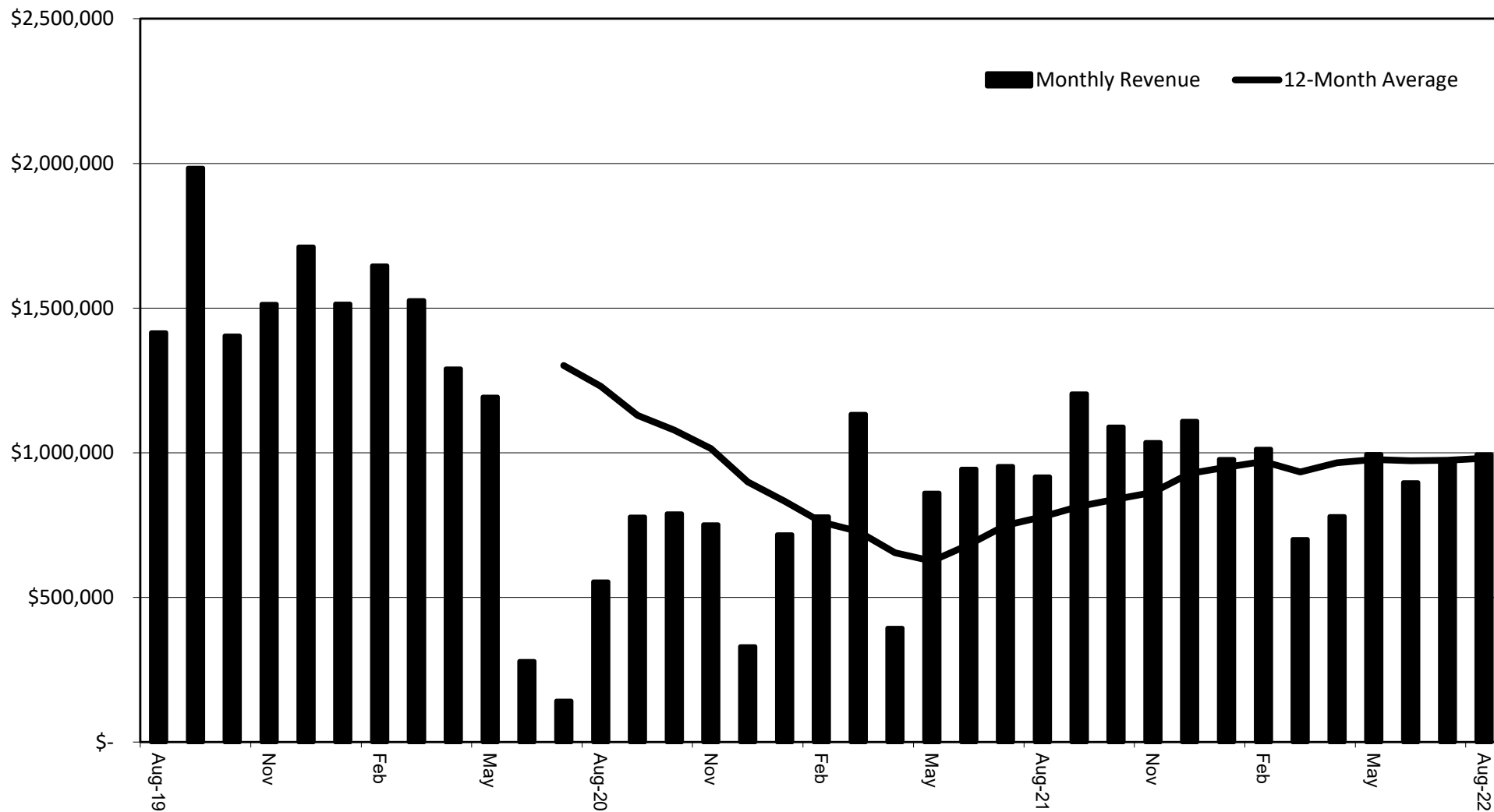
## ALL JURISDICTIONS

### 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

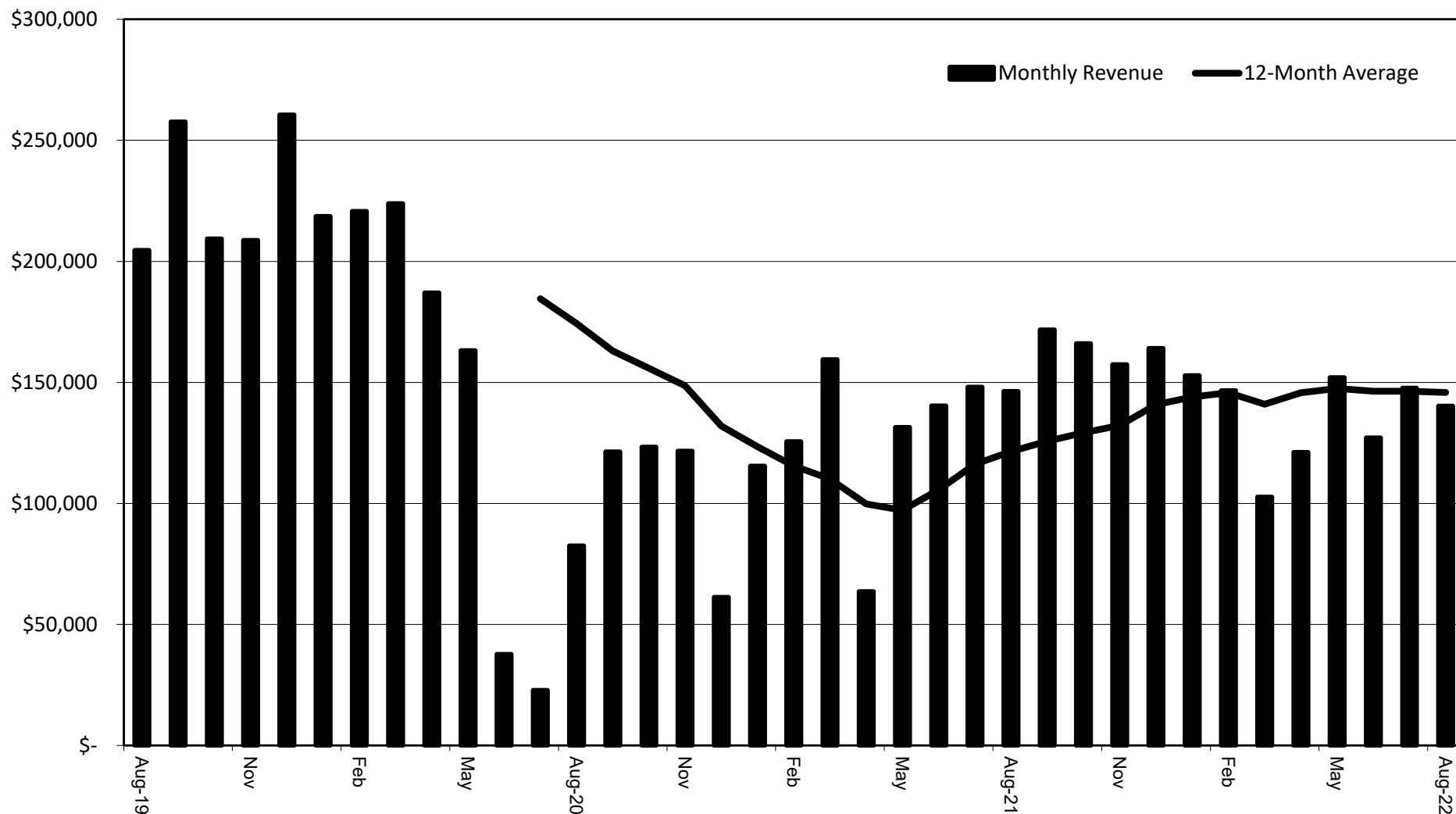


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# NVTC MONTHLY GAS TAX REVENUE

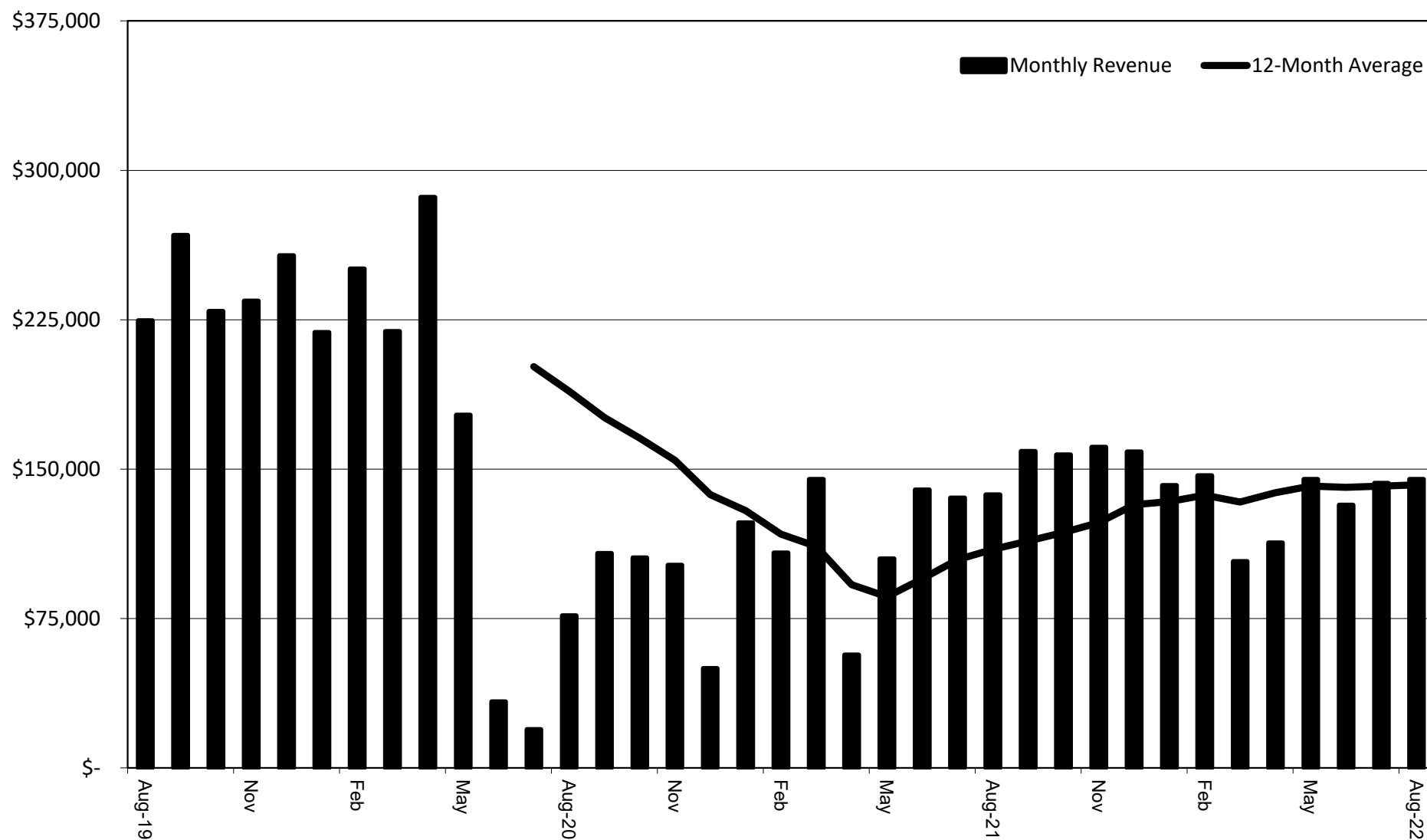
## CITY OF ALEXANDRIA

### FISCAL YEARS 2020-2023



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

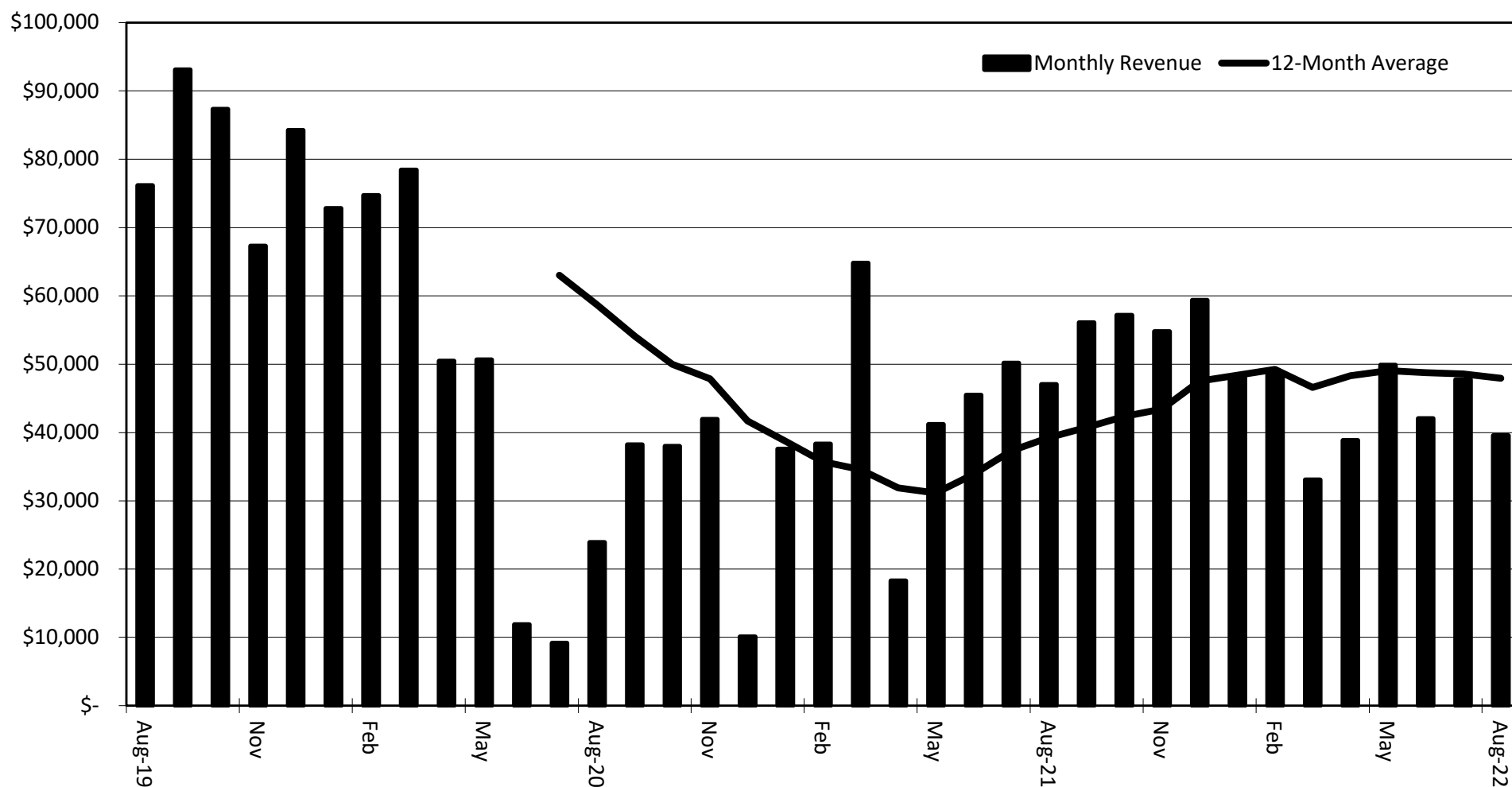


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# NVTC MONTHLY GAS TAX REVENUE

## CITY OF FAIRFAX

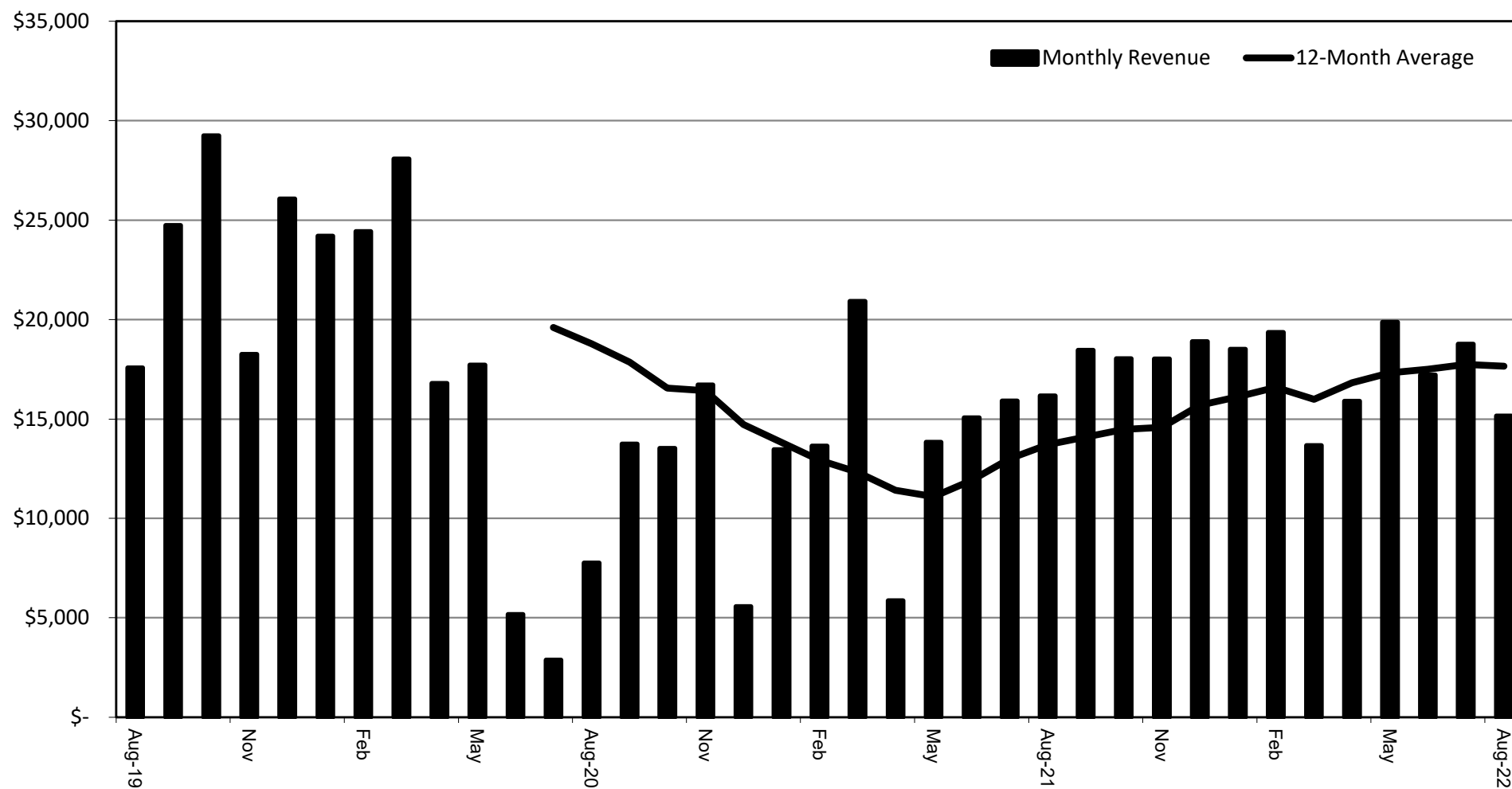
### FISCAL YEARS 2020-2023



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

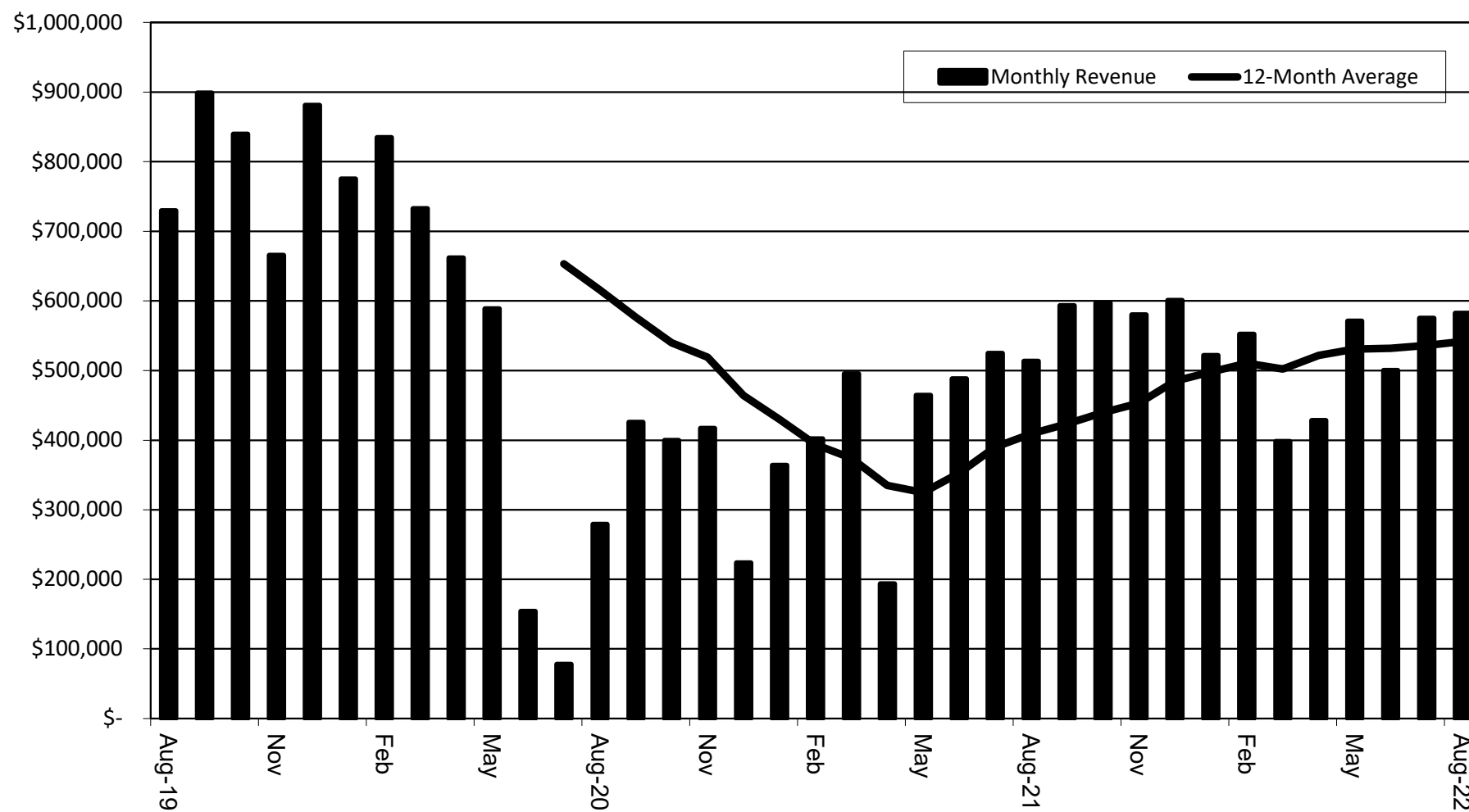


# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2020-2023



*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.

**\*Added Item**

**TO:** Chair Aguirre and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** October 3, 2022  
**SUBJECT:** Closed Session

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At the October meeting, the Commission will convene a Closed Session to discuss the VRE CEO's annual performance review.

Motion to Enter into Closed Session:

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.

Motion for Certification Coming out of Closed Session:

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.