



Commission Meeting Materials

February 2, 2023



novatransit.org

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Meeting Overview

NVTC's February 2, 2023 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Welcome New Commissioner from City of Fairfax and Update the 2023 Committee Roster
- Submission of State Assistance Applications to DRPT
- Contract Award for the Northern Virginia Regional Bus Analysis
- Letter of Endorsement for Arlington County's Application for a RAISE Discretionary Grant
- Funding Agreement with Amtrak for the Track 22 Rehabilitation Project

Other Meeting Highlights

- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director
- Legislative Update
- I-395/95 Commuter Choice (FY 2024-FY 2025) Summary of Applications Received
- Northern Virginia Regional Fare Update
- Northern Virginia Zero-Emission Bus Strategic Plan Update

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**NVTC COMMISSION MEETING
THURSDAY, FEBRUARY 2, 2023
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
[Public Streaming Via YouTube](#)
7:00 p.m.**

AGENDA

5:45 p.m. Boxed Dinners Available for Commissioners Only
6:15 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 comments. **The deadline for written general public comments is 3:00 p.m., Thursday, February 2, 2023 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the February 2 meeting.*

1. Opening Remarks
 - General Public Comments Received
2. Oath of Office for a New Commissioner
3. **ACTION ITEM: Approve the Minutes of the January 5, 2023 NVTC Meeting**
4. **ACTION: Approve the Consent Agenda (subject to approval of chair)**
 - A. **ACTION: Approve the Updated 2023 Committee Roster**
 - B. **ACTION: Approve Resolution #2496: Approve the FY 2024 State Assistance Applications to DRPT**
 - **State Aid to Localities and the Virginia Railway Express**
 - **Technical Assistance Grants and Transit Fellow Grant**
 - C. **ACTION: Authorize the Executive Director to Award the Contract for the Northern Virginia Regional Bus Analysis**
 - D. **ACTION: Authorize the Chair to Send a Letter of Endorsement for Arlington County's Application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant**
5. Washington Metropolitan Area Transit Authority (WMATA)
 - A. Report from the Virginia WMATA Board Members
 - B. Report from the Chair of the NVTC WMATA Committee
 - C. Other WMATA News

6. Legislative Update
 - A. General Assembly Update
 - B. Federal Update
7. Commuter Choice Program
 - A. I-395/95 (FY 2024-FY 2025) Summary of Applications Received
 - B. I-395/95 Commuter Choice FY 2024-2025 Program of Projects Development Process
8. Transit Technology Program
 - A. Northern Virginia Regional Fare Update
 - B. Northern Virginia Zero-Emission Bus Strategic Plan Update
9. **Virginia Railway Express (VRE)**
 - A. VRE CEO Report and Minutes
 - B. VRE 2022 Annual Report
 - C. **ACTION ITEM: Approve Resolution #2497: Authorize the VRE CEO to Execute a Funding Agreement with Amtrak to Provide a Share of the Local Match Requirement for the Track 22 Rehabilitation Project at Washington Union Station**
 - D. VRE Transit Asset Management Plan 2022 Update
 - E. VRE Operations Board 2023 Meeting Schedule
10. Department of Rail and Public Transportation (DRPT)
11. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Report

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Oath of Office for a New Commissioner

At the February 2023 meeting the Commission will welcome a new Commissioner. The City of Fairfax has appointed Mayor Catherine Read to NVTC to replace David Meyer. The chair will administer the ceremonial oath of office:

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.

MINUTES
NVTC COMMISSION MEETING –JANUARY 5, 2023
FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chair Aguirre at 7:08 p.m.

Members Present

Canek Aguirre
Sarah Bagley (*via electronic participation*)
Nick Clemente (*via electronic participation*)
Katie Cristol
Matt de Ferranti
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) (*via electronic participation*)
Adam Ebbin
John Foust
Libby Garvey
Aimee S. Gilroy
Matt Letourneau
Jeff McKay
Dalia Palchik
M. David Skiles
David Snyder
John C. Tuck III
Mike Turner
James Walkinshaw

Members Not Present

Walter Alcorn
John J. Bell
Paul Smedberg

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Genoveva Cutrell
Matt Friedman
Allan Fye
Rhonda Gilchrest (*via electronic participation*)
Adam Hager
Scott Kalkwarf (*via electronic participation*)
Xavier Harmony
Tenley O'Hara
Ben Owen
Ann McGrane
Sophie Spiliotopoulos

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

Opening Remarks

Chair Aguirre welcomed everyone to the January 5, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Chair Aguirre stated that several Commissioners are participating electronically via Zoom. DRPT Director DeBruhl is participating from Richmond under the provision of a member living 60 or more miles away from the meeting location. She will be voting as Mr. Smedberg's alternate for this meeting. Mr. Clemente is participating from Loudoun County due to a medical reason. Ms. Bagley is also participating for a personal reason as she is out of state for business travel. Executive Director Kate Mattice confirmed an in-person quorum was present.

Chair Aguirre congratulated Ms. Garvey as she was recognized last month by the Metropolitan Washington Council of Governments and presented with the Elizabeth and David Scull Metropolitan Public Service Award.

Chair Aguirre noted that the City of Fairfax will be appointing their NVTC member in the next few weeks to replace Mr. Meyer. In the meantime, he recognized City of Fairfax's new mayor, Catherine Read, who was sitting in the audience.

Chair Aguirre noted that there will be a public hearing on NVTC's Work Plan during Agenda Item #5. He encouraged those wishing to speak, to sign up. Also, as NVTC does each month, the Commission continues to seek general public comments. Ms. Mattice stated that NVTC did not receive any general public comments this month.

Minutes of the December 1, 2022 NVTC Meeting

Ms. Cristol moved, with a second by Mr. de Ferranti, to approve the Minutes of the December 1, 2022 NVTC meeting. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in the vote.) The motion passed.

Meeting Summary of the December 5 2022 NVTC-PRTC Joint Legislative Forum

Mr. Skiles moved, with a second by Ms. Garvey, to approve the Meeting Summary of the December 5, 2022 NVTC-PRTC Joint Legislative Forum. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Skiles, Snyder, Tuck and Turner. Ms. Palchik abstained. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed.

Annual Leadership and Governance

Slate of Officers for 2023. Chair Aguirre stated that the Executive Committee recommends the following slate of officers for 2023:

Chair: Dalia Palchik from Fairfax County
Vice-Chair: Matt de Ferranti from Arlington County
Secretary-Treasurer: David Snyder from the City of Falls Church

There were no other nominations. Mr. McKay moved, with a second by Mr. Letourneau, to approve the slate of officers for 2023. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed.

Chair Aguirre invited the new officers up front and he administered the oath of office. Commissioners congratulated Ms. Palchik, Mr. de Ferranti and Mr. Snyder. Outgoing Chair Aguirre passed the gravel to Chair Palchik, who took over chairing the meeting.

Recognition of the Outgoing Chair. On behalf of the entire Commission, Chair Palchik thanked Canek Aguirre for his exceptional service as chair during 2022. A Resolution of Commendation was prepared for Mr. Aguirre and she provided some of the highlights. She stated that Mr. Aguirre has been an advocate for equity in all aspects of transit, including zero- and reduced-fare initiatives that benefit those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia. In 2022, Mr. Aguirre led NVTC during its 58th year of operations and, as chair, under his leadership NVTC:

- Engaged with the WMATA Committee, and other leaders and stakeholders to develop the 5th *Annual Report on the Performance and Condition of WMATA*;
- Supported the award of over \$15 million in Commuter Choice funding for seven multi-modal projects that will benefit I-66 toll payers;
- Championed NVTC's efforts to coordinate effective transit options for riders during several Metro shutdowns;
- Advocated for NVTC's ongoing work to bring Bus Rapid Transit service to the Route 7 corridor;
- Oversaw the launch of NVTC's NoVaTransit Data Dashboard, an interactive tool to share and explore significant amounts of transit data in a user-friendly way; and
- Supported the Commission's efforts to develop the Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan, a regional effort to ensure collaboration on ZEB policy and implementation while enabling the region to leverage Federal ZEB funding.

Ms. Cristol moved, with a second by Ms. Garvey, to approve the Resolution of Commendation for the Honorable Canek Aguirre for his service as chair in 2022. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating

electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution of commendation is attached.)

Mr. Aguirre thanked the Commission and stated it was an honor and privilege to serve as NVTC's chair during 2022. He stated that he is a big believer in regionalism and it has been personally rewarding to be a part of NVTC and all it accomplished last year. He thanked Commissioners and staff for their outstanding work.

NVTC Board Appointments. Chair Palchik stated that each January NVTC appoints and/or reconfirms its appointments to the WMATA Board of Directors, the Virginia Railway Express Operations Board and the Virginia Transit Association Board of Directors. Resolution #2492 has been updated as a blue sheeted item that reflects changes since December 21, 2022 when the meeting materials were posted. The one change in the resolution is appointing Libby Garvey as an Alternate on the VRE Operations Board. Chair Palchik also explained that Mr. Letourneau's current term on the WMATA Board of Directors expired on January 3, 2023 and the recommendation is to appoint him to another four-year term. The NVTC appointments are as follows:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-05-2026

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-05-2027

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2024

VRE Operations Board:

Principals

Katie Cristol
Sarah Bagley
Walter Alcorn
Daniel G. Storck
James Walkinshaw

Alternates

Libby Garvey
Canek Aguirre
Jeffrey C. McKay

Virginia Transit Association Board:

Principals

David F. Snyder
Katherine A. Mattice

Alternates

Katie Cristol
Canek Aguirre

Mr. de Ferranti moved, with a second by Mr. Ebbin, to approve Resolution #2492. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the

affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

NVTC Committee Membership. Chair Palchik stated that as outlined in NVTC's By-Laws, NVTC has four committees – Executive Committee, WMATA Committee, Program Advisory Committee, and Legislative and Policy Committee. Each January, the Commission approves the committee roster. The proposed committee chairs are as follows:

- Dalia Palchik, as NVTC chair, will serve as chair of the Executive Committee;
- Walter Alcorn will serve as chair of the WMATA Committee;
- Sarah Bagley will serve as the chair of the Program Advisory Committee; and
- Canek Aguirre will serve as the chair of the Legislative and Policy Committee.

Chair Palchik explained that the rest of the committee membership did not change, with the exception that Ms. Bagley will join the Executive Committee as chair of the Program Advisory Committee. It is expected that there will be changes to the committee roster once the City of Fairfax appoints a new NVTC Commissioner. As a reminder, all Commissioners, as well as the public, are welcome to attend any committee meeting.

Mr. McKay moved, with a second by Mr. Ebbin, to approve the recommended NVTC Committee Membership for 2023. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

Signatory and Pension Trustees. Chair Palchik stated that as an administrative housekeeping item each January, the Commission designates the newly appointed secretary-treasurer as a NVTC signatory and pension trustee. David Snyder is listed as the new secretary-treasurer on the final Resolution #2493.

Mr. Letourneau moved, with a second by Mr. de Ferranti, to approve Resolution #2493. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley and Mr. Clemente voted in the affirmative. (Ms. DeBruhl did not participate in this vote.) The motion passed. (A copy of the resolution is attached.)

NVTC 2022 Year in Review

Chair Palchik stated that it is always good to look back and see what the Commission has accomplished over the past year. She asked Ms. Mattice to present staff's 2022 Year in Review.

Ms. Mattice stated that NVTC had a busy and exciting year. With the talented communications team of Matt Friedman and Monique Blyther, NVTC continues to broaden its visual

communications. They have worked hard over the last few months to put together a video as well as a printed Annual Report looking back at 2022 and NVTC's accomplishments. The 2022 Annual Report, which highlights all the great work NVTC's talented team has done over the past year, was provided to Commissioners. Commissioners then watched the video.

Ms. Mattice stated that it has continued to be a productive year for the Commission as staff continue to focus on the public transportation issues that matter to Northern Virginia. She thanked Commissioners and staff for their efforts to continue to help NVTC's work shine.

NVTC FY 2024 General and Administrative Budget and 2023-2024 Work Plan

Chair Palchik stated that the Commission will be asked to approve the FY 2024 General and Administrative Budget and Work Plan following public comment on the Work Plan, which is required by NVTC By-Laws. She asked the executive director to give an overview of the activities planned for the Commission and its staff in 2023.

Ms. Mattice stated that as staff shared in December with the Commission and posted online for the public to review, NVTC does anticipate some major efforts this year. First and foremost, NVTC plans to continue its strong and effective financial management of public transportation funding. It is anticipated that NVTC will manage more than \$315 million in funding this year from federal, state, regional gas tax and toll revenues, to help the NVTC jurisdictions support the public transit services provided by WMATA, VRE and the local bus systems.

Ms. Mattice stated that NVTC will continue its legislative tracking and engagement at both the state and federal level, as well as continue to learn more about how transit is serving Northern Virginia as data will constantly be updated on NVTC's new NoVaTransit Data Dashboard.

Ms. Mattice stated that WMATA is facing a major threat to the sustainability of operating funding in the next 18 months. This year, NVTC plans to provide significant analytical support to NVTC's WMATA and Legislative Committees as well as the full Commission on options for future WMATA operational funding . This will include:

- Launching a working group to conduct analysis on operational funding options for WMATA that would work well for Northern Virginia.
- Conducting analysis to fully understand the costs and impacts of increasing local bus services in Virginia.
- Updating findings on the economic value of Northern Virginia's Transit network to the Commonwealth.

Ms. Mattice noted that staff will be wrapping up the Falls Church-focused mobility study of the Route 7 Bus Rapid Transit (BRT) with another round of public hearings and launching what should be the final planning stage for Route 7 BRT as a result of NVTC's recently awarded federal earmark that will make possible major progress on this project.

Ms. Mattice stated that this spring, NVTC will be conducting its next regional transit marketing campaign, continuing to take advantage of how people get their information – on streaming services, via Waze, through radio – and in all instances will be doing a bilingual (Spanish/English) campaign. The Commission will also be selecting the next round of I-395/95 Commuter Choice projects – anticipating a competitive process with a lot of strong projects vying for approximately \$45 million. In the meantime, staff will continue to research how best to implement zero-emission bus on a regional scale. Also this spring, NVTC will launch the regional bus analysis – this effort focuses on how the bus systems can collectively create a network to best serve Northern Virginia – including identifying new BRT opportunities. This will integrate into both WMATA’s Better Bus Design efforts and inform future work at the Northern Virginia Transportation Authority (NVTA).

Ms. Mattice stated that going into the fall, NVTC will launch the next round of I-66 Commuter Choice as well as dive into potential legislative asks for the next General Assembly Session, which will have the added dynamics of local and state elections based upon new districts. Finally, throughout this year, the Commission will be using the WMATA, PAC and Legislative committees for a great deal of work – all of which are meetings open to all Commissioners and the public in-person and on NVTC’s YouTube channel.

Chair Palchik opened the meeting for public comment. She explained that NVTC provided the public the opportunity to submit via an online form, video recording, email, audio recording or in-person. Four written comments on the Work Plan were submitted in advance of this meeting. Chair Palchik asked Mr. Friedman to read these comments into the record.

1. Comments received from Sam Butler, who resides in Falls Church:

Dear NVTC,

My name is Sam Butler. I was born and raised in Northern Virginia, and live in the city of Falls Church.

I'm writing to applaud the Envision Route 7 BRT projects and encourage the prioritization of this project and other transit projects like it across the region. I'm also writing to encourage the study showcasing the environmental benefits of transit in NoVA. There are so many positive impacts, for our immediate families and communities as well as the generations to follow us, that come from environmentally-aligned transit and communities that we can build today.

This likewise ties into our short window to achieve our regional climate targets — which include reducing VMT by 20% while rapidly phasing out ICE cars and ensuring 75% of new housing is built walkable transit-friendly activity centers. Both can be achieved through common-sense, economical policies, like bicycle and e-bicycle rebate programs as Denver has proven (and many states are beginning to adopt <<https://www.peopleforbikes.org/news/2022-state-legislative-wins-for-electric-bicycles>>), as well as with the expansion of transit projects like the Route 7 BRT. (You can see more on the economics of bike and transit-oriented systems here <<https://antiinflationary.com/>> .)

Every passing day is incredibly important in the world we're living in, as we've seen with recent weather extremes across the country, and the infrastructures and systems we build today will determine ways of living in our region for decades to come. Meeting and surpassing our climate + housing targets is essential and doing so will make life better and healthier for communities across the region.

If you are interested in support, input, or further collaboration to this end, please feel free to let me know — I'm glad to support these efforts to make NoVA as healthy and convivial as it can be, and transit, bikes, and housing are where that work starts.

*Thank you,
Sam Butler*

2. Comments received from Andrea McGimsey, Executive Director, Faith Alliance for Climate Solutions of Reston, Virginia:

From more frequent buses and trains to easier and safer multimodal access to transit stops, our region has a long way to go to becoming a truly transit-friendly region. We appreciate the efforts you are making towards this goal, and we stand ready to help in any way we can with our FACS Transit Corps of volunteers.

We must make the reduction of greenhouse gas emissions the top priority in all transportation decisions. And we must keep our most vulnerable citizens, from the disabled to the elderly to the children to low-income Virginians, at the center of our thinking and planning.

3. Comments received from Ruth Woollett, who resides in Arlington County:

I appreciate the Envision Route 7 project in the work plan and ask that this critical regional BRT project be prioritized. Route 7 BRT will be transformative for one of the busiest bus corridors in the state, and is needed to help the many existing riders as well as support plans for walkable TOD in places like Seven Corners, Tysons, Falls Church, and Baileys Crossroads where a pedestrian was recently killed.

How will NVTC support the WMATA Better Bus Network Redesign effort. It's great that NVTC is doing its own regional bus study, but we also need to ensure that the WMATA effort succeeds and that there is coordination between these two efforts. NVTC should explain how it will coordinate and provide input to NVTA's regional BRT network study that is expected next year. There should be more emphasis on safe access to bus stops.

I support the potential study to showcase the environmental benefits of transit in NoVA. The timeframe is short for the region to:

Achieve its climate targets which requires reducing VMT by 20% while at the same time rapidly adopting electric vehicles.

To achieve its adopted housing targets calls for 75% of new housing to be in walkable transit-friendly activity centers.

4. Comments received by Mark Henry, who resides in Fairfax County:

1. *Services like Metro should be privatized. We should not be paying for a service that is not used by all residents. Residents are taxed for Metro and still have to pay to use it. This to me is a form of extortion or racketeering.*
2. *Each station brings more crime to the areas they are built upon.*
3. *The citizens of Loudoun county do not want nor need these stations in their areas.*

4. *I will be calling my delegate to demand denial of funds to the WMATA. I will also call my representative to demand denial of federal funds to the WMATA.*
5. *I don't approve of any funding towards advertising.*

Chair Palchik then opened comment up to for any members of the public who signed up to speak in-person. She reminded speakers that they should come to the podium when their name is called and state their name and which city/county they live in for the record. They have three minutes to comment.

1. Bill Pugh, Senior Policy Fellow for the Coalition for Smarter Growth (CSG), and he also resides in the City of Alexandria:

Chair Aguirre, Supervisor Palchik and Board members:

The Coalition for Smarter Growth appreciates the opportunity to provide feedback on NVTC's proposed 2023-2024 Work Plan. As an organization that promotes walkable, inclusive transit-friendly communities as the most sustainable and equitable way for the region to grow and prosper, we appreciate the important work of NVTC in providing the funding and transit services to support sustainable, transit-oriented communities.

Overall, we believe the proposed Work Plan reflects well the core duties of NVTC and addresses key regional needs, and we offer the following comments:

- *Envision Route 7 - this project is critical for the region, and we are glad to see completion of the current study phase and initiation of the next phase in the work plan. We encourage NVTC members to do everything they can to expedite this project and work together for its success and timely implementation. We also urge the member local jurisdictions to act quickly to prioritize preservation of existing affordable housing to prevent speculative rent increases and displacement.*
- *WMATA Oversight - we applaud the continued coordination with and support of WMATA and its member jurisdictions. Metrorail and the regional bus network are critical to our region's economy, access to jobs and opportunity, and to shaping sustainable patterns of growth. We urge full regional support for meeting rail and bus capital and operating funding needs.*
- *Transit Resource Center - these studies and tools, such as the data dashboard, are important resources for telling the story of successful transit efforts and showing where our region can improve and meet the needs of post-pandemic travel.*
- *Other critical programs - the Commuter Choice program, VRE support, technology coordination, bus service coordination, and other initiatives keep our transit agencies operating as an integrated regional system.*

CSG asks you to incorporate these elements in your activities:

- *Coordination with WMATA Better Bus Network Redesign - CSG is glad that NVTC is taking a broad look at regional bus service and local gaps in its own Regional Bus Analysis Study. We encourage NVTC and its members to coordinate closely with WMATA to support its Better Bus Network Redesign study. Currently, the NVTC work plan only briefly mentions the WMATA study on page 7. The WMATA Network Redesign is critical for the region's transit network, so we ask for NVTC to*

share a more detailed approach for coordination and support of this effort with the public and stakeholders. We also encourage NVTC to coordinate closely with the Northern Virginia Transportation Authority on its regional Bus Rapid Transit network study that is anticipated in the coming fiscal year.

- Transit safety means safer access to stops and stations - CSG supports a potential Transit Resource Center study to look at bicycle and pedestrian access to transit stations as noted on page 10. We ask that NVTC prioritize this proposed study and that it assess how NVTC members are ensuring safe access to bus stops in addition to rail stations. Traffic fatalities have risen alarmingly in Northern Virginia. Pedestrians accessing bus stops on high-speed arterials are particularly at risk, and this disproportionately impacts lower-income and minority residents.*
- Make the case for transit by prioritizing the analysis of environmental benefits - the proposed study to look at the environmental benefits of transit systems in the region should be prioritized by NVTC. This can help make the case for NVTC member agencies and investments needed. Multiple studies have demonstrated that shifting more trips to transit, biking and walking - in addition to rapid adoption of electric vehicles - is the only way to meet our adopted climate targets. Shifting travel modes and fostering walkable, transit-oriented land use with affordable housing also provide the most community co-benefits among transportation-climate strategies.*

We look forward to supporting your work in the 2023-2024 year and engaging our local partners to ensure its success in the community.

2. Jay Corbalis, representing JBG SMITH (JBGS) and the National Landing Business Improvement District:

Good evening, my name is Jay Corbalis. I'm here on behalf of JBG SMITH and the National Landing Business Improvement District to highlight the role multi-modal transportation plays in supporting sustainable economic development in National Landing. For those not familiar with JBGS, we are a real estate investment trust with 15.5m sf of mixed-use assets in transit-oriented submarkets across the DC region. This includes National Landing, where we serve as the development partner for Amazon on their 2nd headquarters, and Virginia Tech on their Innovation Campus.

Multi-modal transportation is National Landing's competitive advantage, helping us attract world-class companies and institutions while enhancing quality of life and reducing congestion. With three metro stations, 19 bus routes, 20 capital bikes hire docks and nearly 30 commuter trains per day, National Landing is already one of the best-connected places in the region. Indeed, a 2019 Arlington study found that over 70% of trips in National Landing are made by modes other than single occupancy vehicles. Now, as described in the BID's new Mobility Next report (<https://national.landing.org/our-downtown/mobility-next>), a series of planned transportation projects representing more than \$4b of investment are poised to transform the neighborhood into a national leader in sustainable mobility. These include:

- An extension of our bus rapid transit system, the Crystal City/Potomac Yard transitway, to serve Pentagon City*
- A second entrance to the Crystal City metro station*
- A new passenger rail station serving VRE, Amtrak and we hope, MARC commuter trains*
- A one-of-a-kind pedestrian bridge between National Landing and National Airport*

These projects were included in the agreement between Amazon and the Commonwealth, and each leverage past investments by improving and connecting existing service. This is especially true for the DCA connector and VRE station, which will enable a direct connection between VRE, MARC and Amtrak service and DCA.

While each of these projects is exciting individually, their true benefit is in the extraordinary connectivity they enable as part of a broader network. As the BID notes in "Mobility Next", once these projects are implemented, National Landing will be the "most connected downtown in America", meaning no other neighborhood in the country will offer more modes of transportation, going to more destinations, than National Landing.

All of this is possible thanks to decades of strategic investment and policymaking, including the NVTC's work to promote and fund quality transit service in the region. We greatly appreciate these efforts and encourage you to check out Mobility Next to learn more about how this work has helped National Landing become a national leader in mobility and economic development.

Thank you.

3. Robert Whitfield, Fairfax County Taxpayers Alliance

Good evening, members of the Northern Virginia Transportation Commission. I am Robert Whitfield and I've lived in Northern Virginia for the past 35 years and I'm a member of the Fairfax County Taxpayers Alliance Forum and I have been coming to NVTC meetings for over a decade – probably about one hundred meetings – and have attended well over 5,000 meetings on transportation development and land use over the last 30 years in Northern Virginia. Unfortunately, some of the optimism of transit advocates is not shared by the facts that we have experienced post-COVID-19 and the challenge is to deal with the constraints of reduced ridership, particularly on Monday and Fridays, based on the long-term reliability of WMATA, VRE and other entities. I am not without hope, however, so, for instance to give you an example, this week I had lunch with someone who is a tour guide for the Museum of the Bible and he said to me something about "It would be nice if VRE had service on Saturdays so people could come to our museum." So, I will be writing a letter shortly, not just about the Museum of the Bible, but the entire opportunity for VRE to help increase tourism in D.C. on the weekends.

I sent something this afternoon, and I see Jeff McKay there, this newly announced reversal of lanes -- bi-directional lanes on I-95. A study was done last year --Senator Scott Surovell-- looking at extending the Blue Line to Quantico. Projected total cost \$27 billion. But in the course of looking at that program, I did see that, in fact, I knew from having driven down the county parkway, there is an old rail line that parallels the county parkway from Newington to Fort Belvoir. I suggested to DRPT that this should be a priority in the next five years because Fort Belvoir now has something like 70,000 people. So, I guess what I am is a selective person in terms of what I support, but we have to back things with financial feasibility studies. Funding needs to be more equally applied. Right now, as far as tolls, we have very inequitable practices, in fact discriminatory toll practices on I-66 and something needs to be done to end that. I will be writing to you more on this all shortly.

Mr. Aguirre stepped out of the room at 7:45 p.m.

On behalf of the entire Commission, Chair Palchik thanked the public for their comments. She then closed the public hearing. She reminded Commissioners that at the December meeting the

Commission was briefed on the proposed FY 2024 G&A Budget and Work Plan. The Executive Committee approved both documents to be provided to the full Commission for action.

Ms. Mattice stated that the FY 2024 G&A Budget and Work Plan are the same versions as presented to the Commission in December. As a recap, the FY 2024 Budget includes resources to accomplish the NVTC Work Plan, including the administration of the I-66 and the I-395/95 Commuter Choice programs, oversight of WMATA, and management of the next phase of the Envision Route 7 BRT project. The proposed budget totals \$4,394,650 and is funded primarily by the member jurisdictions through direct contributions and state aid received by NVTC. She also stated that the FY 2024 Budget includes two new positions: a new program analyst position to provide additional support for NVTC's programs and a new project manager position is also included to manage the next phase of the Envision Route 7 BRT project. A provision for cost-of-living (COLA) and performance-based increases for existing staff is also included.

Chair Palchik asked for more information about what is included in the FY 2024 Budget for the revenue side of the Envision Route 7 BRT project, as well as the expenditure side. Ms. Mattice stated that NVTC will be receiving a \$2 million federal earmark for the project, with the local match from the Commonwealth and localities. This will fund the lead project manager position and the remaining funds being used for consultant support. Ms. Mattice provided more information about the timeline of the project, including seeking federal and state grant funding. The next phase of the project work is targeted to start at the beginning of the fiscal year (July 1).

Chair Palchik also observed that NVTC has a fellows program which brings in new ideas and expertise. She asked how the fellows program works. Ms. Mattice gave an overview of the fellows program, which is funded by a DRPT grant. NVTC recruits current under-graduate and graduate students for this program. NVTC plans to bring on-board another fellow in the next few weeks to work with the communications team.

Mr. McKay moved, with a second by Ms. Garvey, to approve the FY 2024 G&A Budget and Work Plan. The vote in favor was cast by Commissioners Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked WMATA Board member Matt Letourneau to give his report.

Report from the WMATA Board Members. Mr. Letourneau reported that WMATA is well into the budget process. Next week the WMATA Board's Finance and Capital Committee will recommend a proposed FY 2024 Operating and Capital Budget as part of the public docket process. Some highlights of the Proposed General Manager's FY 2024 Budget include restoration of the Virginia 16M bus service by the restructuring of the existing 16G service, connecting Skyline to Crystal City every 12 minutes all day. The budget also proposes several service and fare optimization changes. In terms of fare optimization, weekday peak and off-peak fare structure would be consolidated. He explained that the Metrorail mileage rate would be standardized at

\$0.40 per mile (after 3 miles), the max fare would increase to \$6.50 and the rail base fare would match the bus base fare of \$2 all week. He stated that WMATA has not had a fare increase for five years. The fare optimization would be paired with a regional low-income fare program that would provide customers enrolled in the Supplemental Nutrition Assistance Program (SNAP) a 50% discount on trips, similar to the senior and disabled reduced fares.

Mr. Aguirre returned to the meeting at 8:05 p.m.

Mr. Letourneau stated that the budget includes several options for closing the \$185 million operating budget gap through revenue increases, expense reductions and federal funding assistance, including both ARPA funding and increased Infrastructure Investment and Jobs Act (IIJA) Federal Formula Funding for maintenance. The prominent tool WMATA will use to close the gap will be through the preventive maintenance (PM) allocation. The current Metro PM allocation to capital is \$60 million; however, the GM/CEO proposes to increase WMATA's FY 2024 IIJA Federal Formula Funding for maintenance by \$139.1 million to close the remaining operating budget gap.

Mr. Letourneau stated that the proposed FY 2024 Capital Budget is \$2.4 billion, and the Proposed FY 2024-2029 Capital Improvement Program (CIP) is \$14 billion. The CIP invests in six categories including railcar and railcar facilities, rail systems, track and structure rehabilitation, bus/bus facilities and paratransit, stations and passenger facilities, and operations and business support. The capital budget has enough funding capacity for the next few years; however, Metro's 10-year needs exceed \$25 billion and far surpass the projected available funding. He also announced that WMATA received another clean audit.

Mr. Letourneau stated that the Safety and Operations Committee received a presentation on the Q1/FY 2023 Metro Performance Report. This report focuses on ridership as well as safety and service reliability key performance indicators. There were 45.6 million passenger trips taken in Q1 of FY 2023, which is 10% above the forecast of 41.3 million and a 36% increase from the same period in FY 2022. September 2022 was the highest ridership Metro has seen the beginning of the pandemic in March 2020, at 60% of ridership in September 2019. Metrobus continues to be the primary mode of transportation with five million more trips taken compared to Metrorail.

Mr. Letourneau stated that WMATA has committed to taking several actions to address crime including the launch of Operation "Helping Hands," which is a program that puts more officers in the Metro system to interact with customers and prevent crime, highlight Metro's phone number and text-tip line and developing community partnerships.

Mr. Letourneau stated that the gradual return of the 7000-series trains to service has allowed Metrorail to improve performance. WMATA has started a seven-day inspection protocol, which will help roll out more trains.

Mr. Letourneau stated that the Safety and Operations Committee also received an update on Automatic Train Operations. The general manager has proposed an aggressive timeline for bringing back Automatic Train Operations. However, WMATA will need to work with the Washington Metrorail Safety Commission (WMSC).

Mr. Letourneau reported that WMATA staff briefed the Board on the draft WMATA Strategic Transformation Plan, which is a long-term strategy to direct WMATA's day-to-day decision making over the next five plus years. The plan goals are Service Excellence, Regional Opportunity and Partnership, Sustainability and Talented Teams. Each goal is supported by objectives and metrics which are set to achieve WMATA's vision of the future. Adoption of the Strategic Transformation Plan by the WMATA Board is anticipated for February 2023, following a public hearing. The adoption of a strategic plan every three years and the associated public hearing is a condition of Virginia's portion of the dedicated capital funding that was approved in 2018.

Mr. Letourneau stated that WMATA announced the Potomac Yard Metrorail Station in Alexandria will open in May 2023. The Potomac Yard Station will be an infill station between Ronald Reagan Washington National Airport and Braddock Road Stations on the Blue and Yellow Lines. On November 5, Metro concluded work to tie in the station and new tracks with the rest of the Metrorail system. The station is 90% complete and WMATA continues to work with the City of Alexandria, the contractor and safety partners to complete construction and prepare for passenger service.

Several Commissioners had questions about Metro's proposed mileage rate. Mr. Letourneau stated that the maximum increase in the mileage rate is somewhere between 5-6%. Ms. Gilroy asked if the change in fares is an outcome of WMATA's goal of simplification, because it does not seem to be simpler. Mr. Letourneau stated that they looked at four different options, but the problem is the equity analysis, and most of the options would not pass the test. In response to a question from Mr. Turner, Mr. Letourneau explained that WMATA already has a mileage rate. He provided more details about the mileage rates.

In response to a question from Mr. McKay about Automatic Train Operations, Mr. Letourneau stated that some of the issues have to do with the state of the infrastructure on the system and the amount of progress that needed for state of good repair. The new general manager has a different approach on ATO compared to his predecessor. Mr. Letourneau stated that Mr. Clarke has made it one of his top priorities for rail. The WMSC is aware of WMATA's desire to move ATO along and are being included in the process. Mr. McKay also asked if there are any proposed changes to the parking fees. Mr. Letourneau replied that there are not. Mr. McKay observed that for those customers riding from the outer jurisdictions will be paying max base fares as well as parking charges. Mr. Potts provided some further clarification on the proposed fare changes. Mr. Letourneau stated that peak and off-peak fares are being eliminated.

Ms. Cristol observed that it does seem to be a simplification for the purposes of how WMATA computes fares, but she is not sure how the rider is going to understand it. However, there is a benefit of eliminating the peak and off-peak fares. She asked if there is a fiscal impact to this proposed fare change. Mr. Letourneau stated that it is a small revenue positive impact. He further clarified that the ridership impact on the model is a plus \$1.9 million on the fare simplification and the budget impact is a positive \$7 million.

Ms. Bagley asked about the discussion of fare-free bus in the District of Columbia and how it impacts the budget. Mr. Letourneau stated that the WMATA Board will be discussing this next week. Basically, the District government would be covering the District's bus subsidy share, so it does not impact the budget. The WMATA Board would need to approve a Memorandum of

Understanding with the District of Columbia. He does have some concerns, especially as it relates to fare evasion on buses in the District.

Report from the Chair of the NVTC WMATA Committee. Since WMATA Committee Chair Alcorn was not present, Ms. Zack-Williams provided the committee report. Ms. Zack-Williams reported that the NVTC WMATA Committee met on December 9, 2022. WMATA staff briefed the committee on the draft WMATA Strategic Transformation Plan. The WMATA Committee had a great discussion with WMATA staff and provided feedback on the plan.

Ms. Zack-Williams announced that the next WMATA Committee meeting is scheduled for January 25th at 6:00 p.m. in NVTC Suite #230 to discuss comments on WMATA's FY 2024 Budget. As done in previous years, staff are proposing to work closely with WMATA Committee Chair Alcorn to draft a letter to WMATA based on the feedback received at the next committee meeting. The letter would then be submitted once WMATA opens the public comment period and shared with the entire Commission at the February meeting. As always, all Commissioners are invited to participate in the WMATA Committee meeting to share their comments on WMATA's FY 2024 budget. There was no objection to this approach.

Mr. Walkinshaw joined the meeting at 8:24 p.m.

Legislative Update

Chair Palchik asked NVTC's Legislative Liaison Aimee Perron Siebert to give a General Assembly update, followed by Ms. Mattice with a federal update.

General Assembly Look Ahead. Ms. Perron Siebert reported that the General Assembly Session starts next Wednesday, January 11, and hopefully ending on February 25. So far, not many bills have been filed. There are a few bills to remove the local grocery tax. Delegate Austin has filed a bill for VRE regarding funding. She will be monitoring all the legislation NVTC is tracking. She also reported that the governor's budget was released, which had no changes to transit or transportation funding.

Chair Palchik asked if any of the bills regarding the local grocery tax include provisions to use state budget surplus to offset the tax. Ms. Perron Siebert responded that she is unaware of any corresponding budget amendments that would do that, and currently the proposed bills would just eliminate the local grocery tax.

Ms. Mattice encouraged Commissioners to participate in the Virginia Association of Counties/Virginia Municipal League annual legislative day on Thursday, January 19, and the Virginia Transit Association's annual legislative day on Monday, January 23.

Ms. Mattice also noted that currently there is no Legislative and Policy Committee meeting scheduled, but the committee may need to meet in late January/early February depending on what happens during the Session. Also, NVTC staff provide legislative updates to jurisdiction legislative staff and liaisons throughout the Session.

NVTC-PRTC Legislative Forum. Ms. Mattice thanked all that came out to the December 5 Annual Joint NVTC-PRTC Legislative Forum held in Springfield. It was a great event, with over 100 people participating representing local and state elected officials, both current and newly elected, as well as staff from U.S. congressional members, jurisdictions and other transit agencies, and the public. NVTC recorded the event, which can be viewed on NVTC's YouTube webpage. She did note that staff is looking at possible different locations for next year's event.

Federal Update. Ms. Mattice reported that just before the new year, President Biden signed the FY 2023 Omnibus Appropriations Bill that fully funds the Infrastructure Law plus additional funding for transit and road repairs following an emergency. She happily announced that the bill also includes \$2 million for NVTC to complete planning and National Environmental Policy Act work to further the Envision Route 7 BRT project. She expressed a huge thank you to Congressman Beyer and Congressman Connolly who jointly sponsored this funding.

Virginia Railway Express (VRE)

Chair Palchik welcomed VRE CEO Rich Dalton and asked him to give his report, to be followed by newly-elected VRE Operations Board Chair James Walkinshaw introducing the action and information items.

VRE CEO Report. Mr. Dalton stated that VRE staff are working on their Annual Report, which will be provided to the Commissions at the next meeting. He also reported that for calendar year 2022 overall ridership doubled from calendar year 2021 ridership, although still below pre-pandemic levels. Calendar year overall on-time performance was below target at 87%.

Chair Palchik asked for more information about the on-time performance. Mr. Dalton explained that the biggest factor impacting on-time performance is rail congestion. VRE, in partnership with the Commonwealth, are moving forward with the Transforming Rail in Virginia (TRV) program, which will help increase capacity and mitigate effects of congestion.

VRE's FY 2023 Revised and FY 2024 Recommended Budgets. Mr. Walkinshaw reported that the VRE Operations Board recommends Commission approval of Resolution #2494, which will approve the Amended FY 2023 VRE Operating and Capital Budget and the recommended FY 2024 VRE Operating and Capital Budget. The resolution also authorizes the VRE CEO to refer them to the jurisdictions for their formal review and adoption, as well as authorizes the executive directors of NVTC and PRTC to take the necessary actions to apply for federal and state grant funding.

Mr. Walkinshaw noted that VRE Chief Financial Officer Mark Schofield is available to answer specific questions on the VRE budget, but first he would like to make some remarks about the jurisdictional subsidy discussion that occurred at the last Operations Board meeting. At the December 16 Operations Board meeting, VRE staff presented a balanced budget with no changes to passenger fares as compared to FY 2023 and a recommended total jurisdictional subsidy contribution of \$18.3 million, which would return the subsidy to the pre-pandemic level.

Mr. Walkinshaw reminded Commissioners that in November, VRE and the Commissions successfully conducted the first Master Agreement Survey since 2019. The survey was cancelled for two years due to the pandemic and in FY 2022 and FY 2023, the subsidy was reduced to provide relief to the jurisdictions, and the additional required funding came from federal pandemic relief funds.

Mr. Walkinshaw stated that this year's survey validated what VRE has observed – namely, that while ridership overall remains below pre-pandemic levels, it has recovered more strongly on longer-distance trips, particularly for trips on the Fredericksburg Line originating in Spotsylvania County and the City of Fredericksburg. This change in the composition of VRE's ridership has two important impacts. First, as outlined in the Master Agreement, a jurisdiction's share of ridership determines its representation on the Operations Board. Second, the allocation of the annual jurisdictional subsidy is determined by the survey results. The subsidy allocation formula considers both the number of riders from a jurisdiction as well as an estimate of the amount of fare revenue paid by those riders.

Mr. Walkinshaw reported that there was a vigorous discussion by the Operations Board with some jurisdictions feeling that now is not the right time to return to full subsidy levels. Both he and Ms. Bagley expressed opinions that it is time to get back to full jurisdictional subsidies pursuant to the Master Agreement. After a long discussion, the Operations Board reached a compromise and approved the budget with a reduction in the jurisdictional subsidy contribution to \$16 million.

Mr. Schofield expressed his appreciation to Mr. Walkinshaw on how that discussion was handled and noted that VRE is now on a path to getting back to full subsidy levels, which will allow for long-term sustainability.

In response to a question from Chair Palchik, Mr. Walkinshaw stated that the survey results show that ridership has rebounded faster for those outer jurisdictions in the I-95 corridor. He stated that based on the survey results, the composition of the Operations Board will change with Fairfax County losing a seat on the Board effective July 1, 2023.

Mr. de Ferranti asked about the federal subsidy. Mr. Schofield responded that VRE received federal pandemic-relief funding from three different sources. VRE has used all of its Coronavirus Aid, Relief, and Economic Security (CARES) Act funding and now using the American Rescue Plan (ARP) Act, which should last for 3-4 years, depending on many factors. When that is depleted, VRE will use the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Mr. Walkinshaw moved, with a second by Ms. Cristol, to approve Resolution #2494. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed. (a copy of the resolution is attached.)

VRE Applications to the I-395/95 FY 2024-2025 Commuter Choice Program. Mr. Walkinshaw stated that the VRE Operations Board also recommends Commission approval of Resolution

#2495, which will authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, VRE application(s) to the I-395/95 Commuter Choice FY 2024-2025 program. It should be noted that the Commission's action does not constitute approval of any VRE application(s) or eliminate the need for the VRE application(s) to qualify for funding based on an objective evaluation using criteria established for the adopted I-395/95 Commuter Choice project selection process.

Mr. Walkinshaw explained that VRE staff have identified a group of capital and operating improvements that support and implement planned service enhancements authorized in the TRV initiative and are proposed for inclusion in a VRE Commuter Choice application(s). They include Transforming Rail in Virginia Post-Acquisition Service Start; Step-Up Service Restart and Fare Buy-Down; and Capital Funding for VRE Station Improvements.

Mr. Walkinshaw moved, with a second by Ms. Garvey, to approve Resolution #2495. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed. (A copy of the resolution is attached.)

2023 VRE Operations Board Officers. Mr. Walkinshaw announced that the Operations Board approved their slate of officers for 2023:

Chair: James Walkinshaw (NVTC)
Vice-Chair: Meg Bohmke (PRTC)
Treasurer: Sarah Bagley (NVTC)
Secretary: Ralph Smith (PRTC)

Installation of the 2023 VRE Officers will occur at the January VRE meeting. Chair Palchik congratulated Mr. Walkinshaw on his chair appointment.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read the DRPT Report in the meeting materials. She stated that the Commonwealth Transportation Board met in December and approved a mid-cycle adjustment to the Six-Year Improvement Program (SYIO) adding \$6.3 million to the FY23 DRPT budget in Public Transportation Programs, including \$2.0 million to Capital Assistance, \$1.8 million to NVTC for the WMATA allocation, and \$2.5 million to the Transit Ridership Incentive Program (TRIP). The CTB also approved \$11.7 million funding for three TRIP projects to be added to the FY23-28 Six Year Improvement Program (SYIP), including \$7.3 million for four new Loudoun County routes to serve the Dulles International Airport, Ashburn and Loudoun Gateway Stations on the Silver Line.

DRPT Director DeBruhl stated that DRPT received revenue forecasts for the FY 2024 program and the forecasts are trending above what was expected. The FY 2024 application cycle for all of DRPT's grant programs opened on December 1 and will close on February 1, 2023.

Chair Palchik also noted that DRPT is hosting a Communications Workshop on January 9, 2023 where DRPT staff will discuss marketing initiatives, social media campaigns and other ways for DRPT to provide assistance during the year.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events including staff getting out in the community, engaging with professional colleagues and learning the latest and greatest in transit issues.

Ms. Mattice also reviewed upcoming meetings, including the WMATA Committee meeting on January 25 and as mentioned earlier NVTC may need to convene a Legislative and Policy Committee meeting in late January or early February. The next Commission meeting is on February 2. She also reminded Commissioners about the various legislative advocacy days in Richmond.

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

Mr. Snyder requested staff put together talking points for Commissioners to use during the legislative advocacy events. He also noted that during the public hearing, there were some questions raised by the Coalition for Smarter Growth regarding safe access to transit. Ms. Mattice replied that this is already included in the Work Plan with several of the studies NVTC plans to do.

Closed Session

Chair Palchik stated that the Commission needs to go into Closed Session as a follow-up from last month's Closed Session. She explained that for the benefit of the listening public, the Commission will return to Open Session. The YouTube feed will continue with it muted and a screen notice stating that NVTC is in Closed Session. The meeting will resume LIVE when NVTC returns to Open Session.

Mr. Aguirre moved, with a second by Mr. Ebbin, to move the following motion:

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

The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

The Commission entered into Closed Session at 8:57 p.m. and returned to Open Session at 9:08 p.m. The live stream feed was restored for public viewing.

Mr. Aguirre moved, with a second by Mr. de Ferranti, the following certification:

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

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

The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Mr. Aguirre moved, with a second by Mr. McKay, to approve the sixth contract amendments to the executive director's employment agreement and that the chair be authorized to execute it on behalf of the Commission. The vote in favor was cast by Commissioners Aguirre, Cristol, de Ferranti, Ebbin, Foust, Garvey, Gilroy, Letourneau, McKay, Palchik, Skiles, Snyder, Tuck and Turner. A roll call vote followed for Commissioners participating electronically and Ms. Bagley, Mr. Clemente and Ms. DeBruhl voted in the affirmative. The motion passed.

Adjournment

Without objection, Chair Palchik adjourned the meeting at 9:10 p.m.

Approved this 2nd day of February 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION OF COMMENDATION

- SUBJECT:** Commending the Honorable Canek Aguirre for His Service as Chair of the Northern Virginia Transportation Commission for 2022
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** The Honorable Canek Aguirre was elected chair of the Northern Virginia Transportation Commission for 2022;
- WHEREAS:** Mr. Aguirre has been an advocate for equity in all aspects of transit, including zero and reduced fare initiatives that benefits those most in need, multi-lingual community outreach and marketing, and transit-oriented economic development in Northern Virginia;
- WHEREAS:** In 2022, Mr. Aguirre led NVTC during its 58th year of operations and, as chair, he engaged with the NVTC WMATA Committee, local jurisdictional leaders and regional stakeholders to develop the 5th *Annual Report on the Performance and Condition of WMATA*;
- WHEREAS:** Mr. Aguirre supported the Program Advisory Committee's recommendation to award over \$15 million in Commuter Choice funding for seven multi-modal projects that will benefit toll-payers and commuters along the I-66 corridor;
- WHEREAS:** Mr. Aguirre championed NVTC's efforts to coordinate effective transit options for riders while several Yellow and Blue Line Metrorail stations were closed to integrate the new Potomac Yard Metrorail Station and major rehabilitation work on the Yellow Line Bridge;
- WHEREAS:** Mr. Aguirre advocated for NVTC's ongoing work to bring Bus Rapid Transit service to the Route 7 corridor, connecting riders to the Silver and Orange Lines, the City of Alexandria's West End Transitway and Arlington County's high-capacity transit service along Columbia Pike.
- WHEREAS:** Mr. Aguirre oversaw the launch of NVTC's NoVaTransit Data Dashboard, an interactive tool to share and explore significant amounts of transit data in a user-friendly way; and
- WHEREAS:** Mr. Aguirre supported the Commission's efforts to develop the Northern Virginia Zero-Emission Bus (ZEB) Strategic Plan, a regional effort to ensure collaboration on ZEB policy and implementation while enabling the region to leverage Federal ZEB funding.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Canek Aguirre for his leadership as chair of NVTC for 2022 and his service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Mr. Aguirre as an expression of its gratitude and in appreciation for his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 5th day of January 2023.

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

Dalia Palchik
Chair



RESOLUTION #2492

SUBJECT: Selection of NVTC Representatives to Various Boards

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards; and

WHEREAS: Virginia Secretary of Transportation Shannon Valentine designated Paul C. Smedberg to be the Secretary's designee on NVTC and the WMATA Board, which became effective January 1, 2019 with the term expiring January 4, 2022, and designated him again for a term starting on January 4, 2022 and expiring January 5, 2026;

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as principals and alternates to the WMATA Board of Directors, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

WMATA Board of Directors:

Principals

Paul C. Smedberg
(Commonwealth Appointee)
Term expires 01-05-2026

Matthew F. Letourneau
(NVTC Appointee)
Term expires 01-05-2027

Alternates

Canek Aguirre
Term expires 01-07-2025

Walter Alcorn
Term expires 01-04-2024

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Walter Alcorn
Daniel G. Storck
James Walkinshaw
Katie Cristol
Sarah Bagley

Alternates

Jeffrey C. McKay

Libby Garvey
Canek Aguirre

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2023 and their recommendations for members of the various boards:

Virginia Transit Association Board:

Principals

David F. Snyder

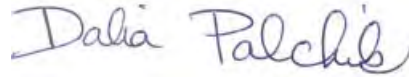
Katherine A. Mattice

Alternates

Katie Cristol

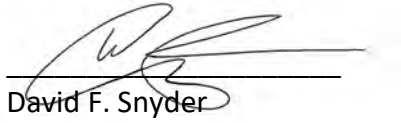
Canek Aguirre

Approved this 5th day of January 2023.



Dalia Palchik

Chair



David F. Snyder
Secretary-Treasurer



RESOLUTION #2493

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable David F. Snyder has been elected secretary-treasurer of NVTC for 2023; and

WHEREAS: NVTC desires that the person holding the office of secretary-treasurer be designated as an official signatory as well as a pension trustee.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. David F. Snyder
Katherine A. Mattice
Scott C. Kalkwarf

Secretary-Treasurer
Executive Director
Director of Finance and Administration

BE IT FURTHER RESOLVED that the individuals listed above shall serve as NVTC employees' pension trustees, with the addition of NVTC's Comptroller Colethia Quarles.

Approved this 5th day of January 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



RESOLUTION #2494

SUBJECT: Adopt and Refer VRE’s Amended FY 2023 Budget and Recommended FY 2024 Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the recommended FY 2024 Operating and Capital Budget within the guidelines developed in cooperation with the staff representatives of the local jurisdictions;

WHEREAS: The Amended FY 2023 and Recommended FY 2024 budgets reflect the continuing impacts of the COVID-19 pandemic which began in March 2020 and substantially reduced VRE’s ridership;

WHEREAS: The VRE Operations Board finds that the availability of emergency federal pandemic relief funding allows for VRE to supplement lost passenger revenues and achieve a balanced budget without requiring fare increases or service reductions;

WHEREAS: VRE staff recommends a budget based on a service level of 32 daily revenue trains and average daily ridership of 10,000 trips;

WHEREAS: The FY 2024 budget recommends no changes to current passenger fares, including the Amtrak Step-Up fare, which is currently suspended;

WHEREAS: The FY 2024 budget recommends a total jurisdictional subsidy contribution of \$16,000,000; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY 2024 VRE Operating and Capital Budget in the following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$108,946,488
Capital Budget	<u>\$ 81,798,993</u>
Total Operating and Capital	\$190,745,481

BE IT FURTHER RESOLVED that NVTC hereby adopts the amended FY 2023 VRE Operating and Capital Budget in the following amounts:

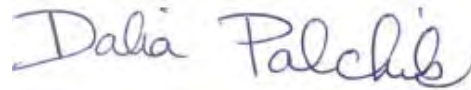
Operating Budget	\$107,574,210
Capital Budget	<u>\$111,440,018</u>
Total Operating and Capital	\$219,014,228

BE IT FURTHER RESOLVED that NVTC hereby concurs with the VRE Operations Board's recommendation that, given the availability of federal pandemic relief funding to supplement lost passenger revenues, it is in the best interests of the Commissions and the riders of VRE that the Amended FY 2023 and Recommended FY 2024 Operating Budgets do not achieve a 50% recovery of operating expenses from passenger fares.

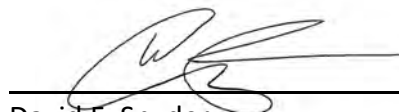
BE IT FURTHER RESOLVED that NVTC authorizes the executive directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, applications for the Transit Improvement Program and grants for FY 2023 and FY 2024, the anticipated revenues from which have already been incorporated in the budgets.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2024 state aid grant applications.

Approved this 5th day of January 2023.



Dalia Palchik
Chair



David F. Snyder
Secretary-Treasurer

RESOLUTION #2495

SUBJECT: Authorize the VRE CEO to Submit VRE Applications to the I-395/95 Commuter Choice FY 2024-2025 Program

WHEREAS: On November 3, 2022, the Northern Virginia Transportation Commission (“NVTC”) and Potomac and Rappahannock Transportation Commission (“PRTC”) (jointly, the “Commissions”) opened a call for projects for the I-395/95 Commuter Choice FY 2024-2025 funding program;

WHEREAS: Transit operators serving NVTC and PRTC jurisdictions, expressly including the Commissions as joint operators of the VRE commuter rail service, are eligible applicants to I-395/95 Commuter Choice under the program’s governing Memorandum of Agreement with the Commonwealth;

WHEREAS: VRE staff have identified and prioritized capital and operating improvements for proposed Commuter Choice applications, totaling \$14.8 million for operations and \$30.9 million for capital projects, that support and implement planned service enhancements authorized through the Transforming Rail in Virginia initiative;

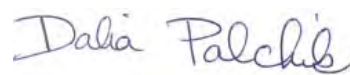
WHEREAS: VRE staff consider the proposed capital and operating improvements strong candidates for Commuter Choice funding due to their ability to move more people more efficiently through the I-395/95 corridor and expand commuters’ travel options; and

WHEREAS: The VRE Operations Board, in accordance with VRE procedures for grant applications, recommends that the Commissions authorize submission of the applications for evaluation and funding consideration based on applicable project selection criteria.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, a VRE application(s) to the I-395/95 Commuter Choice FY 2024 - 2025 program, to make any necessary corrections to the project amount or descriptions in the application(s) and execute all project funding agreements that may result from consideration of the VRE application(s).

BE IT FURTHER RESOLVED that the Commission’s action does not constitute approval of any VRE application(s) or eliminate the need for the VRE application(s) to qualify for funding based on an objective evaluation using criteria established for the adopted I-395/95 Commuter Choice project selection process.

Approved this 5th day of January 2023.



Dalia Palchik
Chair



David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Consent Agenda

At the February meeting, the Commission will be asked to approve the Consent Agenda, which includes four action items regarding the committee roster, state assistance applications, contract award for regional bus analysis, and a grant endorsement letter for Arlington County.

ACTION: Approve the Consent Agenda (subject to approval of chair)

A. ACTION: Approve the Updated 2023 Committee Roster

The Commission will be asked to approve the updated 2023 Committee Roster to include newly-appointed City of Fairfax Commissioner, Catherine Read, to the committee roster. Ms. Read has agreed to serve on the Legislative and Policy Committee.

B. ACTION: Approve Resolution #2496: Approve the FY 2024 State Assistance Applications to DRPT

At the time of publication, NVTC was in the process of working with its jurisdictions and VRE on the details for state operating and capital assistance applications in advance of the DRPT grant application deadline of February 1, 2023. NVTC will provide an updated Blue Item memo and resolution reflecting the actual assistance request amounts prior to the meeting.

The Commission is asked to approve Resolution #2496 approving the FY 2024 state transit assistance applications to DRPT and will authorize the executive director, or her designee, to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) for the following. Detailed tables will be provided with the Blue Item memo showing the amounts of each form of assistance being requested, with comparisons to FY 2023.

▪ **State Aid on behalf of Localities and the Virginia Railway Express**

State operating and capital transit assistance is on behalf of NVTC's five original WMATA jurisdictions for their local bus systems and transit capital costs. The applications total \$ (to be provided) million in eligible operating costs and \$ (to be provided) million in total capital expenses for FY 2024.

FY 2024 state assistance applications on behalf of VRE include \$ (to be provided) million in eligible operating costs and \$ (to be provided) million in total capital costs.

▪ **NVTC Technical Assistance Grants and NVTC Transit Fellow Grant**

FY 2024 in state assistance to support NVTC's Transit Fellow Program in the amount of \$50,000, with the state share of 80%, and the local match funded through NVTC's G&A budget.

FY 2024 in Technical Assistance to support NVTC's Envision Route 7 Bus Rapid Transit (BRT) Planning and NEPA (National Environmental Policy Act) Analysis Project in the amount of \$1,000,000, with the state share of 50%, and the local match funded by the NVTC project jurisdictions (Cities of Alexandria and Falls Church and Counties of Arlington and Fairfax). As in the previous BRT planning efforts, NVTC will execute a MOA for this project.

C. ACTION: Authorize the Executive Director to Award the Contract for the Northern Virginia Regional Bus Analysis

The Commission will be asked to authorize the executive director to execute a contract with Cambridge Systematics for the Northern Virginia Regional Bus Transit Analysis. This effort will provide a regional context and analysis of existing and planned services by Northern Virginia's six bus transit providers and serve as an additional strategic planning resource for the Commission and its jurisdictional members. The project is also designed to provide more in-depth analysis of bus transit in Northern Virginia to complement the Washington Metropolitan Area Transportation Authority (WMATA) Better Bus Network Redesign project as well as provide analysis to support any future bus rapid transit planning activities that may be conducted by the Northern Virginia Transportation Authority. The contract will not exceed \$299,900 and is expected to take approximately 12 months.

This effort is funded through a DRPT Technical Assistance grant (50%) in the Commonwealth Transportation Board's FY 2023-2028 Six-Year Improvement Plan (SYIP) and the local match (50%) is provided by NVTC's member jurisdictions.

The Commission authorized the release of the Request for Proposals (RFP) at the October 2022 Commission meeting and subsequently received five proposals. Staff followed NVTC's Administrative Regulations and the Virginia Public Procurement Act, which details the procedures to competitively procure consultant services.

D. ACTION: Authorize the Chair to Send a Letter of Endorsement for Arlington County's Application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant

The Commission is asked to authorize the chair to sign a letter of endorsement for Arlington County's application to the U.S. Department of Transportation's RAISE discretionary program for \$15 million to construct the Arlington Memorial Trail which will provide bike and pedestrian connections to the Arlington Cemetery Metrorail Station and other Arlington County trails.

2023 NVTC COMMITTEE AND BOARD APPOINTMENTS

NVTC EXECUTIVE COMMITTEE

Chair, Dalia Palchik
 Vice-Chair, Matt de Ferranti
 Secretary-Treasurer, David Snyder
 Legislative & Policy Committee Chair, Canek Aguirre
 Program Advisory Committee Chair, Sarah Bagley
 WMATA Committee Chair, Walter Alcorn
 General Assembly Member, Adam Ebbin
Non-Voting Members:
 WMATA Principal Member, Paul Smedberg
 (Commonwealth Appointee)
 WMATA Principal Member, Matt Letourneau
 (NVTC Appointee)

NVTC WMATA COMMITTEE

Chair, WMATA Alternate Member, Walter Alcorn
 WMATA Principal Member, Matt Letourneau
 WMATA Principal Member, Paul Smedberg
 WMATA Alternate Member, Canek Aguirre
Commission Members:
 (drawn from member jurisdictions in a representative manner)
 Arlington County, Matt de Ferranti
 City of Falls Church, David Snyder

NVTC LEGISLATIVE AND POLICY COMMITTEE

Chair, Canek Aguirre
Commission Members:
 (drawn from member jurisdictions in a representative manner)
 Arlington County, Libby Garvey
 City of Falls Church, David Snyder
 Fairfax County, James Walkinshaw
 City of Fairfax, **Catherine Read***
 Loudoun County, Matt Letourneau
Non-Voting Member:
 General Assembly Member, Adam Ebbin

NVTC PROGRAM ADVISORY COMMITTEE

Chair, Sarah Bagley
Commission Members:
 (drawn from member jurisdictions in a representative manner)
 City of Alexandria, Sarah Bagley
 Arlington County, Libby Garvey
 City of Falls Church, David Snyder
 Fairfax County, John Foust
 Loudoun County, Michael Turner

NVTC'S WMATA BOARD OF DIRECTORS

Principals:

Paul Smedberg
 (Commonwealth Appointee)
 Term expires 01-05-2026

Matt Letourneau
 (NVTC Appointee)
 Term expires 01-03-2027

Alternates:

Canek Aguirre
 Term expires 01-07-2025

Walter Alcorn
 Term expires 01-04-2024

NVTC'S VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD *(provided by localities)*

Principals:

Fairfax County:

Walter Alcorn
 Daniel G. Storck
 James Walkinshaw

City of Alexandria:

Sarah Bagley

Arlington County:

Katie Cristol

Alternates:

Fairfax County:

Jeff McKay

City of Alexandria:

Canek Aguirre

Arlington County:

Libby Garvey

NVTC'S VIRGINIA TRANSIT ASSOCIATION BOARD OF DIRECTORS

Principals:

David Snyder
 Kate Mattice

Alternates:

Katie Cristol
 Canek Aguirre

RESOLUTION #2496

SUBJECT: Approve the FY 2024 State Transit Assistance Applications to DRPT

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY 2024 commencing July 1, 2023 in the amount of \$____million in eligible local transit operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY 2024 for capital expenses totaling \$____ million in costs to defray the costs borne by NVTC and its members for capital expenditures;
- 2) To revise the capital portion of the application to reflect refined estimates by the local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY 2024 VRE applications to DRPT in the amount of \$____million in eligible operating costs and \$____million in eligible state costs for capital (\$____million total costs);
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

- 1) To execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for an intern grant to help support NVTC's Transit Fellows Program for FY 2024 commencing July 1, 2023 in the amount of \$50,000, with the state share provided at 80%;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

- 4) To execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for a technical assistance grant to help support NVTC's Envision Route 7 Bus Rapid Transit Planning and NEPA (National Environmental Policy Act) Analysis Project for FY 2024 commencing July 1, 2023 in the amount of \$1,000,000, with the state share provided at 50%;
- 5) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 6) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC authorizes the executive director, or her designee, for and on behalf of NVTC:

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

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

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

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

Approved this 2nd day of February 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



Chair
Hon. Dalia A. Palchik

Vice-Chair
Hon. Matt de Ferranti

Secretary-Treasurer
Hon. David F. Snyder

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
Vacant

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
Nick Clemente
Aimee S. Gilroy
M. David Skiles
John C. Tuck III

Executive Director
Katherine A. Mattice

-- DRAFT --

February 3, 2023

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

Dear Secretary Buttigieg,

I am writing to share the Northern Virginia Transportation Commission's support for Arlington County's application for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant. The application requests \$15 million to construct the Arlington Memorial Trail.

This project will construct approximately 1.4 miles of a pedestrian and bicycle trail on the west side of Virginia Route 110 (Richmond Highway), the west side of Virginia Route 27 (South Washington Boulevard), and outside the boundary wall of Arlington National Cemetery. The project will provide a major missing link for both commuter and recreational trail users in the county and regional network and improves access and connectivity to the Arlington Cemetery Metrorail Station which is owned and operated by the Washington Metropolitan Area Transit Authority (WMATA).

The project is part of the National Capital Regional Trail Network, providing a "crosstown" bicycle and pedestrian connection between the three major development corridors radiating west from Washington, D.C. through Arlington: Rosslyn-Ballston, Richmond Highway and Columbia Pike.

Thank you for your consideration of this important project for 2023 RAISE funds.

Sincerely,

Dalia Palchik
Chair

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Allan Fye, and Ronnetta Zack-Williams
DATE: January 26, 2023
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

7000-Series Railcar Update

WMATA has provided a phased return to service plan and anticipates returning to budgeted FY 2023 service levels in May 2023 after the Yellow Line reopens. WMATA has created a [web page for service updates and a blog on the 7000-series railcars](#).

At the February 2023 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

- Authorization for Public Hearings on GM/CEO'S Proposed FY 2024 Operating and Capital Budget and FY2024-2029 CIP

On January 26, the WMATA Board [authorized staff to hold public hearings on the GM/CEO'S Proposed FY 2024 Operating and Capital Budget and FY 2024-2029 CIP and associated fare and service changes](#). Public hearings and related public participation activities to seek regional input from customers and stakeholders will be open from mid-February to mid-March 2023 and in April 2023 the Board anticipates adopting the FY 2024 Budget and FY 2024-2029 Capital Program.

The FY 2024 Proposed Operating Budget projects \$509 million in revenue and \$2.4 billion in expenses. The remaining operating cost will be funded through \$1,252 million from jurisdictional subsidies from the District of Columbia, Maryland and Virginia and \$561 million of federal funding from the American Rescue Plan Act.

The proposed budget includes several service and fare optimization changes to strengthen Metro's transit network and simplify the Metrorail fare structure. The service improvements include increased service on the Orange, Green and Yellow Lines, with Yellow Line trains running from Mt. Vernon Square to Huntington. For Metrobus in Virginia, there are two proposed service changes: 1) the 16M would be restructured from the existing 16G service, connecting Skyline to Crystal City every 12 minutes all day; and 2) extending the 11Y to operate from Mt. Vernon to

DC, replacing the current route which operates from Mt. Vernon to Braddock Road Metrorail Station.

The fare optimization (Figure 1) initiatives include the elimination of the peak and off-peak fare structure, adjusting the Metrorail base fare to \$2 to match the Metrobus base fare, standardize the Metrorail mileage rate to \$0.40 per mile and increase the Metrorail max fare to \$6.50.

Figure 1: Fare Optimization

Current Fare Structure		Base Fare	Max Fare	Reduced Fare ¹
 Free Transfers 	Peak	\$2.25 <small>After first 3 miles, 0.326 per mile After 5 miles, \$0.288 per mile</small>	\$6.00	50% off the peak fare
	Off-Peak Weekday	\$2.00 <small>After first 3 miles, 0.244 per mile After 5 miles, \$0.216 per mile</small>	\$3.85	
	Late Night² and Weekend	\$2.00		\$1.00
	Bus	\$2.00		\$1.00
MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip. ¹ For senior and disabled customers ² Late Night fares apply after 9:30pm				
		WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		

Proposed Fare Structure		Base Fare	Max Fare	Reduced Fare ¹
 Free Transfers 	Regular	\$2.00 <small>After first 3 miles, \$0.40 per mile</small>	\$6.50	\$1.00 to \$3.25
	Late Night² and Weekend	\$2.00		\$1.00
	Bus	\$2.00		\$1.00
MetroAccess fares are twice the fastest comparable fixed-route fare with a maximum of \$6.50 per trip. ¹ 50% discount for senior, disabled, and low-income customers ² Late Night fares apply after 9:30pm				
		34 of 81 		

Source: [WMATA December 8 Finance and Capital Committee Meeting](#)

Options for Closing the FY 2024 Operating Budget Gap (Figure 2)

The FY 2024 operating budget gap of \$185 million will be closed by a combination of revenue increases, expense reductions and federal funding assistance, including both ARPA funding and increased Infrastructure Investment and Jobs Act (IIJA) Federal Formula Funding for Preventative Maintenance (PM). The current Metro PM allocation is capped at \$60 million, so the GM/CEO proposes to increase WMATA's FY 2024 IIJA Federal Formula Funding for maintenance by \$139.1 million to close the remaining operating budget gap. While the FY 2024 operating budget gap will be closed, WMATA currently projects the FY 2025 operating budget gap at \$738 million which grows to \$924 million by FY 2029. These multi-year operating gaps will require some difficult choices about how to balance expenses and revenues while maintaining momentum on ridership recovery.

Figure 2: Options for Closing the FY 2024 Operating Budget Gap

Passenger Revenue Increases		
\$11.4M Improving Ridership <small>(65% to 70% Recovery, improve fare recovery)</small>		\$11.4M
Non-Passenger Revenue Increases		
\$3.0M Revenue Growth <small>(Parking, Advertising, etc.)</small>	\$14.1M Joint Development <small>(Lease Revenue, etc.)</small>	\$17.1M
Expense Reductions		
\$7.0M Operating Efficiencies	\$3.0M Vacancy Reduction	\$10.0M
Board Policy Decisions		
\$7.1M Fare Optimization	\$139.1M IIJA Federal Formula Funding for Maintenance	\$146.2M

Source: [WMATA December 8 Finance and Capital Committee Meeting](#)

Capital Program Overview

WMATA's proposed Capital Improvement Program (CIP) would continue to invest in safety, state of good repair and reliability programs. The proposed FY 2024 Capital Budget is \$2.4 billion and the Proposed FY 2024-2029 CIP is \$14 billion. The CIP invests in six categories including railcar and railcar facilities, rail systems, track and structure rehabilitation, bus/bus facilities and paratransit, stations and passenger facilities, and operations and business support. The capital program faces the risk of additional material and labor costs associated with inflation, and market escalations, as well as risks related to the pandemic. Furthermore, risks to capital funding include federal funding uncertainty, the long-term dedicated funding debt capacity, and underfunded needs. The capital budget has enough funding capacity for the next several years; however, Metro's 10-year needs exceed \$25 billion and far surpass the projected available funding.

- [Authorization for Public Hearing on Metro's Proposed Strategic Transformation Plan - Your Metro, The Way Forward](#)

On January 12, the WMATA Board [authorized staff to hold a public hearing on the draft Strategic Transformation Plan \(STP\)](#). The STP is a long-term strategy to direct Metro's day-to-day decision making over the next five years and beyond. The agency received input from its staff, customers and interested parties that led to the development of the plan's goals: service excellence, regional opportunity and partnership, sustainability and talented teams. Each goal is supported by objectives and metrics which are set to achieve Metro's vision of the future.

The public hearing to solicit feedback from customers and stakeholders on the STP will open on January 21 and close on February 14. The Board is anticipated to adopt the plan in late February 2023. The adoption of a strategic plan every three years and the associated public hearing is a condition of Virginia's portion of the dedicated capital funding that was approved in 2018. A

hybrid public hearing in Virginia has been scheduled for February 9 at 6:30 p.m. in the first-floor conference room at the Navy League Building in Arlington.

▪ Better Bus Network Redesign

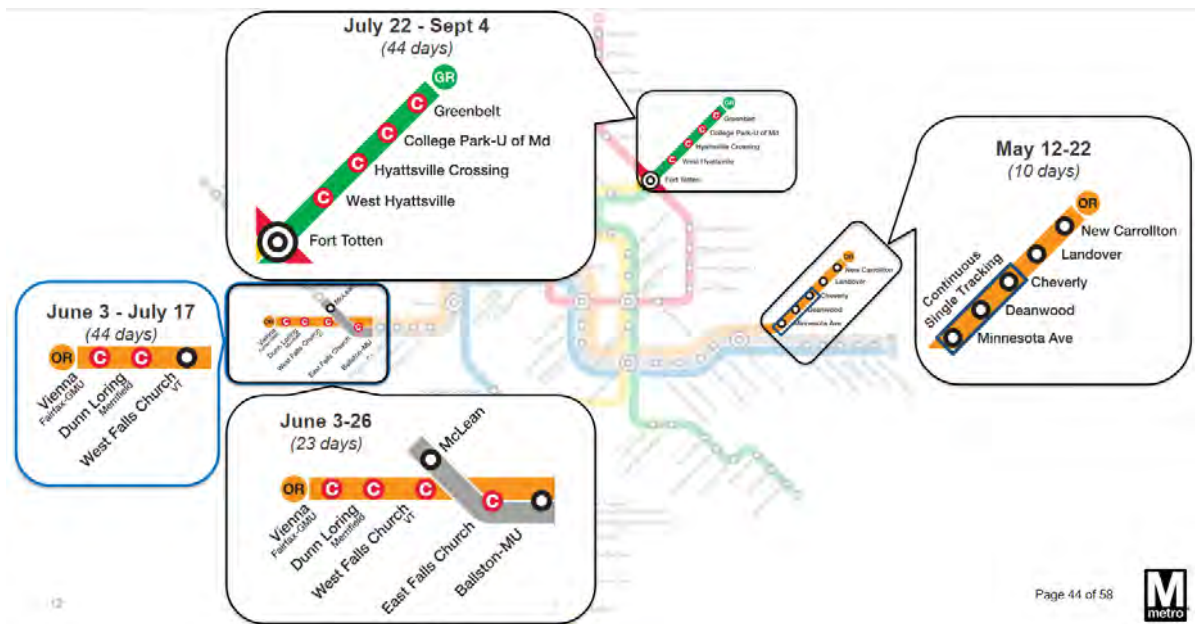
On January 12, the Executive Committee [received an update on the Better Bus Network Redesign](#). The purpose of the Better Bus Network Redesign is to achieve regional connectivity and to provide service that “matches when and where people want to travel, customer and operator experience to make the bus system fast, frequent and reliable for both riders and operators and equity to build a bus system that advances equity in the region.” The first phase of the project focused on vast engagement campaigns across the region that included 18 roadshows, 10 bus stop chats, 6,500 online surveys, 11 operator listening sessions and 40 meetings with stakeholders. Results from the engagement period found that 45% of respondents believe the existing regional bus service is very good or excellent and the top three desired service improvements are shorter wait times, buses arriving on time and safe bus trips. The findings from the engagement period and technical analysis will be used to develop network options as the project moves to the second phase. Staff will design a Visionary Better Bus Network, that will showcase a bus network with greater resources and a Constrained Better Bus Network with existing resources. A second round of public engagement is anticipated in April 2023 to gain input of the draft network options.

▪ Capital Delivery Program Report

On January 26, the Safety and Operations Committee [received a presentation on Summer 2023 Capital Improvements and Modernization Initiatives](#). During Summer 2023, there will be outages or single tracking on portions of the Orange and Green Lines (Figure 3) in order to increase reliability and advance system modernization for customers. Below are the planned outages and estimated work schedule:

- Orange Line – West Falls Church to Vienna
 - Fiber installation and rail replacement will require shutdown from June 3, 2023 to July 17, 2023
- Orange/Silver Line – Ballston to McLean/Vienna
 - Fiber installation and rail replacement will require shutdown from June 3, 2023 to June 26, 2023
- Orange Line – Minnesota Ave to Cheverly
 - Roof waterproofing will require single tracking from May 12, 2023, to May 22, 2023
- Green Line – Fort Totten to Greenbelt
 - Fiber installation will require shutdown from July 22, 2023, to September 4, 2023

Figure 3: Summer 2023 Outages



Source: WMATA January 24 Safety and Operations Committee Meeting

The modernization initiatives will include modernizing passenger information displays at the downtown transfer stations and replacing vertical transportation at the DuPont Station north entrance. This work will help in addressing the Washington Metropolitan Safety Commission’s findings related to communication and WMATA’s concern with the use of a UT inspection vehicle or HAY manufactured rail replacements. The next future outage will be on the Red Line between Dupont Circle and Union Station and estimated work dates will be December 2023 to January 2024.

▪ Public Safety Initiatives

On January 26, the Safety and Operations Committee [received an update on Public Safety Initiatives](#). Since August 2022, the Metro Transit Police Department (MTPD) have implemented crime-reduction strategies to address crime throughout the Metro system. The crime-reduction strategies are based on three themes: Compassion – community engagement and mental health outreach, Cameras – expansion of video technology, and Cops – patrol initiatives and local law enforcement partnerships. The strategies will include increased police visibility and enforcement, improved community relations programs, and a problem-oriented policing approach.

▪ Recertification Safety Review

On January 26, the Safety and Operations Committee [received a training and certification update](#), which detailed the progress and status of employee certifications. In May 2022, the finding of lapsed certifications led Metro to implement a corrective action plan to certify lapsed employees and establish standard reviews to ensure certifications are maintained. Over the past 7 months,

Metro has achieved and maintained current certifications. The remaining bus and train operators who require recertification are returning from extended absences and remain out of service. Metro staff are currently working to identify improvements and enhancements for the training and certification process.

▪ Safety Management System (SMS) Update and Safety Culture Assessment

On January 26, the Safety and Operations Committee [received a presentation on the SMS and safety culture survey](#). The SMS roll-out at Metro began in 2021 with partnership of the Rail Operations Control Center and expanded to other departments. Of the four areas of a SMS - safety policy, safety risk management, safety assurance, and safety promotion – Metro met several milestones including an agency approved safety plan, the introduction of the Metrorail safety standards manual, the establishment of an incident management framework and partnering with MITRE to conduct a safety culture assessment. The safety culture assessment survey received a 20% response rate and reaching frontline workers remains a challenge. Results showed that Metro’s top three strengths are open communication, supervisor support, and safety policies and procedures. The results also showed areas where WMATA needs to improve include leadership trust and accountability, fair treatment, fear of retaliation for reporting safety concerns and appreciation for positive safety behaviors. WMATA staff have noted to in order to build a stronger safety culture, it will revise policies to align with the Just Culture approach as it will provide a standardized approach to varied responses.

B. Report from the Chair of the NVTC WMATA Committee

The NVTC WMATA Committee met on January 25 to discuss its work plan for 2023 and to provide staff with comments and guidance on a letter regarding WMATA’s FY 2024 Proposed Budget.

Proposed 2023 Committee Workplan

WMATA Committee members supported staff’s recommended areas of focus for the WMATA Committee on the following:

- Offering comments on the WMATA budget
- Providing guidance to NVTC staff on the update to the *Annual Report on the Performance and Condition of WMATA*
- Providing input and feedback on NVTC’s efforts related to the WMATA Operating Funding Working Group and Role of Metrobus Study
- Receiving updates and provide comments on WMATA initiatives such as the on the Better Bus Network Redesign and the Blue/Orange/Silver Line Capacity Study

Committee members expressed a strong interest in discussing and engaging early on WMATA’s projected FY 2025 operating gap, as well the need for both Virginia and the region to collectively address the structural challenges facing WMATA and options for future operating support.

The WMATA Committee was reminded of two ongoing NVTC efforts that will support these discussions: 1) the update to the 'Value of Transit in Northern Virginia to the Commonwealth' and 2) NVTC's WMATA Operating and Reform Working Group.

Comments on WMATA's Proposed FY 2024 Operating Budget and FY 2024-2029 Capital Improvement Program

NVTC staff provided the WMATA Committee with an [overview of WMATA's Proposed FY 2024 Operating Budget and FY 2024-2029 Capital Improvement Program](#). After discussion and feedback from the committee, staff will include the following major themes in a letter of comment that will be submitted to WMATA as part of the public comment period:

FY 2024 Operating Budget

- Deliver budgeted rail and bus service levels to give riders a consistent and reliable alternative to driving,
- Complete the safe return of the 7000-series railcars to service to improve reliability and rebuild ridership,
- Continue fare simplification efforts that balance ridership and revenue, including consideration of a lower per mile fare for Metrorail,
- Open the Potomac Yard Metrorail Station for full revenue service,
- Concern over flexing such a large amount of maintenance funding to the operating budget and starting a trend of overreliance on this budget tool, and
- Support the policy goals and concept of the proposed low-income fare program, but have questions about implementation, overlap with existing programs, and cost allocation to the jurisdictions.

Additional Operating Budget Comments

- Concern over exhaustion of federal aid and projected FY 2025 operating gap.

FY 2024 Capital Budget and FY 2024-2029 CIP

- Look forward to additional information from WMATA on the benefits of the Infrastructure Investment and Jobs Act on the CIP and updated projections on dedicated capital funding,
- Encouraging progress on reducing the SGR backlog, and
- Ensure close coordination with NVTC and jurisdictions for Summer 2023 'Enhanced Maintenance Work'.

Additional Capital Comments

- Look forward to updates on other WMATA initiatives such as WMATA's Zero Emission Bus planning and implementation work as well as the Blue/Orange/Silver Line Capacity and Reliability Study.

NVTC staff are working with WMATA Committee Chair Alcorn to draft the letter that will be sent to WMATA on behalf of the Commission during the public hearing period. The letter will be shared with the entire Commission following submission.

C. Other WMATA News

- WMSC Concurrs with Metrorail to Move to 7K Phase 3 Return to Service Plan

On January 20, WMATA [announced on Twitter that the Washington Metrorail Safety Commission \(WMSC\) concurs with its move to Phase 3 of the Return to Service Plan for the 7000-series trains](#). This follows Metro's Safety and Readiness Department finding that recent training classes did not follow the proper sequence of training of non-passenger and in-service training for train operators and the WMSC's subsequent instruction to remove the operators from service and stall the previously agreed upon Return to Service plan. Moving to Phase 3 of the plan will allow Metro to move from a 4 to 7-day inspection interval and train staff with this improved process to add more 7000-series trains into service.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Legislative Update

At the February 2023 meeting, the Commission will be briefed on state and federal legislative issues.

A. General Assembly Update

NVTC Legislative Liaison Aimee Perron Siebert will provide an update on the General Assembly Session, which convened on January 11, 2023. NVTC is tracking the following legislation as of January 26, 2023:

Transportation Funding Bills

SB 1106 Transportation Partnership Opportunity Fund. *Chief Patron: Senator Stephen D. Newman (R) - Senate District 23. Companion to HB 2302*

HB 2302 Transportation Partnership Opportunity Fund. *Chief Patron: Delegate Les R. Adams (R) - House District 16. Companion to SB 1106*

Summary: Requires the Governor to include in the Budget Bill an appropriation of up to \$200 million, limited to \$100 million each year, from the Commonwealth Transportation Fund to maintain a minimum available balance of \$300 million in the Transportation Partnership Opportunity Fund.

Position: NVTC does not support this bill as it would remove access to funding under the Mass Transit Account without including any provisions for performance-based allocations or reporting/accountability of its use. It has a potential loss of up to \$14.6 million/year to NVTC jurisdictions (WMATA, local operating and capital), as well as \$800,000/year to VRE, depending on the needs of the TPOF. This would also impact revenue for other transit programs across the Commonwealth.

SB 862 Highway use fee and mileage-based user fee program; eliminates the program. *Chief Patron: Senator Stephen D. Newman (R) - Senate District 23*

Summary: Eliminates the highway use fee and mileage-based user fee program.

Position: NVTC does not support bills that contribute to the reduction of transit funding. According to the Virginia Transit Association, this bill would reduce public transit funding by

\$67M, reduces rail funding by \$22M, and reduces Smart Scale funding up to \$60M over the Six Year Improvement Plan (SYIP).

VRE and WMATA-Related Bills

SB 1079 Commonwealth Mass Transit Fund; allocation to commuter rail systems. *Senator John A. Cosgrove, Jr. (R) - Senate District 14. Companion to HB 1496*

HB 1496 Commonwealth Mass Transit Fund; 2.5 percent of Fund allocated to CROC for operating purposes. *Delegate Terry L. Austin (R) - House District 19. Companion to SB 1079*

Summary: This bill proposes a 3.5% (2.5% in the House version) Mass Transit Fund revenue carveout for VRE, additional oversight for WMATA, and a 50% cap on state aid for Virginia's share of the annual WMATA budget, both operating and capital.

Position: The VRE elements of these bill come from the TSDAC discussions and reflect NVTC's and VRE's Legislative Agendas. The WMATA elements were prepared by DRPT/Administration to codify certain administrative provisions into code. NVTC, VRE, WMATA, our legal counsel and legislative liaison are tracking this closely and working with DRPT and GA staff to refine the language to be more agreeable. The Senate bill will be amended to match its companion bill HB 1496.

SB 981 Flashing red and white warning lights; emergency vehicle exemptions. WMATA Response and Recovery Coordination Branch vehicles. *Chief Patron: Senator David W. Marsden (D) - Senate District 37*

Summary: Authorizes vehicles operated by the Washington Metropolitan Area Transit Authority's Office of Emergency Preparedness to be equipped with flashing, blinking, or alternating red or red and white combination warning lights and disregard certain regulations while responding to an emergency.

Position: NVTC does not have a specific position on this bill but does support WMATA's endorsement of this bill.

DRPT TRIP Program Bills *(a relatively new discretionary program used for zero fare and regional bus projects)*

SB 977 Transit Ridership Incentive Program; on-demand microtransit operations. *Chief Patron: Senator T. Montgomery "Monty" Mason (D) - Senate District 1. Companion to HB 1609*

HB 1609 Transit Ridership Incentive Program; on-demand microtransit operations. *Introduced by Delegate Anne Ferrell Tata (R) - House District 82. Companion to SB 977*

Summary: Includes the development and implementation of on-demand microtransit operations, defined in the bill, to incentivize and promote transit ridership, as part of the goal of the Transit Ridership Incentive Program.

Position: NVTC does not have a specific position on this bill. In general, NVTC supports the greatest flexibility in the use of DRPT funding.

SB 1326 Transit Ridership Incentive Program; funds; improving accessibility; transition to zero-emissions. *Chief Patrons: Senator Jennifer L. McClellan (D) - Senate District 9 and Senator Jeremy S. McPike (D) - Senate District 29. Companion to HB 2338*

HB 2338 Transit Ridership Incentive Program; funds; improving accessibility; transition to zero-emissions. *Chief Patron: Delegate Delores L. McQuinn (D) - House District 70. Companion to SB 1326*

Summary: Directs CTB to use up to 30% of available funds of TRIP to support local, regional, and state entities in improving the accessibility of transit bus passenger facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure.

Position: NVTC does not have a specific position on this bill. In general, NVTC supports the greatest flexibility in the use of DRPT funding.

Open Meetings Bills

SB 1351 Virginia Freedom of Information Act; electronic meetings, local and regional public bodies. *Chief Patron: Senator David W. Marsden (D) - Senate District 37. Companion to HB 2050*

HB 2050 Virginia Freedom of Information Act; electronic meetings, local and regional public bodies. *Chief Patron: Delegate Elizabeth B. Bennett-Parker (D) - House District 45. Companion to SB 1351*

Summary: Allows, with certain exceptions, local and regional public bodies to convene as many all-virtual public meetings as each such public body deems acceptable in its individual remote participation meeting policy, to be adopted at least once annually by recorded vote at a public meeting.

Position: NVTC continues to support flexibility for remote public meetings.

SB 1309 Virginia Freedom of Information Act; allows local public bodies to hold virtual meetings. *Senator R. Creigh Deeds (D) - Senate District 25*

Summary: Allows local public bodies, except for boards with the authority to deny, revoke, or suspend a professional or occupational license, to hold all-virtual public meetings in accordance with the other provisions of the Virginia Freedom of Information Act.

Position: NVTC continues to support flexibility for remote public meetings.

Other Bills of NVTC Interest

HB 2034 National Capital Region Transportation Planning Board; joint transportation meeting. *Chief Patron: Delegate Briana D. Sewell (D) - House District 51*

Summary: Directs the CTB to invite the National Capital Region Transportation Planning Board (NCRTPB) to participate in and present information at the joint transportation meeting held annually concerning projects in Planning District 8.

Position: NVTC does not have a position on this bill. TBP is already invited to participate in this annual meeting so the need to include it in Virginia code is unclear.

Also tracking local grocery tax bills ([HB 1484](#) – **McNamara**) as these may affect local revenues that may be used by NVTC jurisdictions for transit purposes. The Senate version ([SB 850](#) – **Suetterlein**) was passed by indefinitely in the Finance and Appropriations Committee (12-Y 4-N) and is effectively dead. Finally, we're keeping an eye on ([SB 1137](#)-**McPike**) regarding the creation of a Fredericksburg Area Transportation Authority, but do not have an official position on this bill.

B. Federal Update

Executive Director Kate Mattice will provide a federal update.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Ben Owen and Adam Hager
DATE: January 26, 2023
SUBJECT: Commuter Choice Program

At the February meeting, staff will brief the Commission on the I-395/95 Commuter Choice program. There is no action being requested.

A. I-395/95 Commuter Choice FY 2024-FY 2025 Summary of Applications Received

The application period for the I-395/95 Commuter Choice FY 2024-2025 Call for Projects closes at the end of the day on Friday, January 27. As meeting materials are published before the Call for Projects deadline, a summary of the submitted applications will be provided as a Blue Item at the February 2, 2023 Commission meeting.

Approximately \$45-48 million will be available for the FY 2024-2025 program, approximately \$16 million of which will be available for transit operations.

B. I-395/95 Commuter Choice FY 2024-2025 Program of Projects Development Process

Staff anticipate approval of a Program of Projects by the Commission, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth Transportation Board (CTB) this June. Key steps in the process are shown in Table 1. Staff have already commenced the eligibility review to ensure that project applications meet requirements of the [I-395/95 Corridor Memorandum of Agreement](#) (MOA) and program policy, as outlined in the [Commuter Choice Recipient Handbook](#).

**Table 1: I-395/95 Commuter Choice
FY 2024-2025 Program of Projects Development Steps**

Month	Activity
February	<p><u>Eligibility Review</u></p> <p>Mid-month, staff will contact applicants to resolve application eligibility questions and other needed clarifications. Towards the end of the month, staff will notify applicants of any applications that do not align with MOA requirements or program policy. (For more complex projects seeking at least about \$5 million in program funding for construction activities, final eligibility determinations will await reviews of the projects' readiness to begin construction within two years if funded; these reviews will be complete in March.)</p>

March	<p><u>Scoring</u></p> <p>On March 2, staff will present the preliminary eligibility determinations to the Commissions. Later in March, draft scores for all eligible applications will be shared with applicants to ensure projects' proposed anticipated benefits have been accurately captured.</p>
April	<p><u>Public Comment</u></p> <p>The public comment period will open mid-month. The public comment process, including public engagement, will be primarily online and applicants will be asked to help spread the word about the comment opportunity. Staff will produce English and Spanish versions of all materials and conduct targeted advertising in both languages.</p> <p>The NVTC-PRTC Joint Commission Working Group (JCWG) will convene to identify and endorse a draft Program of Projects, pending the public comments received, that will also be shared with the full Commissions and the CTB in May to help inform their decision-making.</p>
May	<p><u>Program Development</u></p> <p>The public comment period will conclude mid-month.</p> <p>Staff will brief the Commissions in early May on the technical evaluation results and JCWG-endorsed draft Program of Projects. Staff will also brief the CTB's Rail and Transit Subcommittee on the proposed projects and their scores. Following input from the public, Commissions and CTB, staff will identify the specific set of projects that will be brought forward for adoption in June.</p>
June	<p><u>Program Approval</u></p> <p>On June 1, the Commissions will consider and adopt a Program of Projects and refer it to the CTB for final approval as a component of the Department of Rail and Public Transportation's Six-Year Improvement Program (SYIP). Following approval of the SYIP, staff will begin executing Standard Project Agreements for funded projects.</p>

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane, Sophie Spiliotopoulos and Ronnetta Zack-Williams
DATE: January 26, 2023
SUBJECT: Transit Technology Program


NVTC's Transit Technology Program staff engage with regional partners and industry stakeholders to improve transit through innovative and emerging technology. Since the last update to the Commission in July 2022, NVTC closed out its long-running technical support contract for fare collection and kicked off its zero-emission bus strategic plan. Staff will continue to support regional partners as they upgrade their fare collection systems while also focusing on the zero-emission bus strategic plan and fare policy analysis.



A. Northern Virginia Regional Fare Collection Update

NVTC staff continue to coordinate with regional partners and WMATA on regional fare collection activities, including next generation fare collection. Staff participate in WMATA's working groups to provide input and stay up to date on new farebox and SmarTrip technologies. NVTC also hosts a quarterly Transit Technology Working Group that provides opportunities for regional discussion about fare collection and policy, bus priority and other transit technologies.

The [2021 Regional Fare Collection Strategic Plan](#) recommends that NVTC conduct a regular assessment of its progress on the actions recommended in the plan. Staff adjust priorities to best support the fare collection needs of Northern Virginia. **Table 1** summarizes the progress on the plan and priorities going forward.

Table 1: NVTC Update on the 2021 Regional Fare Collection Strategic Plan

 NVTC Priorities	Related 2021 Actions
New Farebox Procurement and Implementation NVTC continues to support Northern Virginia agencies during farebox procurement and as they explore opportunities in fare collection made possible by the new fareboxes and validators, such as all-door boarding. WMATA plans to install new fareboxes and garage equipment for its buses this year, and Northern Virginia transit agencies have ordered or are in the process of ordering the new fareboxes for their fleets.	D, E, J
Back Office Upgrades NVTC staff actively participate in WMATA's back office working group and will support Northern Virginia transit systems as the back-office upgrade commences.	F, J, K, L

 Ad Hoc / Ongoing Tasks	
Monitor Mobile Payment Trends and Support SmarTrip App Enhancements	<i>G, M</i>
Coordinate and Support New Fare Products and Retail Network Expansion	<i>H, I</i>
 Completed Tasks	
Continue Farebox State of Good Repair	<i>A</i>
Support Immediate Mobile Payment Needs	<i>B</i>
Facilitate Information Exchange on Installation of Bus Operator Safety Barriers	<i>C</i>

With many of the technical requirements for new fare collection technology identified and in procurement, NVTC is now transitioning to focus more on fare policy. This includes zero and reduced fares, fare capping, and other innovative fare programs. A potential research project that staff will explore in 2023 is how NVTC can support Northern Virginia riders who do not currently receive fare payment assistance – i.e., those who do not have access to SmartBenefits or qualify for low-income or senior discounts. NVTC will work to identify those riders to better understand what fare solutions might work best to support increased transit use.

B. Northern Virginia Zero-Emission Bus Strategic Plan Update

Zero-emission bus (ZEB) technology is a key focus area for the Transit Technology Program in 2023. NVTC staff will update the Commission throughout the year as the ZEB work progresses.

ZEB Strategic Plan

In January 2023, NVTC executed its contract with Parsons Transportation Corporation and kicked off its ZEB Strategic Plan. NVTC and its consultant team are starting the discovery phase of the project, which involves working with regional partners to identify the status of all ZEB efforts in Northern Virginia. The findings will inform an existing conditions memo as well as a challenges and opportunities memo, which will then be followed by an industry trends analysis.

The project is expected to take 16 months. Staff will provide a detailed status update to the Program Advisory Committee in April 2023.

ZEB Working Group

The ZEB Working Group held its first meeting of the year on January 25, 2023, during which NVTC staff introduced the ZEB Strategic Plan consultant team to the participants and regional partners provided roundtable updates on their ZEB plans and pilots. The ZEB Working Group meets monthly and will serve a crucial role as the technical advisory committee for the ZEB Strategic Plan.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Virginia Railway Express (VRE)

At the February meeting, VRE CEO Rich Dalton will update the Commission on recent VRE activities. The Commission will be asked to take action on a funding agreement with Amtrak.

A. VRE CEO Report and Minutes

VRE CEO Rich Dalton will provide his report. The [VRE CEO Report for January 2023](#) is attached. The [Minutes of the January 20, 2023 VRE Operations Board meeting](#) are also attached.

B. VRE 2022 Annual Report

The [VRE 2022 Annual Report](#) provides highlights of VRE service during the past year. VRE celebrated 30 years of service in 2022.

C. ACTION ITEM: Approve [Resolution #2497: Authorize the VRE CEO to Execute a Funding Agreement with Amtrak to Provide a Share of the Local Match Requirement for the Track 22 Rehabilitation Project at Washington Union Station](#)

On the recommendation from the VRE Operations Board, the Commission will be asked to approve [Resolution # 2497](#), which will authorize the VRE CEO to execute a [funding agreement with Amtrak](#) to provide a share of the local match requirement for the Track 22 Rehabilitation Project at Washington Union Station (WUS).

The Washington Union Station master planning process includes the Track 22 Rehabilitation Project, which was identified as a priority project that, if accelerated, would reduce current train congestion for both Amtrak and VRE service. VRE and Amtrak staff have collaborated to identify funding sources for this project. Amtrak received a grant from the Federal Railroad Administration (FRA) for 50% of the projected \$38.1 million cost of the project. VRE and Amtrak staff further collaborated on obtaining funding sources for the local match requirement for the balance of the project cost.

The total estimated cost of the project is \$38,074,074 of which the FRA has agreed to contribute 50% (or \$19,037,037). The remaining \$19,037,037 represents the local match. In accordance with the cost sharing methodology for operations at WUS developed by the Northeast Corridor Commission (NEC) and agreed to by the Commissions in the 2020 Amtrak Access and Storage Agreement, Amtrak will be responsible for 66.7% (approximately \$12.7 million) of the local match and the Commissions will be responsible for 33.3% (approximately \$6.34 million) of the local

match. VRE staff recommends using a combination of CROC funding and payments previously made to Amtrak as part of VRE's requirement under the 2020 Amtrak Access and Storage Agreement and in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), for annual contributions towards WUS's Baseline Capital Costs .

Construction for the project was allowed to commence in 2020 once final design was completed while Amtrak and VRE staff worked to identify their respective sources for the local match. Construction is anticipated to be completed in the summer of 2023. The [attached VRE memorandum](#) provides more details about the actual project.

D. VRE Transit Asset Management Plan 2022 Update

VRE's [Transit Asset Management \(TAM\) Plan](#), originally completed in 2018 and revised in 2022, allows VRE to monitor and manage its assets, particularly rolling stock and facilities. Additional benefits of the plan, which are required by the Federal Transit Administration (FTA), include improved safety, increased reliability and performance, and more efficient operations. The intent of VRE's TAM Plan and associated Lifecycle Maintenance (LCM) Plan, is to minimize the total cost of ownership of an asset while maximizing its performance. TAM integrates activities across VRE departments to optimize resource allocation and to support decision-making.

E. VRE Operations Board 2023 Meeting Schedule

The VRE Operations Board meets every third Friday of the month. The Board approved the meeting schedule for 2023:

January 20, 2023	July 21, 2023
February 17, 2023	August – no meeting
March 17, 2023	September 15, 2023
April 21, 2023	October 20, 2023
May 19, 2023	November 17, 2023
June 16, 2023 – with a Board Retreat	December 15, 2023



MINUTES

VIRGINIA RAILWAY EXPRESS

January 20, 2023

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Walter Alcorn (NVTC) ‡
 *Sarah Bagley (NVTC)
 *Andrea Bailey (PRTC) ‡ **
 *Meg Bohmke (PRTC) ‡
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Monica Gary (PRTC)
 *Matt Kelly (PRTC)
 *Jeanine Lawson (PRTC) ‡
 *Michael McLaughlin (VPRA)
 *Alanna Mensing (PRTC)
 *Ralph Smith (PRTC)
 *Daniel G. Storck (NVTC)
 *James Walkinshaw (NVTC)

Jurisdiction

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

Members Absent

Lori Hayes (PRTC)

Spotsylvania County

Alternates Present

Alternates Absent

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

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

*Voting Member

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

‡ Participated remotely via Webex in accordance with the Electronic Participation Policy

Staff and General Public

Cindy Bullock – VRE

Rich Dalton – VRE

Jennifer DeBruhl - DRPT ‡

John Duque – VRE

Karen Finucan-Clarkson - VRE

Chris Henry - VRE

Christine Hoeffner – VRE

John Kerins - Keolis

Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel

Kate Mattice – NVTC

Kristin Nutter - VRE

Dallas Richards – VRE

Nick Ruiz – VRE

Dagmawie Shikurye - VRE

Bob Schneider – PRTC

Mark Schofield - VRE

Joe Swartz – VRE

Chair Franklin called the meeting to order at 9:02 a.m.; the Pledge of Allegiance and roll call followed.

Chair Franklin informed the Members present that Members Bailey, Bohmke, and Lawson requested to participate remotely due to personal reasons, specifically, being out of town; and Mr. Alcorn requested to participate remotely due to illness. Mr. Kelly moved, with a second by Ms. Gary, to approve Members' Alcorn, Bailey, Bohmke and Lawson remote participation. The vote in favor was cast by Members Bagley, Cristol, Franklin, Gary, Kelly, McLaughlin, Mensing, Smith, Storck, and Walkinshaw

Safety Moment – 3

CEO, 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

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

Approval of the Minutes of the December 16, 2023 VRE Operations Board Meeting – 5

Mr. Kelly moved, with a second by Ms. Gary, to approve the Minutes from December 16, 2022. The vote in favor was cast by Members Alcorn, Bagley, Bohmke, Franklin, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Chair's Comments – 6

Chair Franklin welcomed Katie Cristol back to the Operations Board as the primary Member from Arlington County. The Chair reviewed highlights from 2022, including VRE's bond issuance with proceeds going to Transforming Rail in Virginia; a ribbon-cutting event for the platform extension at the Rolling Road VRE station; and, the Board's collaborative effort to recommend the fiscal year 2024 budget.

Chair Franklin initiated the installation of the 2023 VRE Operations Board Officers and passed the gavel to Mr. Walkinshaw, transferring to him the office of VRE Operations Board Chair.

New Chair's Comments – 7

Chair Walkinshaw thanked Ms. Franklin and highlighted additional 2022 achievements under her leadership, including launching an update to VRE's system plan, the construction of the Lifecycle

Overhaul and Upgrade facility, and the start of the Quantico station improvements. The Chair then presented Ms. Franklin with a plaque commemorating her service to VRE.

Chair Walkinshaw announced he would make committee assignments at the February meeting and alerted Members that VRE staff would send them a short survey to capture each Member's interest and preference for committee assignments. The Chair

[Ms. Bailey joined the meeting remotely via Webex at 9:11 a.m.]

Chief Executive Officer's Report – 8

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

- Safety
- Performance
- Ridership
- Legislative Update
- New Staff Introduction

Public Comment Time – 9

Chair Walkinshaw opened the floor for public comments. There were no speakers and no written comments had been submitted.

[Ms. Franklin left the room at 9:22 a.m.]

Action Items – 10

Authorization to Issue a GEC VIII Task Order for Crossroads MSF Expansion Phase II Preliminary Engineering and Environmental Review – 10A

Mr. Kelly moved, with a second by Ms. Mensing, to authorize the CEO to issue a General Engineering Consulting Services task order for the Crossroads Maintenance and Storage Facility expansion, phase II preliminary engineering and environmental review.

The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Authorization to Issue a GPC Task Order for System Plan 2050 Update Phase II – 10B

Mr. Kelly moved, with a second by Ms. Bagley, to authorize the CEO to issue a General Planning Consulting Services task order for phase II of System Plan 2050.

The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

[Ms. Franklin returned to the room at 9:33 a.m.]

Authorization to Amend Contracts for the Delivery of Diesel Fuel for VRE Locomotives – 10C

Mr. Kelly moved, with a second by Ms. Bailey, to authorize the CEO to amend the contracts for the delivery of diesel fuel for VRE locomotives, exercising the next option year on both contracts.

The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Franklin, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Adoption of the 2023 VRE Operations Board Meeting Schedule – 10D

Ms. Gary moved, with a second by Ms. Bailey, to adopt the 2023 VRE Operations Board meeting schedule.

The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Franklin, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Recommend Authorization to Execute a Funding Agreement with Amtrak – 10E

Ms. Cristol moved, with a second by Ms. Bagley, to recommend the Commissions authorize the CEO to execute a funding agreement with Amtrak for the rehabilitation of Track 22 and its associated platform at Washington Union Terminal.

The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Franklin, Gary, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Information Items – 11

VRE Transit Asset Management Plan 2022 Update – 11A

Staff provided the VRE Operations Board with a copy of the updated VRE Transit Asset Management Plan, as required by the Federal Transit Administration.

Spending Authority Report – 11B

In November, the following purchases greater than \$50,000 but less than \$100,000 were made:

- On December 7, 2022, VRE issued a Sole Source Purchase Order in the amount of \$52,934 to United Safety & Survivability Corporation to purchase a total of twenty-two (22) new engineer seats for VRE's fleet of locomotives. The current seats have reached the end of their useful life and are beginning to demonstrate considerable wear and tear.
- On December 9, 2022, VRE issued a Task Order in the amount of \$106,000 to HDR Engineering under the General Engineering Consulting Services contract for GIS System Design: Asset Inventory and Database. The purpose of this Task Order is to build a geo-located asset inventory for facilities, to include light poles and fixtures, trash receptacles, signs, etc. Each asset such as a light pole will include its location both in terms of station and coordinates, as well as the manufacturer, serial number, and date of installation. Once established, the database will subsequently be used to track maintenance efforts such as each time the bulb is replaced in a specific light fixture.
- On December 9, 2022, VRE issued a Task Order in an amount not to exceed \$164,900 to HDR Engineering under the General Engineering Consulting Services contract to provide staff augmentation services on an as-needed basis to provide support as an extension of VRE staff. The first assignment anticipated under this Task Order is to review and update the Facility Design Guidelines.
- On December 21, 2022, VRE issued a Task Order in the amount of \$63,981 to NVE, Inc. under the Maintenance Services for VRE Facilities contract to complete structural repairs to the Woodbridge Station Parking Garage, including repairs to three precast concrete beam sets in accordance with the plans and specifications developed by HDR Engineering.

- On December 29, 2022, VRE issued a Task Order in the amount of \$120,000 to PFM Financial Advisors LLC under the Financial Advisor contract to obtain a two-year subscription to continue utilizing PFM's financial modeling platform software, which is referred to as *Synario*.

Broad Run Expansion Project Update – 11C

Staff presented updates to the design of the Broad Run Expansion Project.

Members Time – 12

Ms. Franklin thanked the Board and VRE Staff for all their support during her tenure as the 2022 VRE Operations Board Chair.

Members thanked Ms. Franklin for her leadership in 2022.

Without objection, Chair Walkinshaw adjourned the meeting at 10:08 a.m.

Approved this 17th day of February 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the January 20, 2023 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

CEO REPORT

JANUARY 2023



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 | JANUARY 2023

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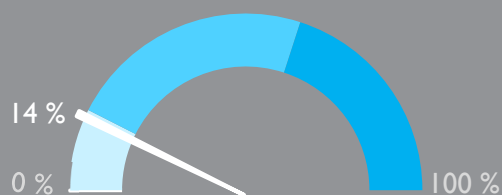
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A better way. A better life.

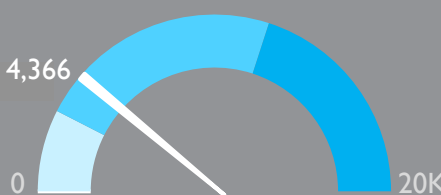


PERFORMANCE AT A GLANCE



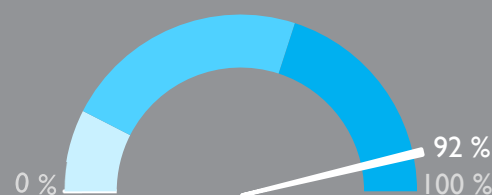
PARKING
UTILIZATION

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



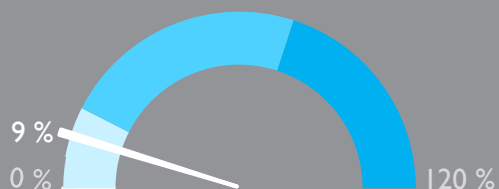
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 2,557



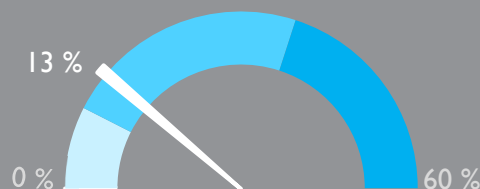
ON-TIME
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 92%



SYSTEM CAPACITY

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



OPERATING RATIO

Through November 2022

Year-to-date operating revenues divided by year-to-date operating expenses, which represents the share of operating costs paid by the riders.

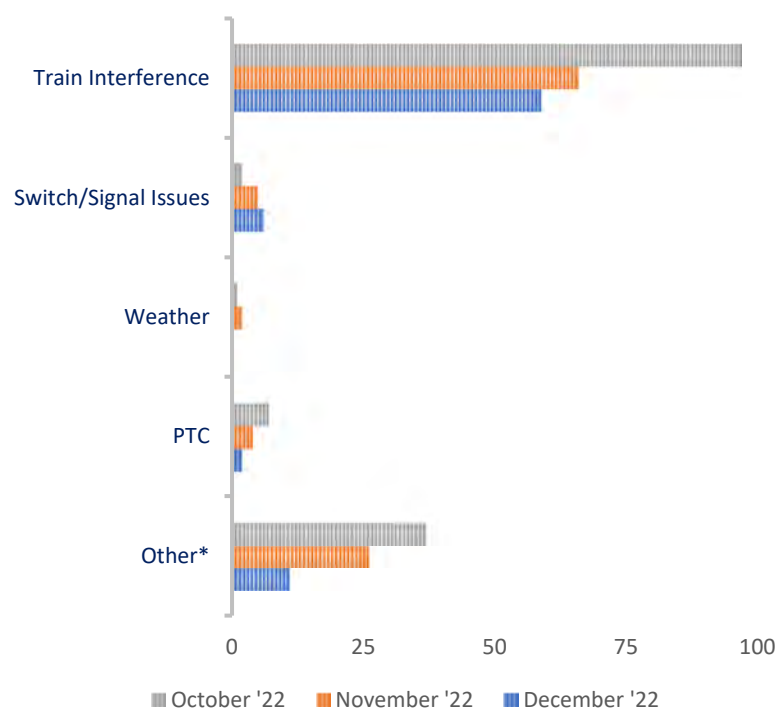
December 2022

ON-TIME PERFORMANCE

OUR RECORD

	December 2022	November 2022	December 2021
Manassas Line	85%	80%	91%
Fredericksburg Line	88%	87%	92%
Systemwide	87%	83%	92%

PRIMARY REASON FOR DELAY



VRE operated 583 trains in December. The on-time rate for December was 87 percent.

Seventy-eight trains arrived more than 5 minutes late to their final destinations. Of those late trains, 44 were on the Manassas Line (56 percent), and 34 were on the Fredericksburg Line (44 percent).

Overall, delays were down from November, though switch/signal issues were slightly higher. Train interference, though improved from November, remained the largest detriment to on-time performance this month.

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

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
Total late trains	144	103	78	64	41	34	80	62	44
Average minutes late	14	14	15	14	16	14	13	13	15
Number over 30 minutes	8	7	4	4	5	3	4	2	1
Heat restrictions	0	0	0	0	0	0	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



AVERAGE DAILY RIDERSHIP

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

Average daily ridership in December was 4,366. There were 21 service days.

Ridership fell from previous months, as expected during the holiday season.

	December 2022	November 2022	December 2021
Monthly Ridership	91,691	111,028	53,692
Average Daily Ridership	4,366	5,844	2,557
Full Service Days	16	19	17
"S" Service Days	5	0	0

SUMMONSES ISSUED

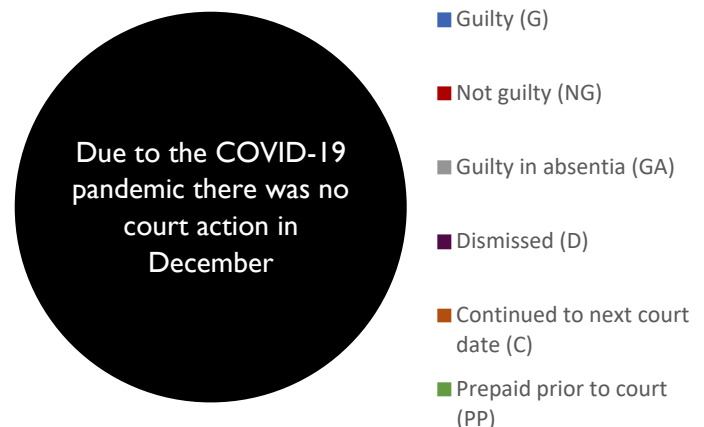
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

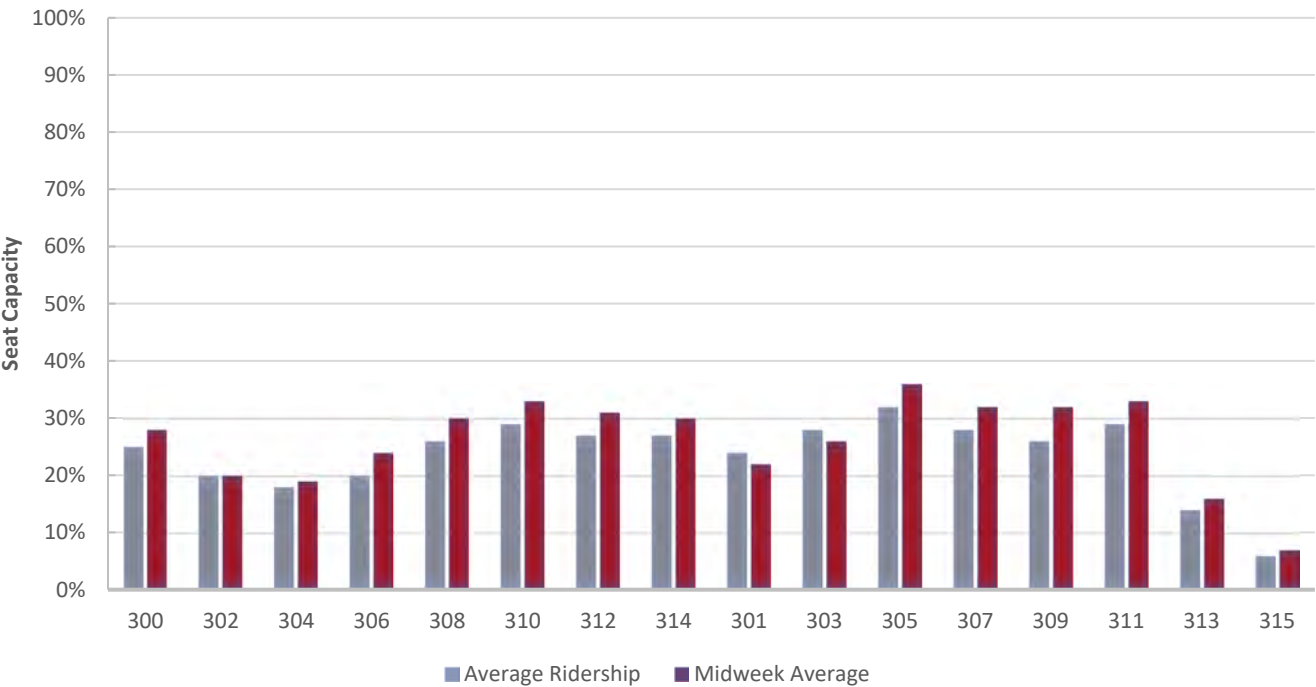
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	0
Per the request of the conductor	0
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	0

MONTHLY SUMMONSES COURT ACTION

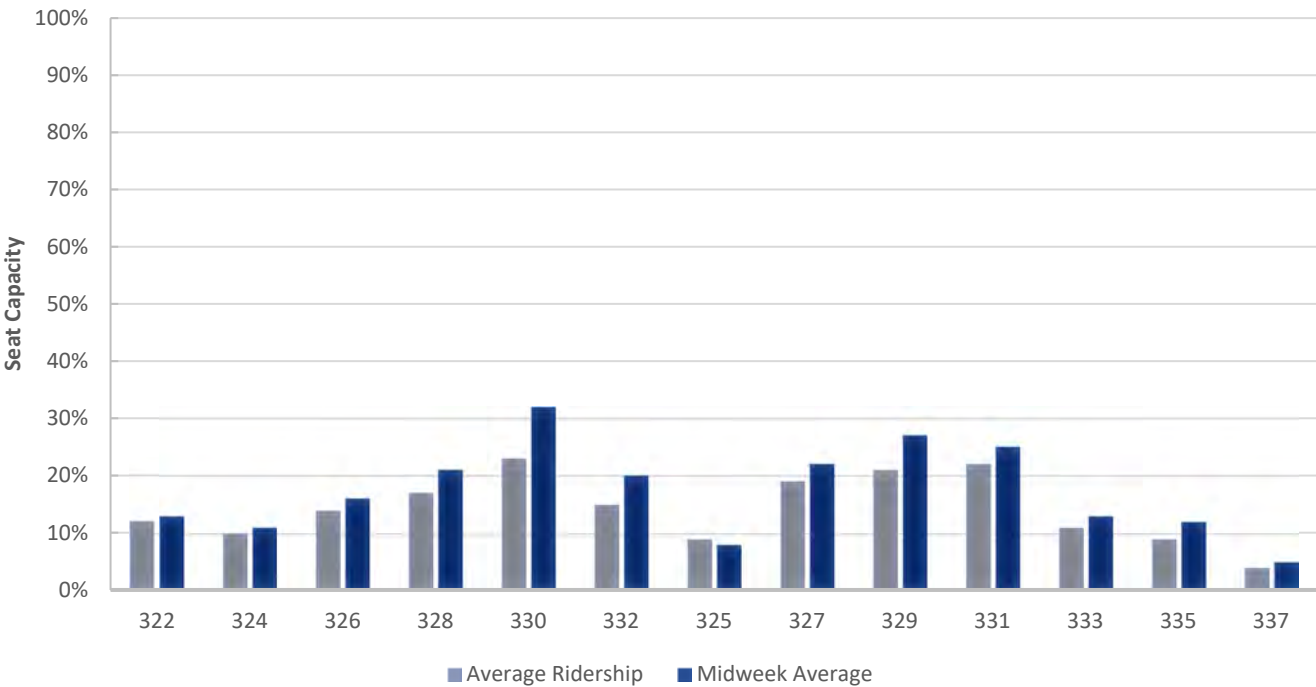


TRAIN UTILIZATION

FREDERICKSBURG LINE

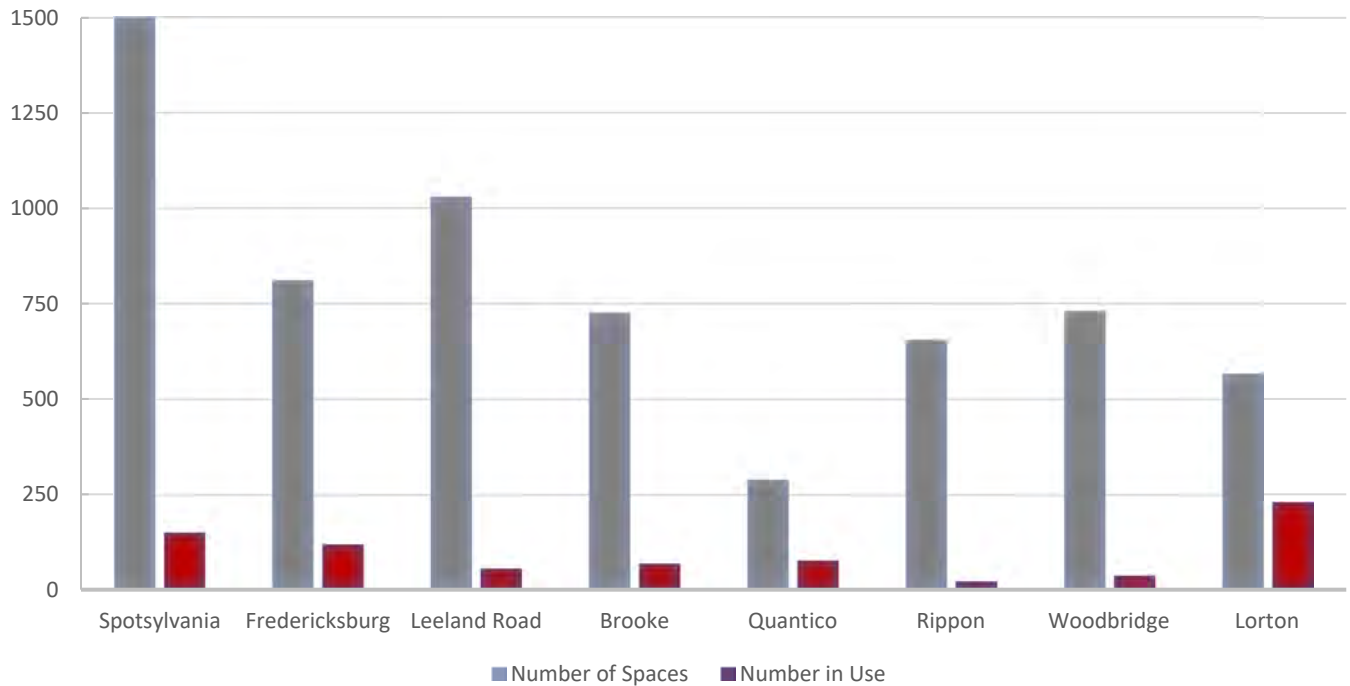


MANASSAS LINE

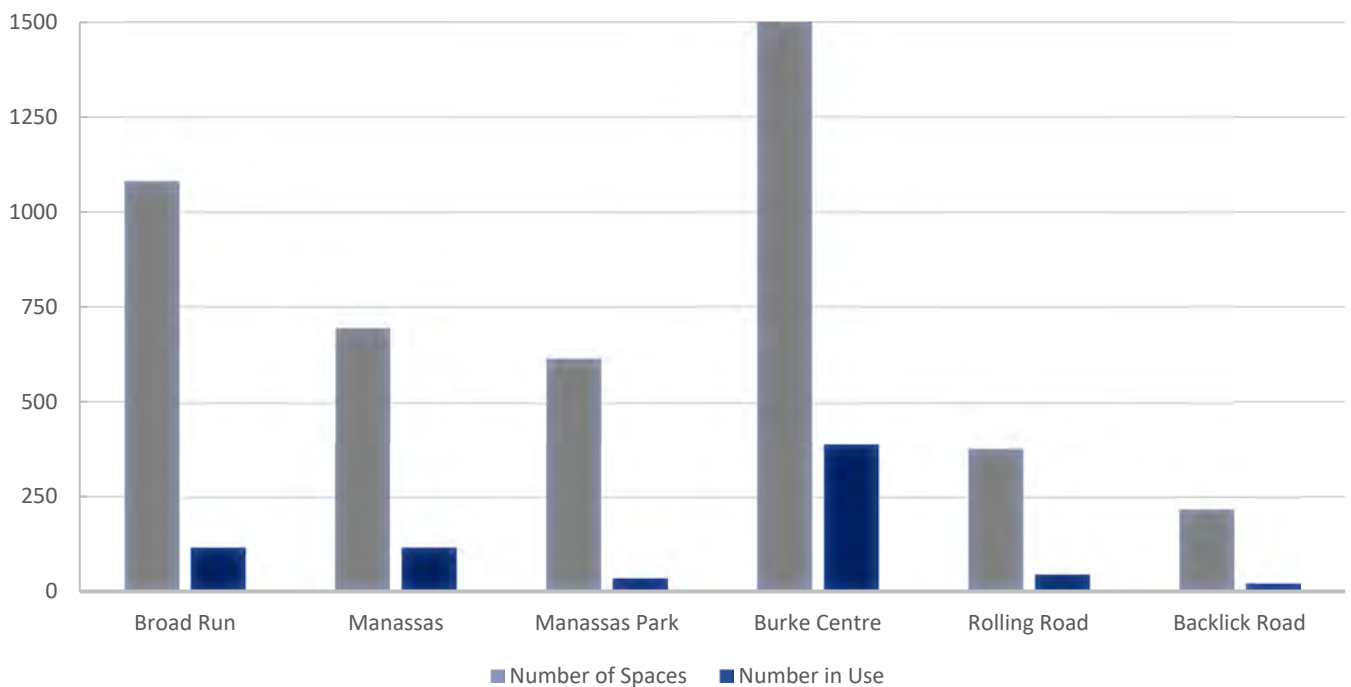


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Partial restriping of parking lot at Manassas Park station
2. Electrical repairs at Manassas station platform
3. Installation of additional storage cabinetry at Alexandria headquarters
4. Added Riprap slope protection at Rippon Station pedestrian bridge



Slope protection at Rippon station

Projects scheduled to be completed this quarter:

1. Installation of No Trespassing signage at Woodbridge station parking garage
2. Minor repairs to steel elements at Leeland Road station
3. Installation of No Trespassing signage at Spotsylvania station parking lot
4. Replacement of waste and recycling receptacles at various stations
5. Replacement of ceiling tiles at Fredericksburg office
6. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Brooke, Leeland Road, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
7. Installation of 988 Suicide & Crisis Lifeline signage at remaining station platforms



988 signage at Spotsylvania station

Projects scheduled to be initiated this quarter:

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

Ongoing projects:

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

UPCOMING PROCUREMENTS

1. Station security camera upgrade
2. Forklift trucks
3. Modernization of VRE Woodbridge station east elevator
4. Tactile strip replacements
5. Construction Manager/General Contractor for the Alexandria station improvements project
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Maintenance/custodial and seasonal services for VRE facilities
9. Engineering and environmental services for VRE L'Enfant track and station improvements

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	CSXT 60% track plans and 30% bridge plans anticipated in Mar. VRE CM/GC procurement documents, now underway, may require updates, following CSX submittals. (Jan) Coordinating phasing with CSXT. City permits nearly done. CM/GC Procurement documents underway. (Dec.)
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	Design advancing. Meeting forthcoming for right-of-way needs with adjacent property owner. (Jan) VRE comments provided to consultant on the updated 30% design package. Design is beginning to advance to 60% level (Dec.)
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. (Dec & Jan)
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	CSXT 4th track 60% design submittal anticipated Mar. VRE will advance station design to 60%, based on track design once received. Coordination ongoing with JBG Smith and Amtrak. (Jan) Coordinating proposed phasing and track geometry with CSXT. When key elements are set, design may more broadly progress to 60%. (Dec.)
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 documentation anticipated to be completed by end of Jan. for submittal to FTA. Coordinating with CSXT to perform survey and soil borings in Jan. (Jan) NEPA Class of Action recommendation has been prepared, and will be coordinated with FTA to confirm class of action. (Dec.)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Construction	\$ 3,000,000.00	Virtual pre-construction accomplished Nov. 10. Notice to proceed issued Nov.16. Contractor/subs proceeding with pre-construction submittals and reviews. (Jan) Execution of contract on Oct. 20. Pre-construction scheduled for Nov. 10. Notice to proceed anticipated this month. (Dec.)
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	Quartz countertop installed on new cabinetry in reception area. (Jan.) Awaiting revised shop drawings for additional cabinetry in reception area and break room. (Dec.)
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. (Dec & Jan)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 6,736,091.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Sept. & Oct.)
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$ 350,000.00	VRE legal counsel responded to second iteration of Boston Properties' (BP) comments on draft agreement for temporary use of adjacent property during construction. (Jan) Received draft agreement from BP, adjacent property owner, for brief use of loading dock during construction. VRE legal counsel provided comments. (Dec.)
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	Operations Board approved a preferred alternative in November. (Dec & Jan)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,183,632.00	Building roll-up doors installed with skylights going in this month. Heavy equipment parts arriving on site. (Jan) Roof is up and clearstory windows are in. Drop table and bridge crane anticipated in December with wheel truing machine delivery in Jan. (Dec.)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Final Design	\$ 25,983,000.00	Invitation for bids now anticipated in Jan. (Jan) Invitation for bids anticipated in Dec. (Dec.)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Dec & Jan)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 89,666,508.00	Reviewing new MOU provided by Amtrak. (Jan) Quarterly update meeting with Amtrak held Nov. 27. New York Ave. and other joint projects discussed. (Dec)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Developer design team addressing final round of CSX comments along with finalizing design using adjacent property. (Dec & Jan)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$ 23,973,061.00	Platform concrete and canopy installation progressing on both platforms. Structural steel welding nearing completion. Soil nail wall progressing. (Dec & Jan)
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. (Nov. & Dec.)
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	Construction work is complete. Final construction amendment executed. Project to close (Jan) Project work is substantially complete, with punchlist items being completed. (Dec)

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

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VRE.ORG





2022 Annual Report Virginia Railway Express

VRE is a transportation partnership of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.



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Joint Message from the CEO & Chair

It is fitting that 2022 marked VRE's 30th anniversary. For the pearl, traditionally associated with such anniversaries, symbolizes resilience.

VRE'S STORY WAS, and continues to be, one of resilience, not to mention adaptability and perseverance. Long-lasting, solid, and signifying a strong bond, the pearl epitomizes VRE's continued commitment to provide safe, reliable, convenient, and comfortable commuter rail service.

2022 was the year VRE looked to put the pandemic in the rearview mirror. Its final vestige — a federal mask mandate — expired in April. Through a variety of initiatives and promotions, we welcomed back several thousand riders and introduced the service to a few thousand more.

The resumption of events — such as the Manassas Heritage Railway Festival, Clifton Days, and the Great Train Race in Fredericksburg — allowed us to reconnect with those in the communities we serve. The second annual Tour de VRE attracted several dozen cyclists and helped promote bikes on VRE trains. And the excitement was palpable when we announced the return of VRE's Santa Trains, tickets to which sold out in minutes online.

Milestones were reached on several construction projects. We cut the ribbon on a platform extension at Rolling Road, celebrated the placement of the final beam at our Lifecycle Overhaul and Upgrade (LOU) Facility, and positioned spans connecting the towers of a new pedestrian bridge at the Quantico station. Construction of a new parking garage at Manassas Park and rehabilitation work at the Fredericksburg station are poised to commence in 2023.

VRE's partnership with the commonwealth on the visionary Transforming Rail in Virginia program became more tangible this year, as we contributed \$119.2 million from a green bond sale to advance the initiative. VRE also provided the state with \$7.5 million for expenses associated with construction of a second rail bridge over the Potomac River.

Customer service is VRE's passion, but safety is always our top priority. Several educational outreach efforts, enhanced training, and an emergency simulation at our Spotsylvania station kept staff and our stakeholders focused on this primary objective.

With the experience and pearls of wisdom gleaned over 30 years, VRE embarked on an update to its system plan, which will posit what our train service may look like in the future. The system plan will outline the challenges and opportunities ahead, which we are well positioned to tackle with decades of strong financial management and stewardship by the Operations Board.

VRE's story has often been compared to that of *"The Little Engine that Could."* While there are parallels and much to be said for the value of optimism and hard work, VRE owes its success to the faith and support of riders, residents, business leaders, and elected and appointed officials — past, present, and future.



Rich Dalton
Chief Executive
Officer



Margaret Franklin
Operations
Board Chair



VRE Operations Board

With an eye toward ensuring VRE's sustainability and future growth, a new executive committee took the helm in January.

THE OPERATIONS BOARD, chaired by Prince William County Board of Supervisors Vice Chair Margaret Franklin, advanced several projects and initiatives related to VRE governance, financial stability, ridership growth, station improvements and technology upgrades, which are detailed in the pages that follow.

VRE Operations Board Members

Top row, from left to right: Lori Hayes, Spotsylvania County; Walter Alcorn, Fairfax County; Alanna Mensing, City of Manassas Park; Dan Storck, Fairfax County; James Walkinshaw, Fairfax County; Matt Kelly, City of Fredericksburg; Jeanine Lawson, Prince William County; Michael McLaughlin, Virginia Passenger Rail Authority.

Bottom row, from left to right: Libby Garvey, Arlington County; Meg Bohmke, Stafford County; Margaret Franklin, Prince William County; Sarah Bagley, City of Alexandria; Andrea Bailey, Prince William County; Monica Gary, Stafford County.

Not pictured: Ralph Smith, City of Manassas

Celebrating VRE's 30th Anniversary

VRE rolled out its 30th anniversary logo at the start of 2022. The design, a hybrid of old and new, harked back to a 1929 Railway Express Agency logo upon which VRE's original logo was based.



1929 Railway Express Agency Logo



1992 VRE Logo



2001 VRE Logo



2022 VRE 30th Anniversary Logo

TO CELEBRATE THREE DECADES of commuter rail service in Virginia, VRE held a small event at the historic Manassas station on June 22, the date the first trains rolled along the Manassas Line.

Remarks from VRE Operations Board Chair Margaret Franklin and Member Ralph Smith, City of Manassas Mayor Michelle Davis-Younger, and original Operations Board Members Sharon Bulova and David Brickley were eloquent and captured both VRE's history and bright future. A commemorative train ride from Manassas to Burke Centre capped the celebration.

A reception following the July Operations Board meeting marked the opening of the Fredericksburg Line on July 20, 1992. Many former board members attended, as did Tom Waldron, VRE's first general manager and director of operations. In comments after the luncheon, Waldron and others shared memories, both fond and funny, of their time at VRE.

The Fairfax County Board of Supervisors honored the anniversary in July by passing a resolution commemorating VRE's history of service to the community.



Right column, top to bottom: Attendees wrap up June's 30th anniversary celebration with a commemorative train ride on the Manassas Line; Burke Centre served as the final stop for passengers on VRE's 30th anniversary train ride; Among those attending the July celebration were (from left to right) Tom Waldron, VRE's first general manager and director of operations; Margaret Franklin, Operations Board chair; Sharon Bulova and David Brickley, original Operations Board members; and Rich Dalton, VRE CEO.



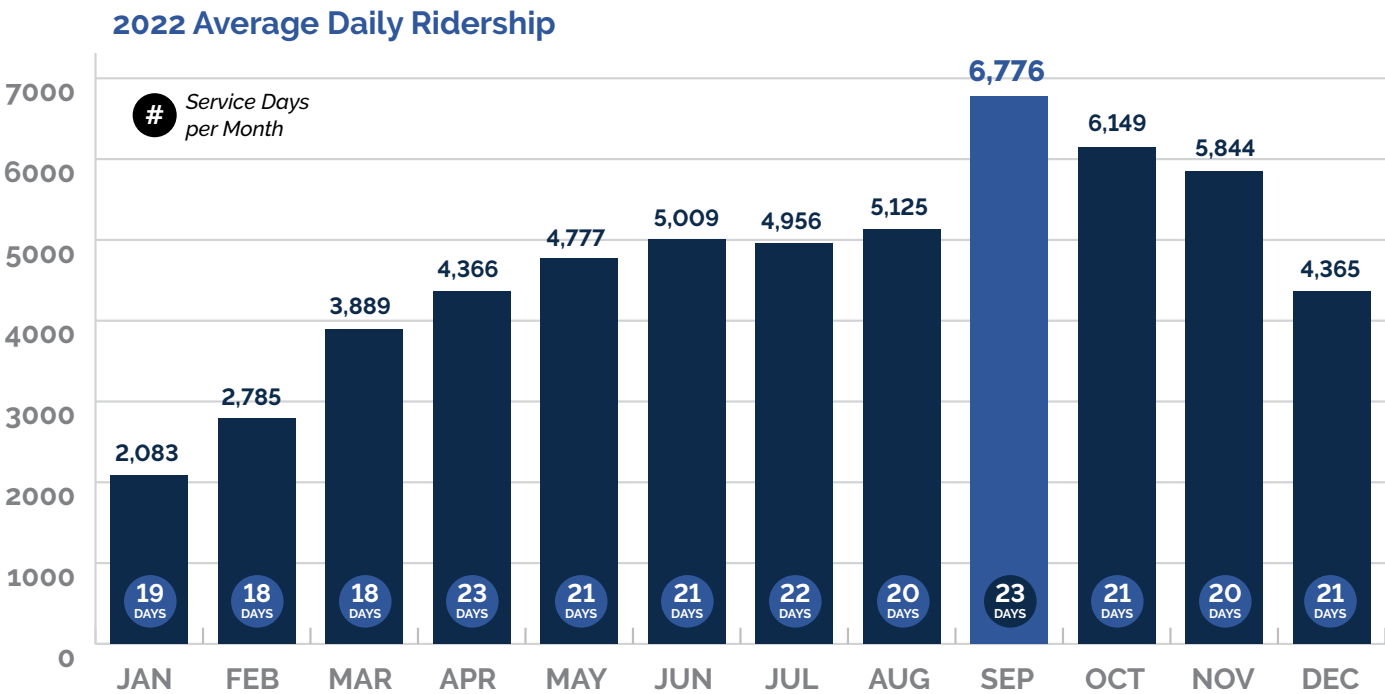
Left column, top to bottom: Festivities at the Manassas station on June 22 marked VRE's 30th anniversary; VRE Operations Board Alternate Victor Angry (left) and Member Monica Gary (right) unfurl a 1992 poster commemorating the start of VRE service; Current and former members of the Fairfax County Board of Supervisors and the county's director of transportation present a resolution to VRE CEO Rich Dalton (front, third from right) honoring VRE's 30th Anniversary.

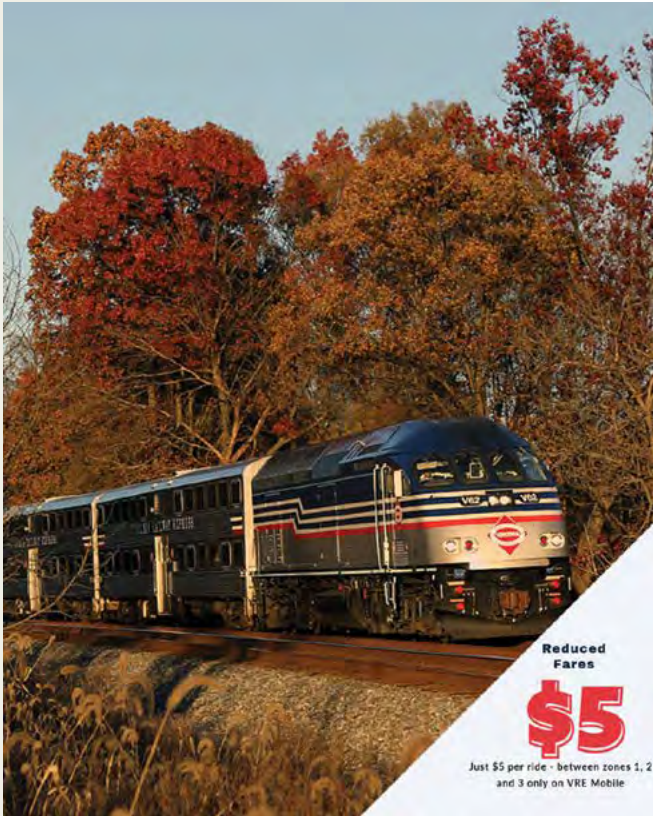


Operations

Ridership more than doubled from 2021 to 2022, going from 530,618 to 1,166,830. Average daily ridership (ADR) went from 2,083 in January to 6,776 in September before finishing the year at 4,365. During Fare-Free September, when tickets were not required to ride, ADR grew by 32 percent over the month prior or by 1,651 riders.

THE OPERATIONS BOARD'S DECISION to suspend fares was designed to thank loyal passengers who rode VRE throughout the pandemic, welcome back former passengers returning to the office post-Labor Day, introduce VRE to potential new riders, and mitigate Metrorail's closure of six Blue- and Yellow-Line stations south of Ronald Reagan National Airport.





WITH THE METRORAIL BLUE LINE closure extending into early November, VRE continued to offer free rides to those traveling within fare zones 1 (*Union Station and L'Enfant*), 2 (*Crystal City and Alexandria*) and 3 (*Franconia-Springfield and Backlick Road*). Following the resumption of Blue Line service, but with the Yellow Line remaining closed for tunnel work, VRE offered discounted fares — \$5 for a single trip — within those zones on VRE Mobile only.

VRE exceeded its on-time performance (OTP) goal of 90 percent for the first four months of 2022. Worsening train congestion on both lines, combined with other issues, pushed OTP into the mid-80 percent range most months and as low as 71 percent in May. VRE's OTP for the year was 86 percent.

The results of VRE's June Customer Service Survey showed increased levels of satisfaction in key areas when compared with results from 2019, the last year VRE undertook such a survey. The percentage of those pleased with VRE's overall communication with passengers jumped 25 points from 57 to 82. Satisfaction with the overall quality of service rose from 74 to 92 percent. And the rating of VRE's crew performance increased five points to 96 percent.

Preliminary results from VRE's Master Agreement Survey were shared with the Operations Board in November. Survey data is used as the basis for calculating jurisdictional subsidy allocations and to inform other decisions. Results showed a shift in share of riders from pre-pandemic numbers in the seven jurisdictions VRE tracks. Fairfax and Prince William counties experienced a decline, while the cities of Fredericksburg, Manassas, and Manassas Park, as well as Spotsylvania and Stafford counties, posted increases.

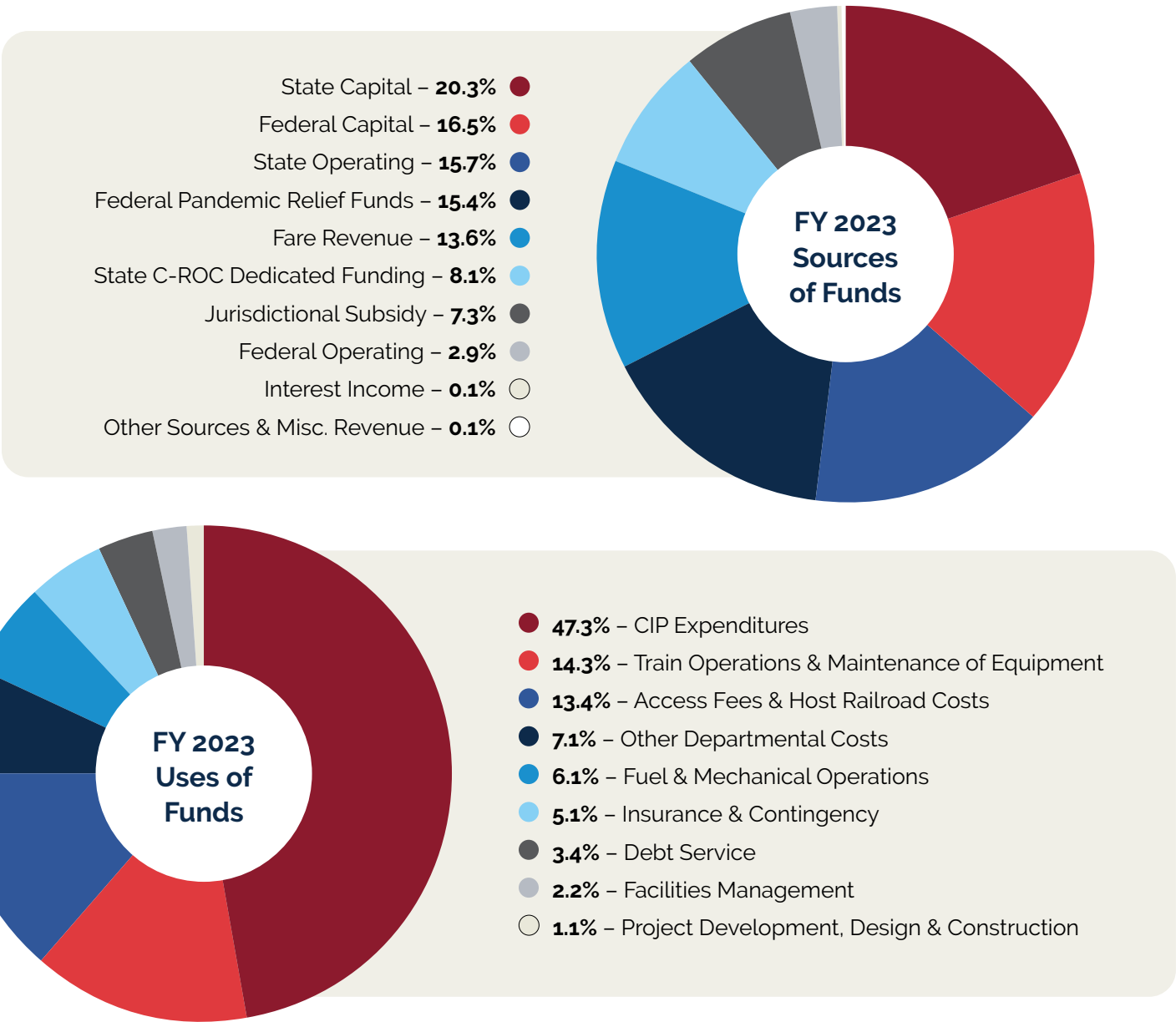


Annalee Judd was one of more than 30 VRE staff who assisted onboard trains with the June Customer Service Survey.

Audit & Budget

VRE received an unmodified opinion from PBMares LLP in November for the audit of its fiscal year (FY) 2022 financial statements. The opinion letter confirms that VRE's statements, in all material respects, fairly and accurately present the financial position of the organization. This opinion is the best outcome of a financial audit.

THE CONTINUED USE of federal pandemic relief funds allowed VRE to program a balanced budget for FY 2023, which began July 1, 2022. Those funds, comprising about 15 percent of the \$185.5 million operating and capital budget, mitigated a decline in farebox revenue and provided continued subsidy relief to the local jurisdictions. Budgeted operating expenses of \$97.8 million were 9 percent higher than the year prior. A corresponding reduction in programmed capital expenses brought the total budget in about \$400,000 lower than FY 2022.



Transforming Rail in Virginia

JUNE'S PUBLIC BOND SALE, backed by the Commuter Rail Operating and Capital (CROC) Fund, allowed VRE to contribute \$119.2 million to support the Commonwealth's \$4 billion **Transforming Rail in Virginia (TRV)** program. The bond proceeds were transferred to the **Virginia Passenger Rail Authority (VPRA)** to assist in the purchase of rail right-of-way in the Interstate 95 corridor from CSX Transportation.

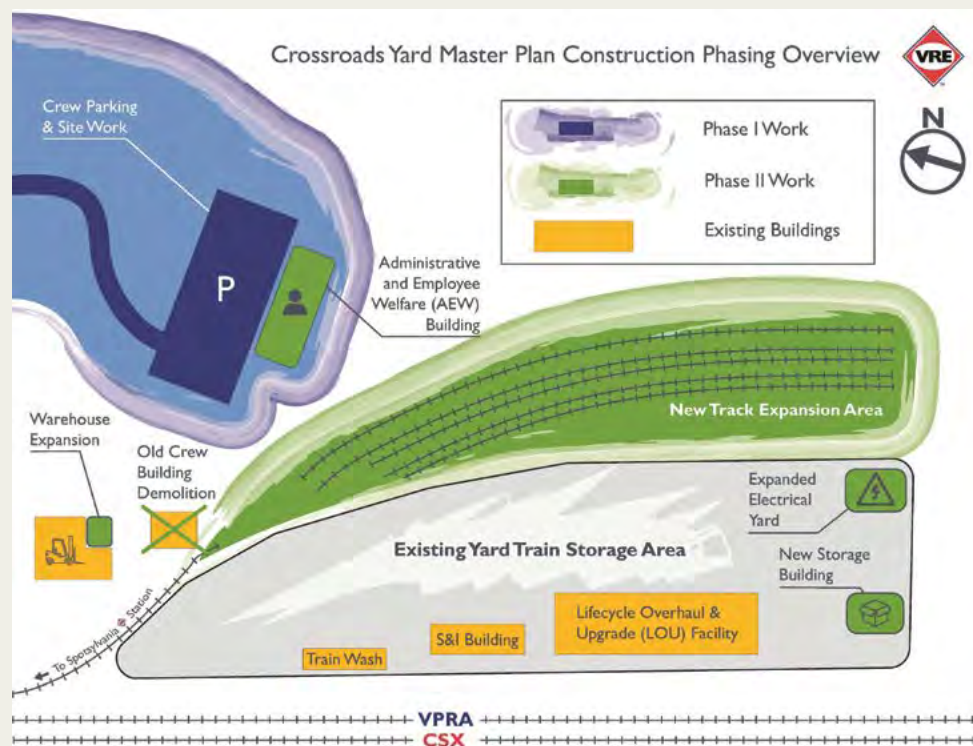
In addition to funds from the bond issuance, VRE committed another \$75 million of CROC funds to be paid over 10 years. The first contribution occurred in November when VRE reimbursed VPRA for \$7.5 million of engineering and environmental work necessary to construct a **second rail bridge over the Potomac River**.

Beyond those financial contributions, VRE continued to support TRV through station and rail infrastructure improvements. Its \$1.1 billion Capital Improvements Program was more than two-thirds funded. Among the projects were those that would lengthen existing and build new platforms to accommodate longer trains and allow for the simultaneous boarding of two trains at a station.

The recently completed Crossroads Yard Master Plan established the infrastructure requirements necessary to support increased VRE service on the Fredericksburg Line under TRV through 2030. Near-term needs include expanded parking and construction of an administrative and employee welfare building. Design work will continue into 2023.



VRE CEO Rich Dalton (left) presents a check from bond sale proceeds to Jennifer DeBruhl (center), director of the Virginia Department of Rail and Public Transportation, and DJ Stadler (right), executive director of the Virginia Passenger Rail Authority.



The new master plan will assist VRE in making infrastructure investments needed to support increased passenger rail service on the Fredericksburg Line

Projects & Rolling Stock Purchases

Work began on an update to VRE's system plan, which provides a framework for VRE investments and actions to best meet regional travel needs. At year's end, the first phase — which included outreach to VRE riders, coordination with VRE member jurisdictions and regional agencies, collection of ridership data, and analysis of potential future VRE travel markets — was wrapping up. A significant public outreach campaign to solicit input on proposed service scenarios from both existing and non-VRE riders will launch in 2023.

Rolling Road Platform Extension and Station Improvements

Several dozen elected and appointed officials, VRE's contracting partners, and jurisdictional staff turned out on a fine September day to celebrate completion of the **Rolling Road Platform Extension and Station Improvements Project**. The 290-foot extension allowed the platform to accommodate eight-car trains. The \$5 million project included repair of the legacy platform and stairs, and upgrades to lighting and communications systems.

The L'Enfant Track and Station Improvements

The **L'Enfant Track and Station Improvements Project** took a step forward when the Operations Board approved a preferred alternative in October. The selected option best accommodates long-term platform capacity and operational requirements while enhancing station access. Next steps include preliminary engineering and environmental review, slated to commence in 2023.



Left: Dignitaries from the region cut the ribbon on VRE's Rolling Road Platform Extension and Station Improvements Project

Right: A preferred alternative to improve the existing L'Enfant station and tracks received approval from VRE's Operations Board



Lifecycle Overhaul and Upgrade Facility

To celebrate the placement of the last beam at the **Lifecycle Overhaul and Upgrade (LOU) Facility**, VRE and Clark Construction held a topping out ceremony in August at the Crossroads Yard in Spotsylvania County.

Before the beam was hoisted into position, staff from the two organizations — as well those from VRE contractors Gannett Fleming, STV, Inc. and Keolis Rail Services Virginia — signed it. With structural steel complete, the focus shifted to installing the maintenance equipment, overhead crane, and office areas within the facility. The \$53 million LOU, which will allow VRE to perform heavy maintenance onsite, is slated for completion in 2023.

Top row: Staff from VRE and project contractors sign the final beam for the LOU Facility

Bottom left: The final beam for the LOU Facility is hoisted into place during a topping out ceremony

Bottom right: Construction focus turns to the interior and installation of equipment to perform heavy maintenance

Quantico Station Improvements

Under a starry August sky, VRE's construction team from Archer-Western placed spans connecting the towers of a new ADA-compliant pedestrian bridge at the Quantico station. Staff coordinated throughout the night with CSX dispatch to ensure the spans were safely set in between the passing of trains. The east span over the existing mainline tracks was installed first, followed by the west span over the future third track location. The **\$24 million project** includes an extension of the existing platform and construction of an island platform.



Left: A VRE train passes under the frame of the new Quantico pedestrian bridge.

Right: Crews work through the night to place spans connecting the towers of the bridge.





Planned improvements to the Fredericksburg station include platform lengthening and repairs.

Fredericksburg Station Rehabilitation

With design of the **Fredericksburg Station Rehabilitation Project** completed, the VRE Operations Board approved agreements with STV, Inc. in January for construction management services and Clark Construction Group, LLC in July for construction services. Work on the \$11 million project — which includes platform lengthening and repairs, and the addition of a set of stairs to eliminate an at-grade street crossing — will commence in early 2023.

Manassas Park Parking Expansion

Construction of a **parking garage at the Manassas Park station** advanced when the Operations Board approved a contract with Gannett Fleming in July for construction management services. Once a construction firm is selected in early 2023, work on the 736-space garage — including 540 for VRE passengers — can begin.

New Passenger Railcars

The preliminary design-review process for VRE's 21 new state-of-the-art passenger railcars reached the halfway point in September. Alstom Transportation Inc. shared functional design and architecture presentations of the Coradia multilevel railcars for VRE's review. The final-design review process will commence in early 2023.



Proposed design of the new Manassas Park station garage

Sustainability

Lighting and Solar Power

The installation of LED lighting at VRE's yards, headquarters and Fredericksburg offices, Alexandria station tunnel, and parking lot G at the Fredericksburg station reduced VRE's carbon footprint and electricity usage. LED lighting will be expanded to other stations.

A study identified two VRE stations as pilots for solar power generation. Once the solar panels are installed at the Lorton and Spotsylvania stations, VRE anticipates an 80 percent reduction in kilowatt hours there, resulting in lower energy costs and a 57-ton decrease in greenhouse gas emissions annually.

Pedestrian- and Bicycle-Friendly Features

To encourage more sustainable commutes to and from VRE stations, the Operations Board amended the VRE Passenger Tariff in April, officially allowing full-size bicycles on all railcars. This was the first of several enhancements designed to make the commuter rail service more accessible and welcoming to the cycling community. As a result, VRE trains carried 7,183 bicycles in 2022.

Recognizing that not everyone who bikes to a VRE station wants to take the bicycle onboard, VRE installed new eight-slot bike racks at stations, including three — L'Enfant, Crystal City and Brooke — that lacked bicycle parking. An evaluation of the need for more robust facilities, including bike shelters and lockers, was underway at year's end.

The March completion by Fairfax County of a 1,200-foot asphalt trail provided pedestrians and cyclists with easier access to the Burke Centre station. The project also included construction of a concrete sidewalk, on-road bicycle lanes, and crosswalk to help people reach the station more safely from the adjacent neighborhood.

Bike to Work Day

To promote VRE's bicycle-friendly features, staff participated in Bike to Work Day in May at three stations — Manassas, Manassas Park, and Woodbridge — partnering with other organizations that sponsored the pitstops.



Left to right: Lot G at the Fredericksburg station is one of several places where VRE has installed LED lighting; Full-size bicycles are now allowed on all VRE railcars; VRE's Natasha Khan (*right*) and Woodbridge volunteer Avis Bracey (*center*) join VRE Operations Board Chair Margaret Franklin at her Bike to Work Day pitstop at the Woodbridge station.



Tour de VRE

Thirty-three cyclists from 10 partner agencies and jurisdictions participated in October's Tour de VRE. The second annual ride was designed to raise awareness of VRE's bike policy, build camaraderie amongst staff, and raise funds for triple negative breast cancer research. The event — which included distances of 70-, 40-, 30- and 10-miles — started at the Crystal City station and concluded in Fredericksburg.

Tour de VRE

Top row, left to right: Cyclists for the 70-mile ride convene at the Crystal City station; The route includes urban roadways and suburban bike trails.

Bottom row, left to right: At the finish in Fredericksburg, the 33 cyclists don pink Tour de VRE t-shirts to commemorate Breast Cancer Awareness Month; Cyclists wait on the platform for the first VRE train of the morning headed to Crystal City.

Safety

SEVEN INJURY-FREE YEARS by the Keolis mechanical team at VRE's Broad Run Yard was cause for celebration in November. It was a significant accomplishment given that over the last decade an average of about 4,000 U.S. railroad workers were injured on the job each year. VRE and Keolis managers honored the accomplishment with an award ceremony, presentation of heated jackets, and food-truck dinner at the Broad Run Maintenance and Storage Facility.

Designed to strengthen staff incident-management and -communication skills, VRE held a full-scale emergency simulation in partnership with Spotsylvania County, CSX Transportation, and Keolis. Participants in the October drill arrived to find a train derailment at the Spotsylvania station. Evaluators examined the implementation of Federal Emergency Management Agency incident-management standards and organizational teamwork.

Educating passengers about the existence and importance of **Emergency Notification System** signs was the aim of five outreach events at stations in September and October. The signs, found at every at-grade crossing in the United States, contain a phone number to call should someone spot a stalled vehicle, trespasser, or debris on the track. They also contain a number specific to the crossing that allows the host railroad to identify the location of the incident.

During September's **Rail Safety Week**, VRE staff visited stations, encouraging riders to review rail safety tips and take the **VRE Safety Pledge**. When the pledge concluded, the names of 10 participants were drawn at random to receive VRE-logo merchandise.

A **988 Suicide and Crisis Lifeline** awareness campaign was launched at several VRE stations in November. Signs eventually will be placed at all stations. The lifeline is a national network of crisis centers providing free and confidential emotional support 24 hours a day, seven days a week.



Left to right: First responders assist an injured passenger during a simulated train derailment at the Spotsylvania station and remove a window to extricate a trapped passenger during the emergency drill; New signs promoting the 988 hotline were placed at several VRE stations; VRE worked to educate riders about the importance of Emergency Notification System signs.

Government Affairs

INFRASTRUCTURE IMPROVEMENTS in Fredericksburg was the focus of a group tour with U.S. Senator Mark Warner in April. VRE CEO Rich Dalton was joined by Operations Board Member Matt Kelly and the city's mayor, Mary Katherine Greenlaw. The event, which included stops at Chatham Bridge and Riverfront Park, gave Mr. Dalton the opportunity to preview upcoming improvements to VRE's Fredericksburg station.

A second infrastructure event was hosted by U.S. Representative Gerry Connolly at VRE's Burke Centre station in May. Operations Board Vice Chair James Walkinshaw and VRE Director of Government and Community Affairs Joe Swartz spoke to the ways in which the federal infrastructure bill would support projects — particularly a second rail crossing over the Potomac — benefitting VRE and its riders.

VRE joined an alphabet soup of organizations — CTB, DRPT, NVRTA, NVTC and VDOT — in May for the region's annual Joint Transportation Meeting. Staff were on hand to answer questions about VRE capital projects and service, and Operations Board Chair Margaret Franklin represented the rail service on the panel convened to accept public comment regarding the commonwealth's Six-Year Improvement Program.

General Assembly members and others in the business community learned of VRE's legislative priorities during a transportation forum hosted by its two parent commissions in December. CEO Rich Dalton, who was joined by leaders from OmniRide and Metro, spoke to value VRE brings to the region and the importance of safeguarding the Commuter Rail Operating and Capital Fund, proceeds from which help support Transforming Rail in Virginia, and diversifying its revenue sources.

Top to bottom: VRE CEO Rich Dalton (*left*) discusses the rehab of the Fredericksburg station with U.S. Sen. Mark Warner; VRE's Joe Swartz (*second from left*), Operation's Board Vice Chair James Walkinshaw (*second from right*) and others join U.S. Rep. Gerry Connolly (*right*) for an infrastructure forum at the Burke Centre station; VRE's Nick Ruiz (*left*) and Joe Swartz (*right*) share information about the rail system's capital projects at a regional transportation meeting; *From left to right:* Virginia Senator George Barker, PRTC Executive Director Bob Schneider, PRTC Chair Victor Angry, NVTC Chair Canek Aquirre, NVTC Executive Director Kate Mattice, DRPT Director Jennifer DeBruhl, VRE CEO Rich Dalton, and WMATA General Manager and CEO Randy Clarke at the 2022 legislative forum



Outreach

After a two-year hiatus, several VRE events — including Santa Trains and Meet the Management — returned, and VRE again participated in community events sponsored by others.

Santa Trains

A holiday tradition cherished by families, **VRE's Santa Trains** brought good cheer to more than 11,000 enthralled passengers in December. During the 75-minute excursion, Santa, Mrs. Claus and their elves listened to children's Christmas wishes and handed out goodie bags. As in the past, this year's Santa Trains included educational — highlighting rail safety to children — and charitable — encouraging support of the U.S. Marine Corps Toys for Tots program — components.

Meet the Management

Thirtieth anniversary trinkets, snacks, and cold drinks were in high demand during four Meet the Management events in June and July. Held at VRE's core stations — Alexandria, Crystal City, L'Enfant, and Union Station — these meet-and-greets gave passengers the opportunity to speak with the CEO,

senior managers, and other staff. Riders inquired about station improvements, possible weekend service, and additional weekday trains, to name a few.

Manassas Heritage Railway Festival

Excursion tours on VRE resumed as part of the **Manassas Heritage Railway Festival** in June. VRE has long participated in this family-friendly celebration of railroad history. This year, storm troopers boarded the trains to entertain and interact with passengers, to everyone's delight.

The Great Train Race

"Make a little noise!" That's what VRE staff told parents, grandparents, and kids as they handed clappers, imprinted with the VRE logo, to those cheering on runners in **The Great Train Race** in May. The race, which started at the Fredericksburg station, attracted some 1,300 youth participants and collected \$12,000 for charity.



Top row, left to right:

VRE resumed its Meet the Management events at four core stations; Mr. Claus returned to VRE trains and musicians to station platforms as VRE Santa Trains rolled again.

Bottom row, left to right: VRE's Fredericksburg station serves as the starting line for heats in the Great Train Race; Two runners sport VRE tattoos.



Clifton Day

Clifton Day is the only day of the year when VRE trains stop in this quaint town. With festival parking limited, VRE provided transportation between Clifton and four stations on the Manassas Line. Now in its 54th year, the festival harbingers the arrival of fall with activities for all ages.

Markets & Festivals

From farmers markets, festivals and fairs to chambers of commerce meetings, VRE staff attended dozens of events between April and August raising the rail service's visibility and offering free rides to prospective passengers.

Summer Interns

VRE staff shared information and insights with 18 summer interns from the U.S. Department of Transportation in July. The college students rode a midday train from Union Station to Broad Run, where they toured the maintenance and storage facility. This annual visit gives future transportation-sector workers a high-level overview of what it takes to run a safe and reliable commuter rail service.

Webinars

Some 250 consultants and contractors attended March's **Rail Industry Day webinar**. The event featured presentations from VRE, the Virginia Passenger Rail Authority, and Virginia Department of Rail and Public Transportation pertaining to upcoming projects and solicitations and engaged industry leaders in discussion about business opportunities. It also provided contractors with a better understanding of the commonwealth's Transforming Rail in Virginia initiative.

A **November webinar** brought together VRE CEO Rich Dalton and Virginia Passenger Rail Authority Executive Director DJ Statdler to update more than 300 viewers on passenger rail infrastructure projects across the commonwealth. The interactive hour-long program was sponsored by Virginians for High Speed Rail.



VRE trains stop just once a year in Clifton, providing transportation to and from its annual festival.

VRE Operations Board Secretary Sarah Bagley (left) joins VRE's Monica McKenzie (center) and Christine Hoeffner at the Old Town Farmers Market in Alexandria.

VRE's Tim Thomasson and Annalee Judd staff a table at the Fredericksburg Farmers Market.

Eighteen summer interns from the U.S. Department of Transportation toured VRE's Broad Run Yard.

VRE's jointly sponsored Rail Industry Day webinar attracted some 250 consultants and contractors

Staff

WHILE MANY MEMBERS of VRE's operations, financial and warehouse teams worked onsite throughout the pandemic, other staff began returning to the newly renovated headquarters office in April. A mandatory in-office presence was required Tuesday through Thursday.

What started in 2020 as a way to allow staff to mix and mingle in a safe and comfortable environment, VRE's internal wellness events evolved into a semi-annual gathering wherein staff get together outdoors and explore ways to stay healthy — physically, mentally and emotionally. In addition to enjoying lunch together in May and October, staff took part in educational and entertaining activities. The October event included recognition of those who reached milestone service anniversaries with VRE.

Lunch-and-learn programs updated staff on two topics. With safety being VRE's top priority, May's focus was the System Safety Program Plan, approved earlier in the year by the Federal Railroad Administration. Staff learned about VRE's use of system-wide processes to proactively identify and analyze hazards and risks associated with operations and how that information is employed to implement preventative actions to eliminate, control, or minimize the impacts of such hazards.

Details of a **plan to rebuild and modernize parts of Union Station** — including train tracks, platforms and gates — were shared with VRE staff over lunch in September. The plan includes an open train hall providing visual access to the train and bus concourses. The project, currently in the environmental stage, is targeted for completion in 2040.

VRE staff joined thousands of other companies and government agencies in celebrating their interns. Launched in July 2017, National Intern Day is designed to thank interns and applaud their work. VRE employs three information technology (IT) interns who gain valuable skills in a real-world operating environment working side by side with professionals on the IT team.



Staff (1) choose from healthy food options, (2) indulged in an apple cider bar, (3) learned to Zumba, and (4) had fun at a photo booth at VRE's semi-annual Health & Wellness gatherings; (5) Plans to modernize Union Station was the topic of a September staff lunch and learn; (6) VRE staff honored (from left to right) Nesta Fletcher, Luke Adair and Steven Phillips from the IT Department on National Intern Day.



THE VIRGINIA RAILWAY EXPRESS (VRE), a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, will provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.





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Virginia Railway Express • 1500 King Street, Alexandria, VA 22314

RESOLUTION #2497

SUBJECT: Authorize the VRE CEO to Execute a Funding Agreement with Amtrak

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) have a 2020 Access and Storage Agreement with Amtrak;

WHEREAS: VRE and Amtrak staff worked collaboratively to identify funding sources to support the proposed Track 22 Rehabilitation Project to mitigate congestion at the station;

WHEREAS: Amtrak received a grant from the Federal Railroad Administration (FRA) for 50% of the cost of the project, or approximately \$19.1 million;

WHEREAS: The FRA grant requires local matching funds from Amtrak and VRE;

WHEREAS: Based on the cost sharing methodology for operations at Washington Union Station developed by the Northeast Corridor Commission (NEC) in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and agreed to by the Commissions in the 2020 Amtrak Access and Storage Agreement, Amtrak will be responsible for 66.7% (approximately \$12.7 million) of the local match and the Commissions will be responsible for 33.3% (approximately \$6.34 million) of the local match;

WHEREAS: Final design and construction was allowed to proceed as Amtrak and VRE staff finalized a funding plan for the local match requirement;

WHEREAS: The Track 22 Rehabilitation Project is scheduled to be completed in the summer of 2023; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute the Track 22 Rehabilitation Funding Agreement with Amtrak (attached) in a form approved by legal counsel.

Approved this 2nd day of February 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

**AGREEMENT BETWEEN
NATIONAL RAILROAD PASSENGER CORPORATION
AND
THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND
POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION
FOR WASHINGTON UNION STATION TRACK 22 REHABILITATION PROJECT**

This Agreement (“Agreement”), with an effective date of _____, 2023 (“Effective Date”), is between National Railroad Passenger Corporation, a corporation organized under 49 U.S.C. §24101 *et seq.* and the laws of the District of Columbia, having its principal place of business at 1 Massachusetts Avenue N.W., Washington, DC 20001 (“Amtrak”) and the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under the provisions of the Transportation District Act of 1964, as amended, and having principal places of business at 2300 Wilson Blvd Suite 230 , Arlington, VA 22201, and 14700 Potomac Mills Road, Woodbridge, VA 22192, respectively (hereinafter referred to as the “Commissions”). In executing this Agreement, Amtrak is acting on its own behalf and on behalf of its subsidiary, the Washington Terminal Company. (Commissions and Amtrak are referred to, collectively, as the “Parties”).

WHEREAS, the Parties agreed to an Agreement for Commuter Rail Passenger Service Access to Washington Union Terminal and Station and Storage of Commuter Rail Passenger Equipment, effective July 1, 2020, as amended (hereinafter the “Access Agreement”); and,

WHEREAS, pursuant to Section 5.2 of the Access Agreement, the Commissions have committed to fund normalized replacement of systems and facilities at Washington Union Station as well as the enhancement of all rail system infrastructure within Washington Terminal (“Section 5.2 Payments”); and,

WHEREAS, under PRIIA the Northeast Corridor Infrastructure and Operations Advisory Commission (“NEC Commission”) was established to develop a standardized formula for determining and allocating costs, revenues, and compensation for Northeast Corridor commuter rail passenger transportation that uses Amtrak facilities or services or that provides facilities or services to Amtrak; and,

WHEREAS, In September 2018, Amtrak was awarded a grant by the FRA in the total amount of \$38,074,074 for the construction of an additional revenue Track 22 and platform to serve the run through tracks at Washington Union Station and described further in Exhibit A (the “Project”); and,

WHEREAS, the Commissions have agreed to provide funding in the amount of \$2,429,390 for the Project in accordance with their commitment under Section 5.2 of the Access Agreement; and,

WHEREAS, the Commissions have agreed to provide funding in the amount of \$3,916,289 for

the Project from various grant sources in accordance with the commitment to their share of the Local Match (as defined in Section 4 below); and,

WHEREAS, Amtrak had progressed the design phase of the Project and will be solely responsible for managing the construction phase of the Project; and,

WHEREAS, the Project is of mutual benefit to both VRE and Amtrak passenger rail service.

NOW THEREFORE, for and in consideration of the promises and the mutual covenants herein contained, and with the intent to be legally bound hereby, the Parties agree as follows:

1. Recitals

The recitals are hereby incorporated into this Agreement as if set forth in their entirety.

2. Overview of the Project

Currently, Track 22 at Washington Union Station (“Station”) is a non-revenue track that is used for engine pooling. The adjacent platform is currently used for the storage of materials. In connection with the Project, as that term is defined above, Amtrak will rehabilitate Track 22 and the platform. The track will be converted to a revenue track. The track and platform will serve the run through tracks at the Station and will include ADA compliant vertical circulation elements from the North Hangar area of the Claytor Concourse at the Station. The scope of work for the Project is more fully described in Exhibit A.

3. Services to be Performed by Amtrak and Amtrak Contractors and Consultants

The total estimated cost of the Project is \$38,074,074 of which the FRA, pursuant to that certain Cooperative Agreement No. 69A36518500210AMTDC executed by FRA and Amtrak on September 21, 2018, has agreed to contribute fifty percent (50%), i.e., \$19,037,037. The remaining \$19,037,037 represents the local match (“Local Match”). In accordance with the cost sharing methodology for operations at the Station developed by the NEC Commission, Amtrak will be responsible for 66.7% (\$12.7 million) of the Local Match and the Commissions will be responsible for 33.3% (\$6.34 million) of the Local Match.

a) Construction Management

- 1) Amtrak’s Construction Manager (ACM) will assure that construction is performed according to the design shown in the final design plans, as specified in the contract documents, and to Amtrak’s engineering standards.
- 2) 3rd party CM will provide necessary construction management services to coordinate, facilitate, schedule, and interface with all related construction activities to assure an optimized cost, schedule, and quality construction effort is achieved.
- 3) The PWP will be drafted by the CM with support from the ACM and will include a detailed project schedule, a detailed project budget, scope documentation, and operational phasing plan.

- 4) Amtrak shall permit the Commissions to schedule visits to the work site and review the progress of the Project upon request and in accordance with such site visit requirements as Amtrak may reasonably require not less than monthly.

b) Construction:

- 1) Amtrak will perform the following tasks: Overhead Contact System (OCS) work; track alignment including installation of new ballast, ties, and rail; signage installation; and railroad/contractor protection.
- 2) The GC, including sub-contractors, will perform the following tasks: demolition and replacement of concrete platform; construction of overhead walkway connecting platform to the Station; installation of elevator and escalators; historic existing column rehabilitation; and fire life safety items.

c) Amtrak Additional Services:

- 1) Amtrak shall perform such additional related services as may be needed in connection with the Project.

4. Funding Responsibilities

The total estimated cost of the Project is \$38,074,074 of which the FRA, pursuant to that certain Cooperative Agreement No. 69A36518500210AMTDC executed by FRA and Amtrak on September 21, 2018, has agreed to contribute fifty percent (50%), i.e., \$19,037,037. The remaining \$19,037,037 represents the local match ("Local Match"). In accordance with the cost sharing methodology for operations at the Station developed by the NEC Commission, Amtrak will be responsible for 66.7% (\$12.7 million) of the Local Match and the Commissions will be responsible for 33.3% (\$6.34 million) of the Local Match. The Commissions' share of the Local Match shall be paid in the manner and according to the schedule set forth in Exhibit B. The Commissions will pay their share of the Local Match with funding from various sources including but not limited to, funds from the Commonwealth of Virginia and other local funding sources. Neither Party shall be responsible for complying with any Project funding related requirements that apply to the other Party unless such requirements are expressly set forth in this Agreement, even if those requirements would be read into this Agreement by applicable law, regulation, rule of construction or by operation of law.

5. Billing

Amtrak will invoice the Commissions for the Commissions' share of the Local Match in the amount of \$3,916,289 upon execution of this Agreement.

Amtrak shall provide a statement of actual charges and any additional supporting documentation showing the actual costs ("Invoice Statement").

Payment of Amtrak Invoice Statement is due within thirty (30) days of receipt of invoice by the Commissions. Payment shall be made in full without deduction, setoff

or counterclaim. In the event of a dispute with the Invoice Statement with respect to the determination of actual cost, the terms of Sections 6.3 and 15 of the Access Agreement shall apply. Payment not made by the Commissions by the due date shall be subject to an interest charge at the rate of the Wall Street Journal prime rate plus 2%. Nonpayment of the invoice, not otherwise disputed, shall constitute a failure to meet material obligations pursuant to Section 13.1 of the Access Agreement in addition to any other right or remedy to which Amtrak may be entitled as a result of such breach.

Upon execution of this Agreement, Amtrak will credit Commissions' \$2,429,390 share of the Local Match against payments it has already made to Amtrak pursuant to Section 5.2 of the Access Agreement.

6. Schedule

Amtrak will endeavor to progress the completion of the Project in accordance with the Project Schedule set forth in Exhibit C. However, the Commissions acknowledge that Amtrak has other work commitments and demands that may preclude Amtrak from performing the services hereunder according to the schedule most advantageous to the Commissions. In no event shall Amtrak be liable for any costs or damages attributable to any delays.

7. Compliance with Laws

The bid packages for the construction of the Project will require contractors to perform all work in accordance with applicable federal, state and local laws.

8. Communication of Information to the Public

The Parties agree to coordinate communications and outreach to the public, media, and other stakeholders on the Project and shall keep each other informed, in advance to the extent possible, of public presentations, media requests, appearances before government agencies or officials or other instances where information about the Project and the planning work contemplated by this Agreement is proposed to be made available to people other than the Parties themselves.

9. Entire Agreement

This Agreement constitutes the entire agreement between the Parties as to the Project. All prior discussions and understandings concerning such scope and subject matter are superseded by this Agreement. This Agreement or any part hereof may not be changed, amended or modified, except by written agreement of the Parties.

10. Notices

Any request, demand, authorization, direction, notice, consent, waiver, or other document provided or permitted by this Agreement to be made, given, furnished to, or filed with one Party by another Party shall be in writing and shall be delivered by hand or by certified mail, return receipt requested or by overnight delivery service, in an envelope addressed as follows:

If to the Commissions:
Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
Attn: Rich Dalton, Chief Executive Officer

If to Amtrak:
National Railroad Passenger Corporation
30th Street Station
2955 Market Street
Philadelphia, PA 19104
Attn: Thomas Moritz,
Assistant Vice President, Infrastructure, Access and Investment

11. Rights and Remedies; Dispute Resolution; Governing Law
- a) No failure on the part of either Party to exercise, and no delay in exercising, any right or remedy hereunder shall operate as a waiver thereof, nor shall any single or partial exercise thereof preclude any other or further exercise thereof or the exercise of any other right or remedy. The remedies of the Parties provided herein are cumulative and not exclusive of any remedies provided for by law.
 - b) Nothing in this Agreement shall be deemed to create any right in any person not a Party hereto other than permitted successors and assigns of a Party hereto, and this Agreement shall not be construed in any respect to be a contract in whole or in part for the benefit of a third party except as aforesaid.
 - c) In the event that good faith negotiation and agreement of both Parties does not resolve a claim or dispute, either Party may pursue any right or remedy available to it by law or may propose a method of alternative dispute resolution. Arbitration of a dispute may be agreed upon by the Parties; however, neither Party will be required to submit to arbitration.
 - d) This Agreement shall be governed by and construed under the laws of the District of Columbia, excluding that portion of District of Columbia law relating to the application of laws of another jurisdiction. Each Party agrees that all legal proceedings in connection with any dispute arising under or relating to this Agreement shall be brought in the United States District Court for the District of Columbia. Commissions hereby accept the jurisdiction of the United States District Court for the District of Columbia and agree to accept service of process as if they were personally served within the District of Columbia.
12. Labor Rights
- This Agreement shall not require Amtrak to contravene the provisions of any of its labor agreements. In the event of a conflict or inconsistency between this Agreement and such labor agreements, the labor agreements shall control as to such provision.

13. Authority

Each Party covenants and agrees that it has full power and authority to enter into this Agreement upon the terms and conditions as set forth herein and that the person signing on its behalf is authorized to do so.

14. Effective Date; Term

a) The Effective Date of this Agreement shall be the date when it has been signed by both Parties.

b) The term of this Agreement is for one (1) year commencing on the Effective Date hereof. The term of the Agreement shall automatically renew for consecutive one-year terms until the Project has been completed.

15. Miscellaneous

a) Ownership of the Project Improvements. Amtrak will own all of the Project improvements.

b) Maintenance of the Project Improvements. Amtrak will maintain all of the Project improvements. Maintenance costs thereof will be shared by the Parties in accordance with the Access Agreement and the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy.

[Signatures on Next Page]

IN WITNESS WHEREOF, the Parties have set their hands hereto on this Agreement as of the date first set forth above.

NATIONAL PASSENGER RAILROAD CORPORATION

By: _____

Name: _____

Title: _____

Date: _____

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

By: _____

Name: _____

Title: _____

Date: _____

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

By: _____

Name: _____

Title: _____

Date: _____



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-E
Action Item

To: Chair Walkinshaw and the VRE Operations Board

From: Rich Dalton

Date: January 20, 2023

Re: Recommend Authorization to Execute a Funding Agreement with Amtrak

Recommendation:

The VRE Operations Board is asked to recommend the Commissions approve and authorize the Chief Executive Officer to execute a funding agreement with Amtrak to provide a share of the local match requirement for the Track 22 Rehabilitation Project at Washington Union Station.

Summary:

As part of the Washington Union Station master planning process, a critical project – Track 22 Rehabilitation Project (“Project”) – was identified as a priority project that, if accelerated, would reduce current train congestion for both Amtrak and VRE service. VRE and Amtrak staff have collaborated to identify funding sources for this Project. Amtrak received a grant from the Federal Railroad Administration for 50% of the projected \$38.1 million cost of the Project. VRE and Amtrak staff further collaborated on obtaining funding sources for the local match requirement for the balance of the Project cost.

Background:

Track 22 is located within the Washington Union Station (WUS) rail terminal and is the western-most track on the run-through (lower) level of the terminal. There are currently six revenue tracks which are used by both Amtrak regional and long-distance trains as well as VRE commuter trains. Currently, Track 22 and the adjacent platform is not one of the six tracks (and platforms) available for passenger rail use. The platform is used for material storage and the track is a non-revenue track used for engine pooling.



Northern Virginia
Transportation Commission
2300 Wilson Blvd., Suite 230
Arlington, VA 22201
703-524-3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703-684-1001
VRE.org



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

The Track 22 Rehabilitation Project (“Project”) at WUS provides for construction of an additional revenue track and platform to serve the run-through tracks. The new platform and track will increase rail capacity and provide Americans with Disabilities Act (ADA)-compliant vertical circulation elements from the North Hangar area of the Claytor Concourse at WUS.

In addition to providing future operational flexibility, the Project is essential to maintaining rail operations during the construction of the future Subbasement Project. The existing structure supporting the run-through tracks above the WUS’s subbasement is beyond its useful life and requires replacement. Reconstruction of the subbasement will require track outages for extended periods of time. The Project will provide additional rail capacity during the subbasement reconstruction as well as efficiency in structural design, a condensed construction schedule, and overall cost savings to the construction of the Subbasement Project.

In 2017, VRE agreed to support the Project by sharing the local match requirements with Amtrak. Subsequently, in 2018 Amtrak received a grant from the Federal Railroad Administration (FRA) and commenced final design work.

The total estimated cost of the Project is \$38,074,074 of which the FRA has agreed to contribute fifty percent (50%), or \$19,037,037. The remaining \$19,037,037 represents the local match. In accordance with the cost sharing methodology for operations at WUS developed by the NEC Commission and agreed to by the Commissions in the 2020 Amtrak Access and Storage Agreement, Amtrak will be responsible for 66.7% (approximately \$12.7 million) of the local match and the Commissions will be responsible for 33.3% (approximately \$6.34 million) of the local match.

Construction for the Project was allowed to commence once final design was completed while Amtrak and VRE staff worked to identify their respective sources for the local match. Construction for the Project by Amtrak commenced in 2020 and is anticipated to be completed in the Summer of 2023.

VRE staff recommends using a combination of CROC funding and payments previously made to Amtrak as part of VRE’s requirement under the 2020 Amtrak Access and Storage Agreement and in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), for annual contributions towards WUS’s Baseline Capital Costs .

Fiscal Impact:

The recently approved FY 2024 VRE Operating and Capital Budget includes the reprogramming of approximately \$3.9 million of prior year CROC funds previously assigned to the L’Enfant Station and Fourth Track Project to the Project. Amtrak will invoice the Commissions for the Commissions’ share of the local match as follows: Upon execution of this agreement, Amtrak will invoice the Commissions in the amount of approximately \$3,916,289, which will be paid using CROC funds already on hand. Once payment is received, Amtrak will credit the Commissions remaining share of approximately \$2,429,390 of the local match against payments already made to Amtrak pursuant to Section 5.2 of the Access and Storage Agreement.

**Virginia Railway Express
Operations Board Resolution**

10E-01-2023

**Recommend Authorization to Execute a
Funding Agreement with Amtrak**

WHEREAS, the Commissions have a 2020 Access and Storage Agreement with Amtrak; and,

WHEREAS, VRE and Amtrak staff worked collaboratively to identify funding sources to support the proposed Track 22 Rehabilitation Project to mitigate congestion at the station; and,

WHEREAS, Amtrak received a grant from the Federal Railroad Administration (FRA) for 50% of the cost of the project, or approximately \$19.1 million; and,

WHEREAS, the FRA grant requires local matching funds from Amtrak and VRE; and,

WHEREAS, based on the cost sharing methodology for operations at Washington Union Station developed by the NEC Commission in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and agreed to by the Commissions in the 2020 Amtrak Access and Storage Agreement, Amtrak will be responsible for 66.7% (approximately \$12.7 million) of the local match and the Commissions will be responsible for 33.3% (approximately \$6.34 million) of the local match; and,

WHEREAS, final design and construction was allowed to proceed as Amtrak and VRE staff finalized a funding plan for the local match requirement; and,

WHEREAS, the Track 22 Rehabilitation Project is scheduled to be completed in the Summer of 2023;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute the attached Track 22 Rehabilitation Funding Agreement with Amtrak in a form approved by legal counsel.

Approved this 20th day of January 2023

James Walkinshaw
Chair

Ralph Smith
Secretary



2022 ACHIEVEMENTS

First Full TAM Plan Update

- > Completed the first full update of VRE's TAM Plan in compliance with FTA's October 1, 2022 deadline
- > Incorporated information from supportive efforts performed on multiple fronts: FTA asset management self-assessment tool implementation, criticality assessment of inventoried assets, and capital project ranking tool development, among others

Data and Decision Support Systems

- > Completed updates to improve VTAMS functionality in preparation for production of the 2022 TAM Plan
- > Developed a decision support tool to be used for capital planning that relies on a quantitative project ranking methodology

Reporting

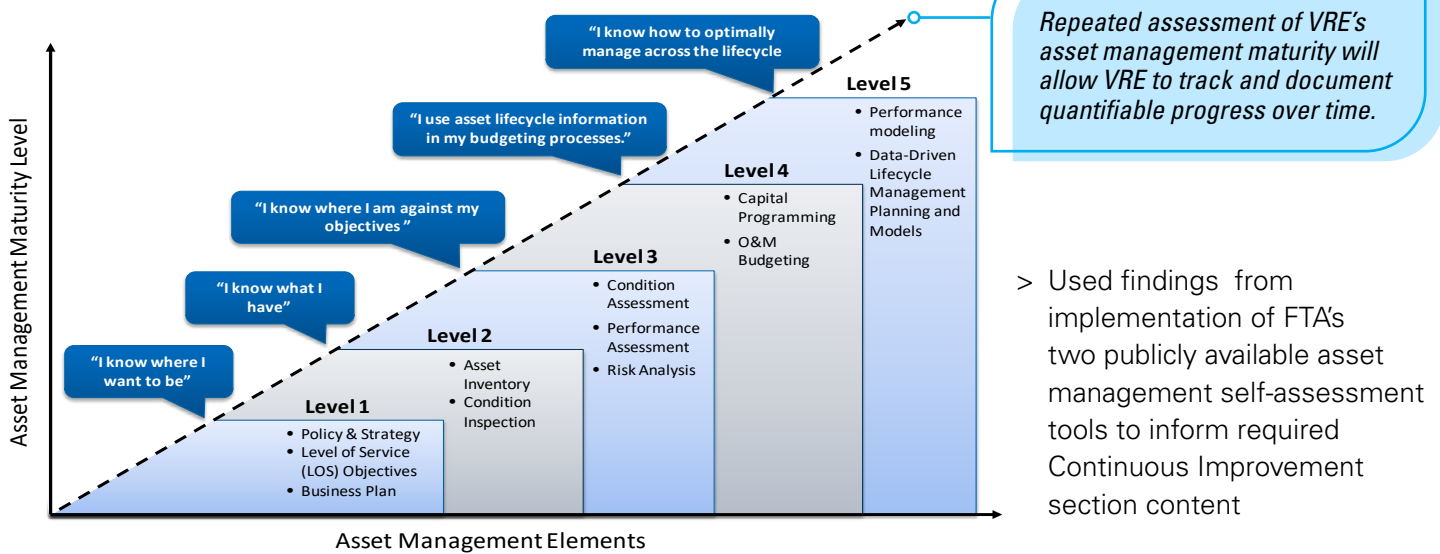
- > Updated DRPT's asset inventory database and submitted a TransAM After-Action Report following each of two reporting deadlines (January and July)
- > Prepared FY 2022 NTD Annual Report Asset Inventory Module forms, including the Narrative Report and corresponding performance targets for FY 2023 (October)

VRE 2022 TAM PLAN

- > Included a review of VRE's asset management and state of good repair (SGR) policy to ensure continued alignment with broad organizational objectives
- > Incorporated criticality assessment of inventoried assets based on their consequence of failure using a qualitative approach considering five criteria: (1) Safety Impact, (2) Level of Service Impact, (3) Cost Impact, (4) Legal/Regulatory Impact, and (5) Asset Redundancy
- > Cited updated facility condition data from systemwide assessments completed in 2021
- > Provided a summary of key 2022 TAM Plan changes and language to distinguish between future plan updates and amendments



2018 TAM Plan		2022 TAM Plan
Review of FTA asset management requirements, peer review of other transit agency programs, and documentation in a technical memorandum		Continued tracking of FTA requirements, peer examples, and industry best practices
Formulation of VRE's TAM & SGR Policy in alignment with its mission, vision, and organizational objectives		Reevaluation of TAM & SGR Policy to ensure continued alignment with its mission, vision, and organizational objectives; reissued with modification to reflect program advancements during the last four years
Establishment of VRE's performance measures and initial targets based on SOP-documented methodology		Continued use of methodology developed to set annual performance targets and measure attainment
Development of an online-based data support system for use with condition assessments		SOP updates to reflect new guidance and/or requirements, and development of new SOPs to support the TAM program
Development of an online-based data support system for use with condition assessments		Continued use and enhancement of the online system and deployment of new GIS-based custom applications to support specific facilities-related condition assessment needs
Conducted first full round of condition assessments on all facility and infrastructure assets based on VRE's custom asset hierarchies		Conducted second full round of condition assessments on all facility and infrastructure assets based on VRE's updated custom asset hierarchies
Review of NTD asset-related reporting procedures and development of a corresponding SOP		Provided continued support for asset related NTD Annual Report submittals
Documentation of VRE's capital project prioritization process		Development of a Capital Project Ranking Tool that relies on a quantitative approach and which is being evaluated for use in developing future CIPs
Development of a Lifecycle Maintenance Action Plan for VRE's Rolling Stock		Development of Lifecycle Management Plans for VRE's Rolling Stock and Facility Assets covering all five lifecycle phases and based on FTA guidance
Development of first fully compliant TAM Plan, inclusive of an implementation approach for the next four years		Development of the second fully compliant TAM Plan, inclusive of an approach for the next four years based largely on VRE's implementation of FTA self-assessment tools



DATA AND DECISION SUPPORT SYSTEMS

VRE utilizes two primary data platforms in the implementation of its asset management program: the VRE Transit Asset Management System, or VTAMS (launched in 2017), and the ArcGIS Online (AGOL) Collector and Survey123 software applications (launched in 2020). An Excel-based decision support tool is being developed as an additional tool VRE can utilize to guide better-informed investment decisions.

VRE Transit Asset Management System (VTAMS)

As part of its asset management program, VRE's consultant partner previously developed the internet-based VTAMS to house VRE's asset inventory data and to facilitate the completion of various condition assessments, most notably the quadrennial facility assessments and monthly station safety inspections. VTAMS was planned as part of a multi-phase effort and was initially deployed in 2017. This year's efforts toward ongoing maintenance and enhancement of the tool focused on retrieval of condition data to support development of required TAM Plan content.

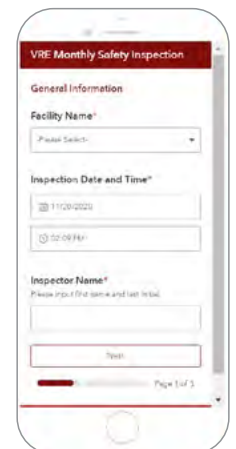


ArcGIS Online (AGOL) Applications

VRE's consultant partner piloted the use of ESRI's ArcGIS data collection tools on two previous efforts. ArcGIS Collector was used for VRE's passenger parking facility inventory in 2020, and ArcGIS Survey123 was tested beginning in 2020 for station monthly safety inspections. Full deployment of the Survey123 application was achieved in early 2021 and subsequently expanded upon for development of a Facilities maintenance work order system. Each tool allows for customization based on VRE's specific needs, and includes live field testing, demonstrations with VRE personnel, and troubleshooting. ArcGIS data collection tools have several highly desirable features, among them:

- > Ease of use on mobile devices
- > Can function without internet access
- > Have ability to attach photos in the field
- > Have built-in analytics
- > Are updated regularly by ESRI

Either system may be considered for future data collection efforts and exploring opportunities for data integration across platforms will become an increasing focus, especially in conjunction with VRE's deployment of its new Enterprise Resource Planning (ERP) system.



DRPT TransAM ANNUAL UPDATES (JANUARY AND JULY 2022)

VRE is required to report assets to the Virginia Department of Rail and Public Transportation (DRPT) via its TransAM reporting system. VRE's goal is to provide consistency between data inputs into NTD reporting modules and the TransAM database, as well as to maintain the ability to apply for state funding toward capital assets. For the third consecutive year, VRE's consultant partner completed the following tasks:

- > Reviewed previous inventory system export files
- > Evaluated existing data and recommended database updates
- > Worked with VRE's CFO and Comptroller to identify data needs
- > Synchronized data entries with NTD, where applicable
- > Coordinated database updates for approval by VRE
- > Performed data entry updates by each of two deadlines (January 15th and July 15th)
- > Provided VRE with an "After-Action Report" summarizing all activities, decision points, and making recommendation for future update efforts

NTD ASSET INVENTORY MODULE UPDATE (OCTOBER 2022)

VRE utilized its consultant partner support to prepare annual submission materials for NTD's Asset Inventory Module. This included five forms related to VRE's asset inventory, one form related to performance targets for each asset class, and an annual Narrative Report. This year's highlights include reporting of new facilities condition data based on systemwide assessments performed in 2021 on all facility types (passenger stations, parking, administrative, and maintenance facilities). The A-30 Revenue Vehicles form was also updated to reflect current vehicle mileage and overall fuel consumption. Submittal materials were prepared in October 2022 for input and upload by FTA's deadline of October 31, 2022.

COMING SOON

Asset inventory updates through DRPT's TransAM database
(January 2022)

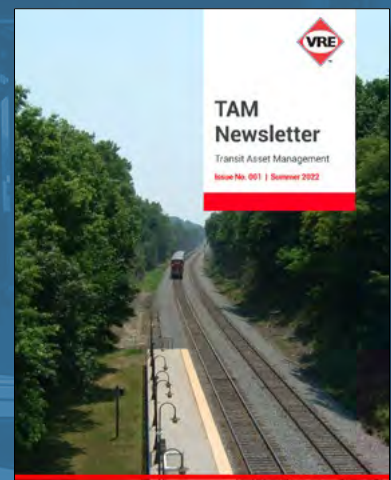
Custom-developed training content for use agency-wide, plus more advanced content targeted for TAM team and asset owner use

Update of VRE's existing Rolling Stock and Facilities Lifecycle Management Plans, aligned to VRE's 2022 TAM Plan

ArcGIS Online (AGOL) Survey123 continued customization efforts, including integration with VRE's Enterprise Resource Planning (ERP) system

Pilot of the VRE Capital Project Ranking Tool to help guide better-informed investment decisions

VRE TAM newsletters circulated internally twice per year to keep staff engaged and aware of program development and milestones





• YEARLY MILESTONES

2017

- > Share initial targets with planning partners (July)
- > Report optional FY17 Asset Inventory Module (AIM) data and FY18 performance targets to NTD (October)
- > Perform first round of facility condition assessments per FTA guidance (Summer/Fall)

2018

- > Complete first required compliant TAM Plan and share with planning partners (October)
- > Submit first required FY18 AIM data and FY19 performance targets to NTD (October)

2019

- > Submit asset inventory data to DRPT via TransAM (January)
- > Submit FY19 AIM data, FY20 performance targets, and first required narrative report to NTD (October)
- > Complete Rolling Stock Lifecycle Management (LCM) Plan in alignment with TAM Plan

2020

- > Submit asset inventory data to DRPT via TransAM (January)
- > Submit FY20 AIM data, FY21 performance targets, and narrative report to NTD (October)
- > Complete Facilities LCM Plan in alignment with TAM Plan

2021

- > Submit asset inventory data to DRPT via TransAM (January and July)
- > Submit FY21 AIM data, FY22 performance targets, and narrative report to NTD (October)
- > Perform second round of facility condition assessments per FTA guidance (Summer/Fall)

2022

- > Submit asset inventory data to DRPT via TransAM (January and July)
- > Submit FY22 AIM data, FY23 performance targets, and narrative report to NTD (October)
- > Complete first updated TAM Plan and share with planning partners. Complete quadrennial updates thereafter

2023

- > Submit asset inventory data to DRPT via TransAM (January and July)
- > Submit FY23 AIM data, FY24 performance targets, and narrative report to NTD (October)
- > Complete first updated LCM Plans. Complete quadrennial updates thereafter



TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the February meeting, DRPT Director Jen DeBruhl will give her report. The monthly DRPT Report, which provides updates on DRPT programs and initiatives, is attached.



COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chair Palchick and NVTC Commissioners

FROM: Jennifer DeBruhl, Director

DATE: January 24, 2023

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

The Commonwealth Transportation Board (CTB) met on January 17 in Richmond. There were no transit related items on the action meeting [agenda](#) or at the [workshop](#). The [Director's Report](#) now shows rail updates, public transportation highlights, and statewide ridership trends in presentation format.

The FY24 application cycle for all of DRPT's grant programs opened on December 1 and will close on February 1, 2023. DRPT anticipates releasing the draft FY24-29 Six Year Improvement Program (SYIP) for comment in April with CTB approval of the final SYIP in June. The draft and final FY 24-29 SYIP will be posted on DRPT's Open Data [portal](#), which is searchable by program, transportation service provider, and Construction District.

DRPT is wrapping up work on the I-495 Southside Transit & TDM Study. Work on the study began in May 2022 and DRPT has coordinated with a Technical Advisory Committee (TAC) comprised of 14 local jurisdictions and transit providers from Virginia and Maryland throughout the study. A draft [Executive Summary](#) is available on the project [page](#) on DRPT's website. DRPT is accepting public comments on the draft study through February 22. DRPT hosted a second virtual public meeting on the study on December 13, 2022 and conducted a public survey on the study between December 9, 2022 and January 13, 2023. There were approximately 40 attendees at the public meeting and DRPT received 61 responses to the public survey. DRPT will complete and post the final study report in early March after a final Technical Advisory Committee meeting and the end of the public comment period. The findings of the DRPT study will inform VDOT's ongoing I-495 Southside Express Lanes Study and National Environmental Policy Act (NEPA) process.

Finally, DRPT is welcoming a new transit program manager, Mike Mucha, to the Northern Virginia office on February 10. Mike has served as a program manager in the Richmond office since 2017. Prior to that, he was part of the management team at District Three Transit, which serves ten cities, towns, and counties in southwest Virginia and is based in Marion.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: January 26, 2023
SUBJECT: Executive Director Report

A. Executive Director Newsletter

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

The February 2023 Executive Director Newsletter will be provided to Commissioners at the Commission meeting and posted online at <https://novatransit.org/news-and-media/newsletter/>.

B. NVTC Financial Report

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



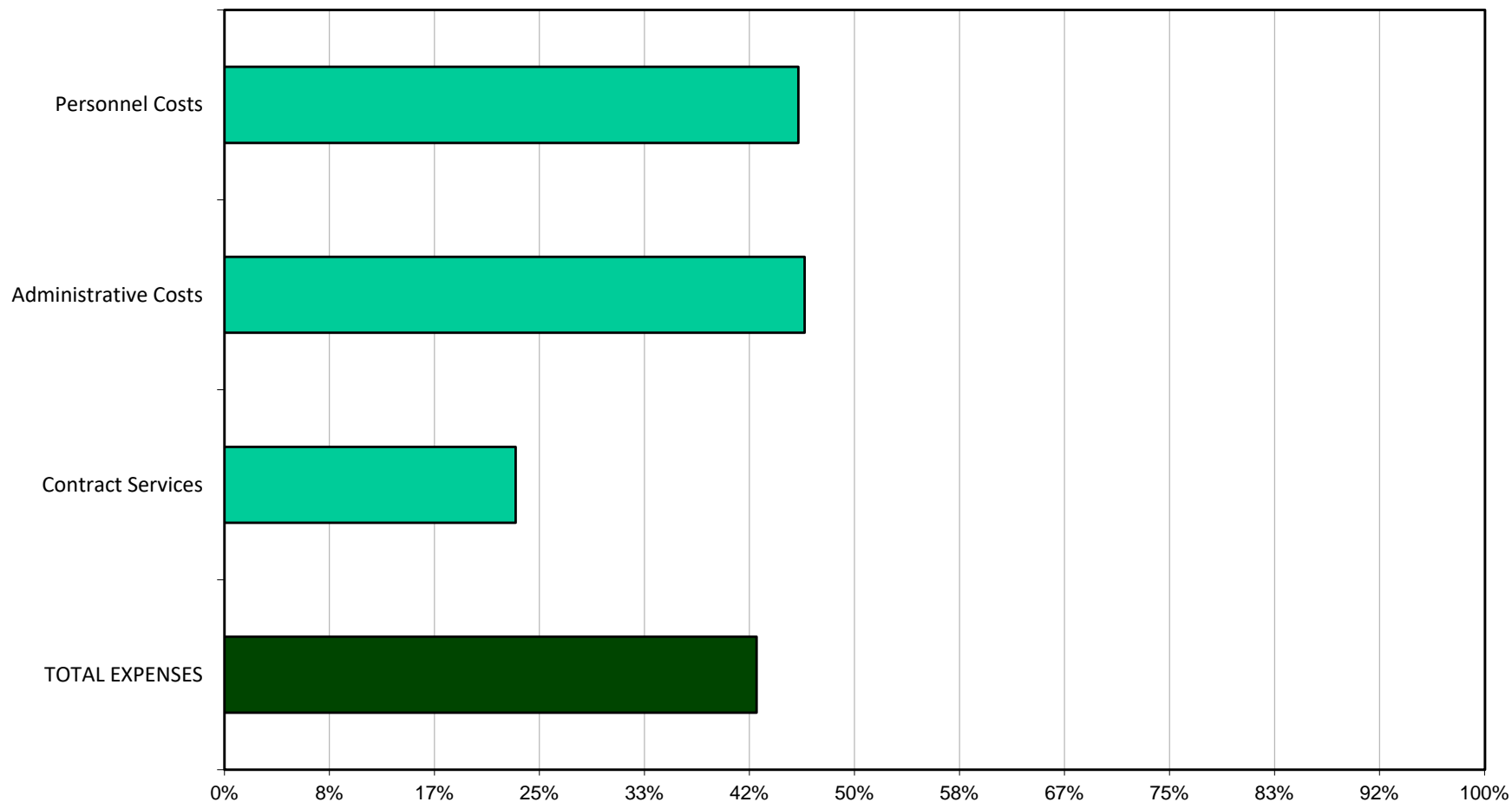
Northern Virginia Transportation Commission

Financial Reports
December 2022

PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED

December 2022

(TARGET 50% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2022

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 169,417.40	\$ 1,049,686.23	\$ 2,296,500.00	\$ 1,246,813.77	54.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>169,417.40</u>	<u>1,049,686.23</u>	<u>2,296,500.00</u>	<u>1,246,813.77</u>	<u>54.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	16,013.22	75,795.60	155,300.00	79,504.40	51.2%
Group Health Insurance	11,616.39	72,088.96	200,400.00	128,311.04	64.0%
Retirement	14,167.00	88,722.00	170,000.00	81,278.00	47.8%
Workmans & Unemployment Compensation	395.39	1,267.96	5,100.00	3,832.04	75.1%
Life Insurance	722.45	2,035.58	6,600.00	4,564.42	69.2%
Long Term Disability Insurance	1,101.11	6,618.63	12,500.00	5,881.37	47.1%
Total Benefit Costs	<u>44,015.56</u>	<u>246,528.73</u>	<u>549,900.00</u>	<u>303,371.27</u>	<u>55.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,950.00	7,350.00	14,700.00	7,350.00	50.0%
<i>Rents:</i>	<i>39,087.20</i>	<i>210,757.68</i>	<i>419,100.00</i>	<i>208,342.32</i>	<i>49.7%</i>
Office Rent	30,373.80	199,713.88	394,900.00	195,186.12	49.4%
Parking & Transit Benefits	8,713.40	11,043.80	24,200.00	13,156.20	54.4%
<i>Insurance:</i>	<i>121.16</i>	<i>3,557.91</i>	<i>7,300.00</i>	<i>3,742.09</i>	<i>51.3%</i>
Public Official Bonds	200.00	1,300.00	2,300.00	1,000.00	43.5%
Liability and Property	(78.84)	2,257.91	5,000.00	2,742.09	54.8%
<i>Travel:</i>	<i>4,284.94</i>	<i>26,537.97</i>	<i>65,800.00</i>	<i>39,262.03</i>	<i>59.7%</i>
Conference / Professional Development	215.00	17,085.84	47,100.00	30,014.16	63.7%
Non-Local Travel	-	693.94	2,500.00	1,806.06	72.2%
Local Travel, Meetings and Related Expenses	4,069.94	8,758.19	16,200.00	7,441.81	45.9%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2022

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,001.73	8,096.16	17,200.00	9,103.84	52.9%
Postage	151.17	341.70	1,400.00	1,058.30	75.6%
Telephone and Data	850.56	7,754.46	15,800.00	8,045.54	50.9%
<i>Publications & Supplies</i>	663.00	5,811.25	28,900.00	23,088.75	79.9%
Office Supplies	36.16	588.43	2,500.00	1,911.57	76.5%
Duplication and Paper	481.34	3,282.48	8,900.00	5,617.52	63.1%
Public Engagement	145.50	1,940.34	17,500.00	15,559.66	88.9%
<i>Operations:</i>	4,039.33	15,987.91	53,300.00	37,312.09	70.0%
Furniture and Equipment (Capital)	1,300.85	1,300.85	25,500.00	24,199.15	94.9%
Repairs and Maintenance	51.50	2,641.70	1,000.00	(1,641.70)	-164.2%
Computer Operations	2,686.98	12,045.36	26,800.00	14,754.64	55.1%
<i>Other General and Administrative:</i>	1,124.17	5,568.00	10,000.00	4,432.00	44.3%
Memberships	85.67	814.02	1,600.00	785.98	49.1%
Fees and Miscellaneous	1,038.50	4,434.98	6,900.00	2,465.02	35.7%
Advertising (Personnel/Procurement)	-	319.00	1,500.00	1,181.00	78.7%
Total Administrative Costs	52,271.53	283,666.88	616,300.00	332,633.12	54.0%
<u>Contracting Services</u>					
Auditing	7,305.00	17,055.00	27,600.00	10,545.00	38.2%
Contract Services and Support					
Commuter Choice	570.00	36,256.50	234,700.00	198,443.50	84.6%
Research Support	-	35,968.10	200,000.00	164,031.90	82.0%
Other Technical	6,371.12	38,375.52	120,000.00	81,624.48	68.0%
Legal	2,500.00	15,000.00	35,000.00	20,000.00	57.1%
Total Contract Services	16,746.12	142,655.12	617,300.00	474,644.88	76.9%
Total Gross G&A Expenses	\$ 282,450.61	\$ 1,722,536.96	\$ 4,080,000.00	\$ 2,357,463.04	57.8%

NVTC
RECEIPTS and DISBURSEMENTS
December 2022

December 2022			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
1	DMV	Motor Vehicle Fuels Sales tax receipt					\$ 2,064,635.06
1	DMV	CROC			1,250,000.00		
8	DRPT	Capital grant receipt - Arlington					298,885.00
8	DRPT	Capital grants receipts					37,403.00
8	DRPT	Operating assistance - Fairfax					7,227,637.00
8	DRPT	Operating assistance - Arlington					1,571,509.00
12	VRE	Staff support		7,660.93			
12	DRPT	Capital grants receipts - Arlington					148,344.00
12	DRPT	Capital grant receipt					184,000.00
16	DRPT	Operating assistance - Fairfax					7,227,637.00
16	DRPT	Operating assistance - Arlington					1,571,509.00
22	DRPT	Capital grant receipt - Fairfax					61,857.59
23	VRE	Staff support		14,799.64			
27	DRPT	Operating and capital assistance - WMATA					16,736,688.00
27	DRPT	Capital grant receipt - Fairfax					2,894.41
30	DRPT	State assistance - transit recovery mkting campaign			199,422.00		
30	DMV	Motor Vehicle Fuels Sales tax receipt					2,202,680.32
30	DMV	CROC			1,250,000.00		
30	Fairfax	VRE jurisdiction contribution		2,360,505.00			
31	Banks	Investment earnings		173.52	6,564.81	204,445.95	1,385,419.95
TOTAL RECEIPTS			-	2,383,139.09	2,705,986.81	204,445.95	40,721,099.33

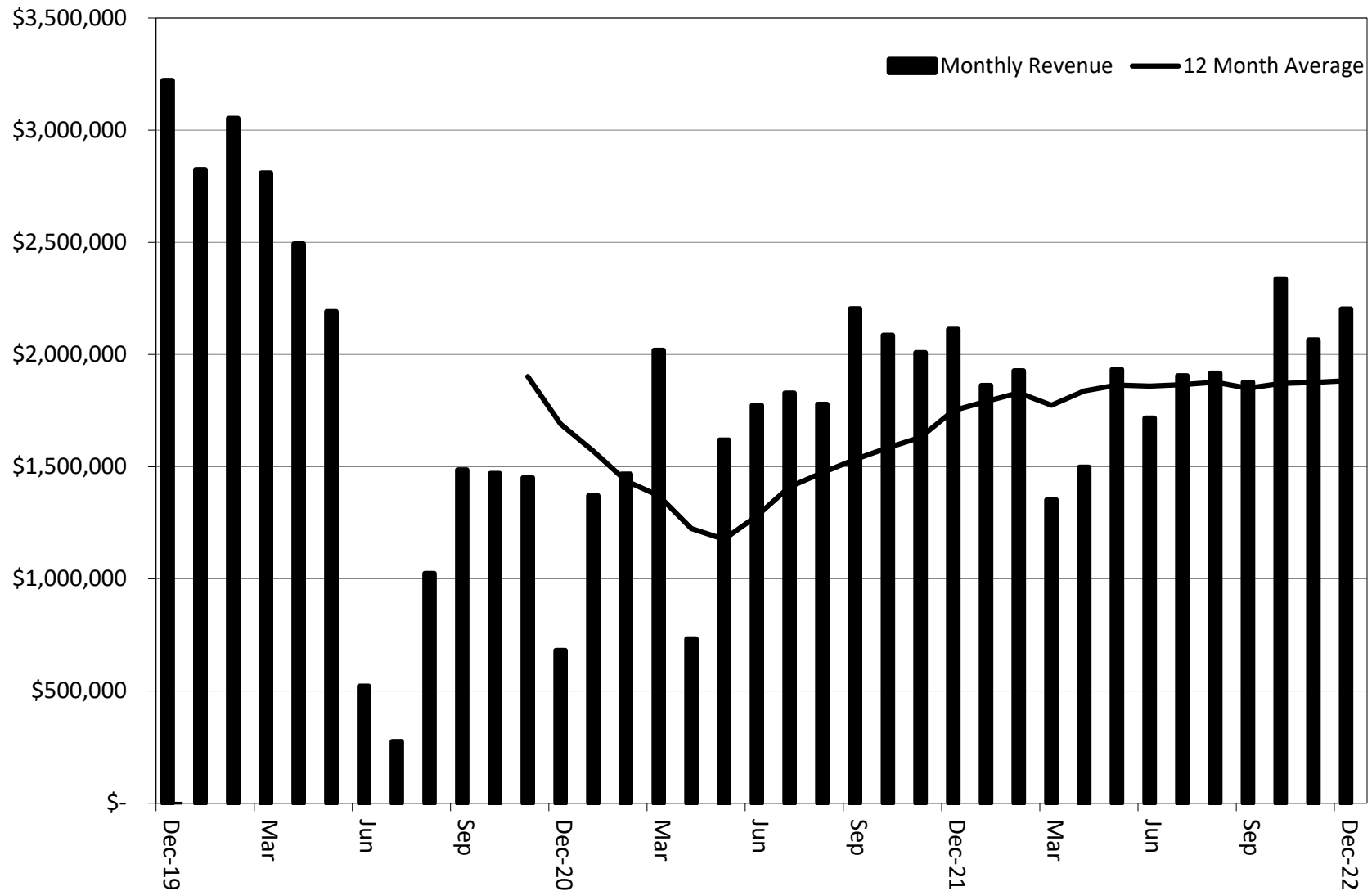
NVTC
RECEIPTS and DISBURSEMENTS
December 2022

December 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	(225,295.96)				
1	PRTC	Commuter Choice - I-395/95 project reimbursement				(435,023.00)	
1	NVRC	Commuter Choice - I-395/95 project reimbursement				(2,688.00)	
1	VRE	CROC			(1,250,000.00)		
6	PRTC	Commuter Choice - I-395/95 project reimbursement				(57,364.00)	
6	Alexandria	Commuter Choice - I-395/95 project reimbursement				(1,614,853.00)	
6	Arlington	Commuter Choice - I-66 project reimbursement				(97,773.00)	
8	Alpha Media	Transit recovery marketing campaign	(1,680.00)				
30	VRE	CROC			(1,250,000.00)		
31	Banks	Service charges		(56.69)			
TOTAL DISBURSEMENTS			(226,975.96)	(56.69)	(2,500,000.00)	(2,207,701.00)	-
TRANSFERS							
1	Transfer	From LGIP to LGIP (NTD project)			42,791.51		(42,791.51)
15	Transfer	From LGIP to checking	170,000.00		(170,000.00)		
NET TRANSFERS			170,000.00	-	(127,208.49)	-	(42,791.51)
NET INCREASE (DECREASE) FOR MONTH			\$ (56,975.96)	\$ 2,383,082.40	\$ 78,778.32	\$ (2,003,255.05)	\$ 40,678,307.82

**NVTC
INVESTMENT REPORT
December 2022**

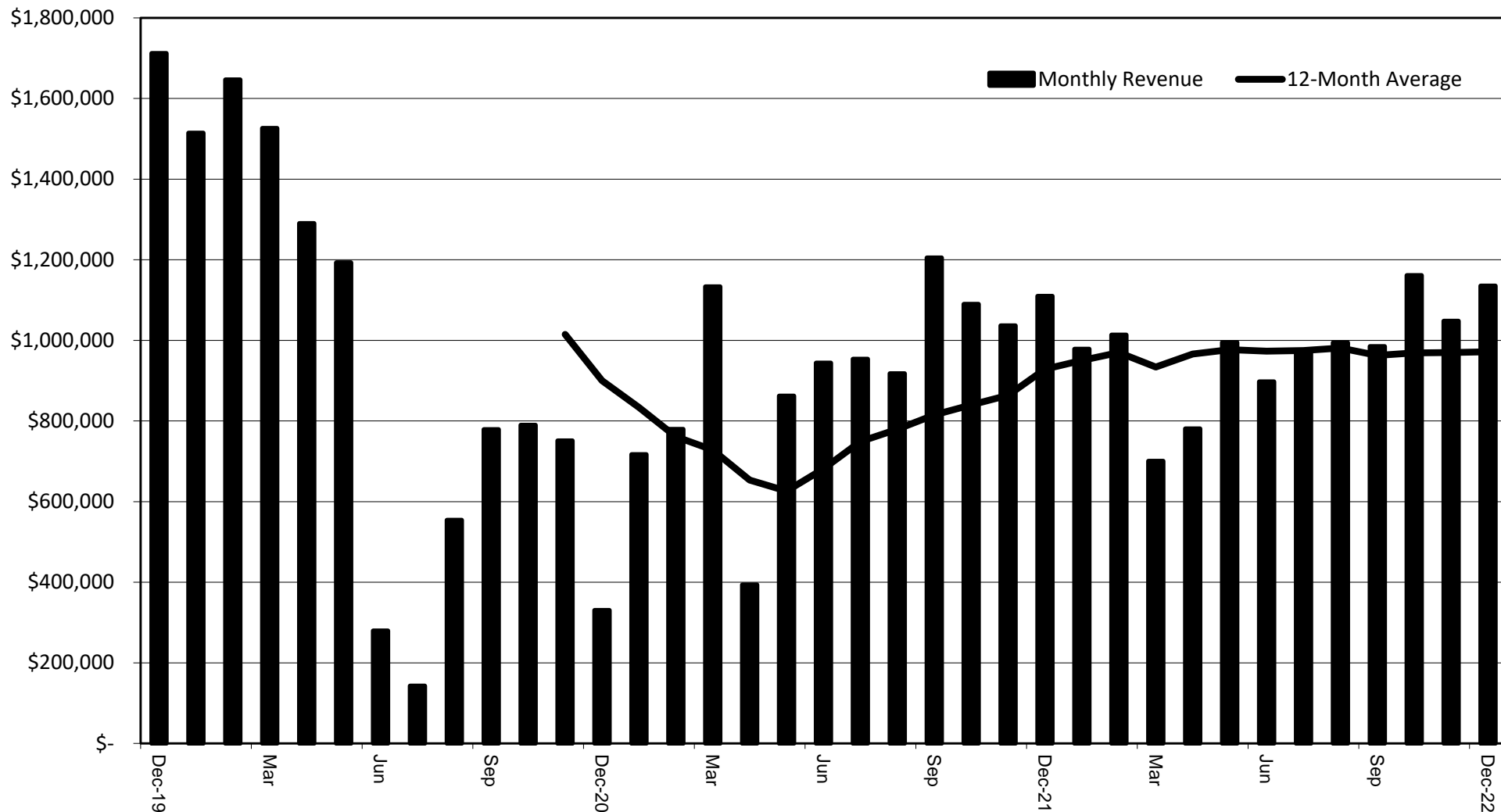
Type	Rate	Balance 11/30/2022	Increase (Decrease)	Balance 12/31/2022	Balance			
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Gas Tax Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	\$ 173,868.85	\$ (56,975.96)	\$ 116,892.89	\$ 116,892.89	\$ -	\$ -	\$ -
Wells Fargo: NVTC Savings	0.680%	139,436.90	2,383,082.40	2,522,519.30	2,522,519.30	-	-	-
Investments								
Bank of America: Virginia Local Government Investment Pool	4.312%	429,183,584.54	38,753,831.09	467,937,415.63	1,925,574.88	56,781,767.93	353,926,491.19	55,303,581.63
		\$ 429,496,890.29	\$ 41,079,937.53	\$ 470,576,827.82	\$ 4,564,987.07	\$ 56,781,767.93	\$ 353,926,491.19	\$ 55,303,581.63

NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2020-2023



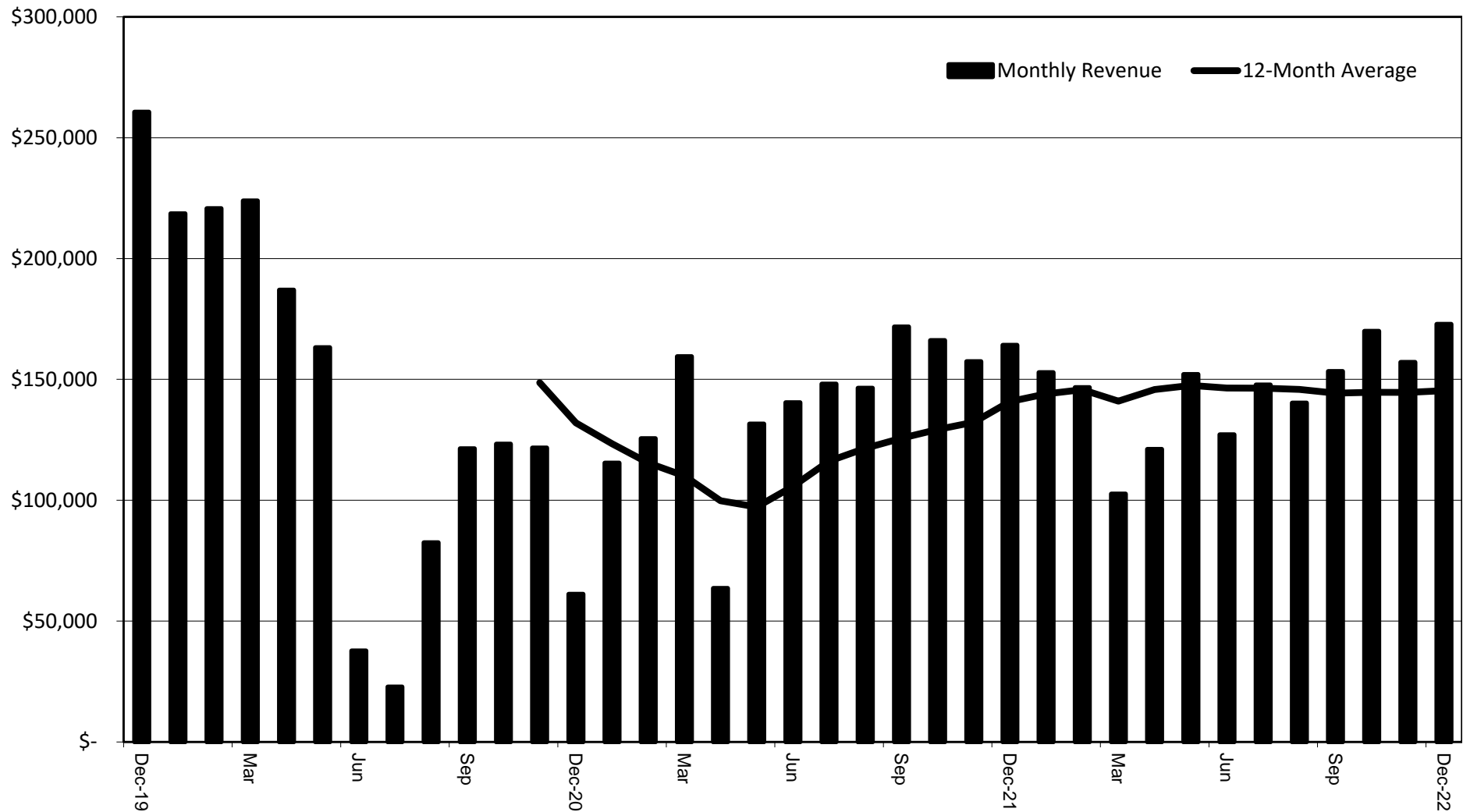
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2020-2023



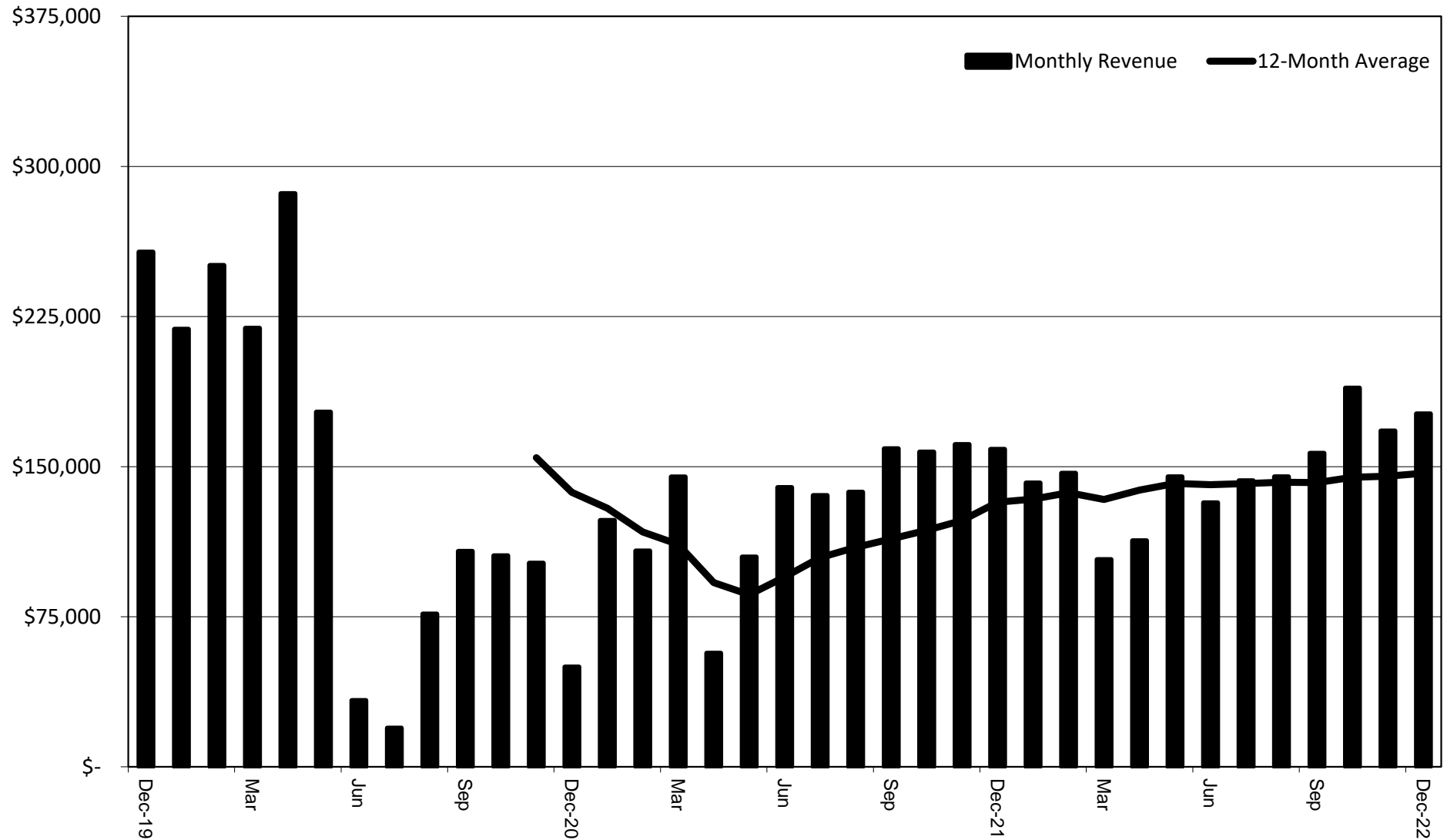
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



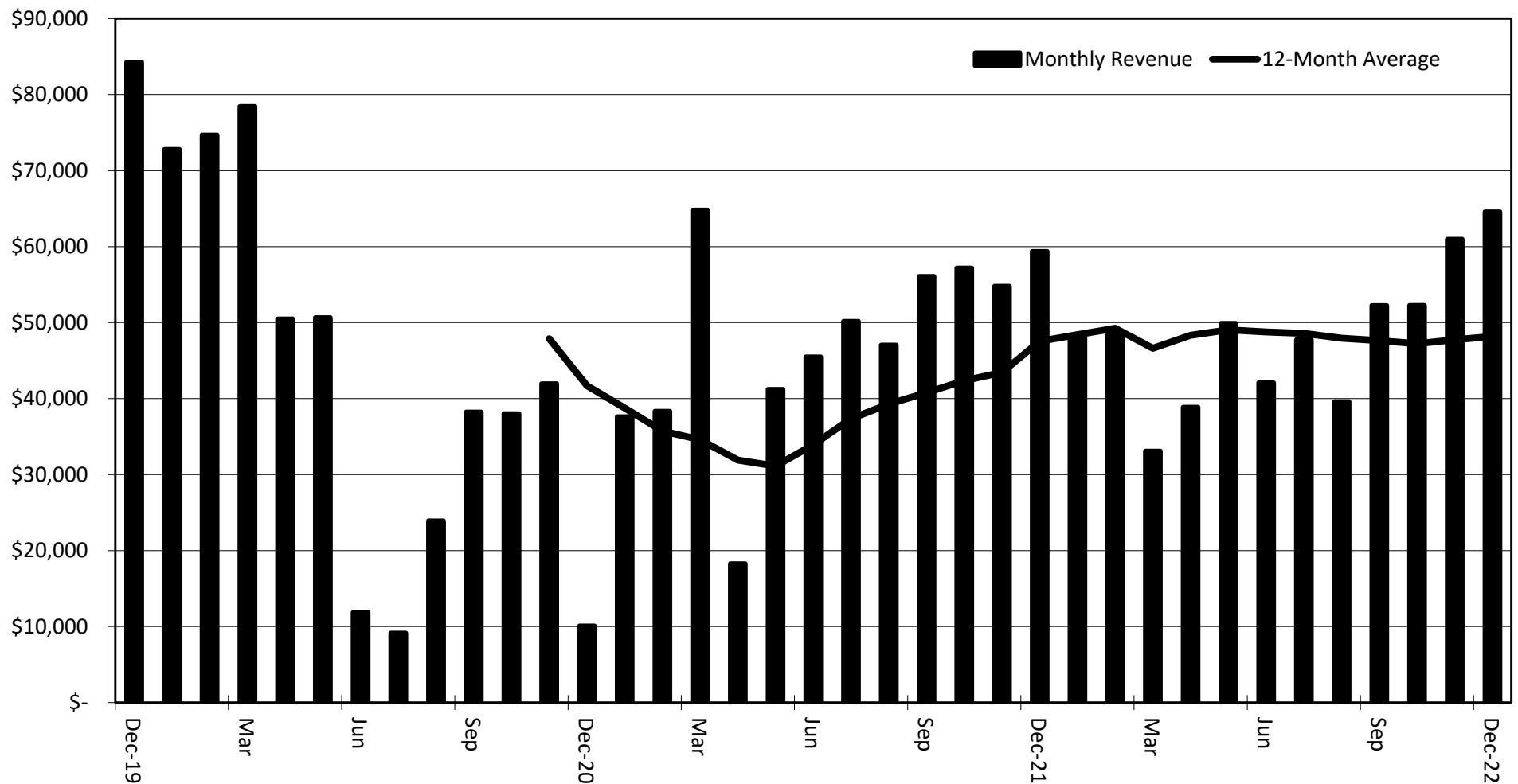
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



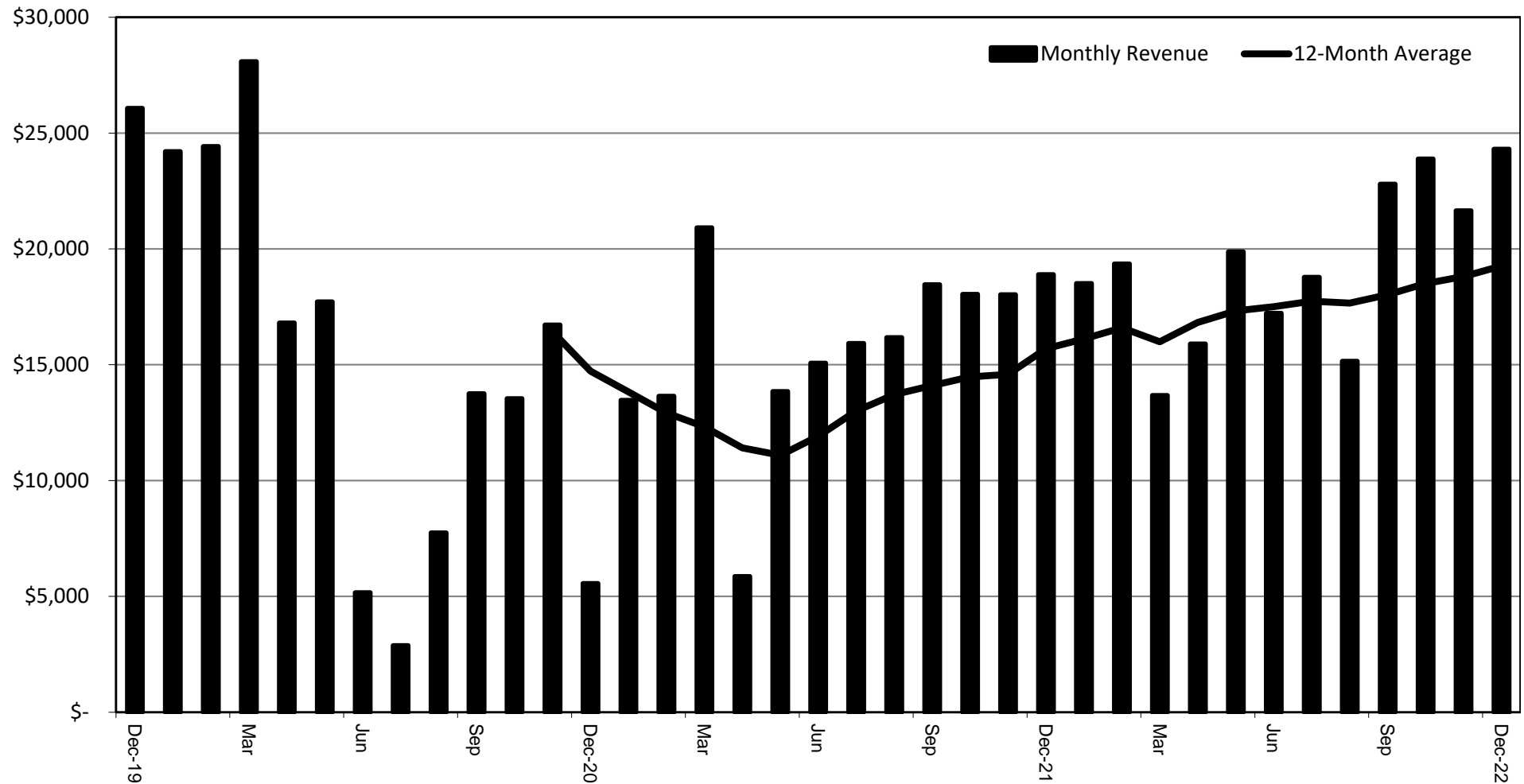
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



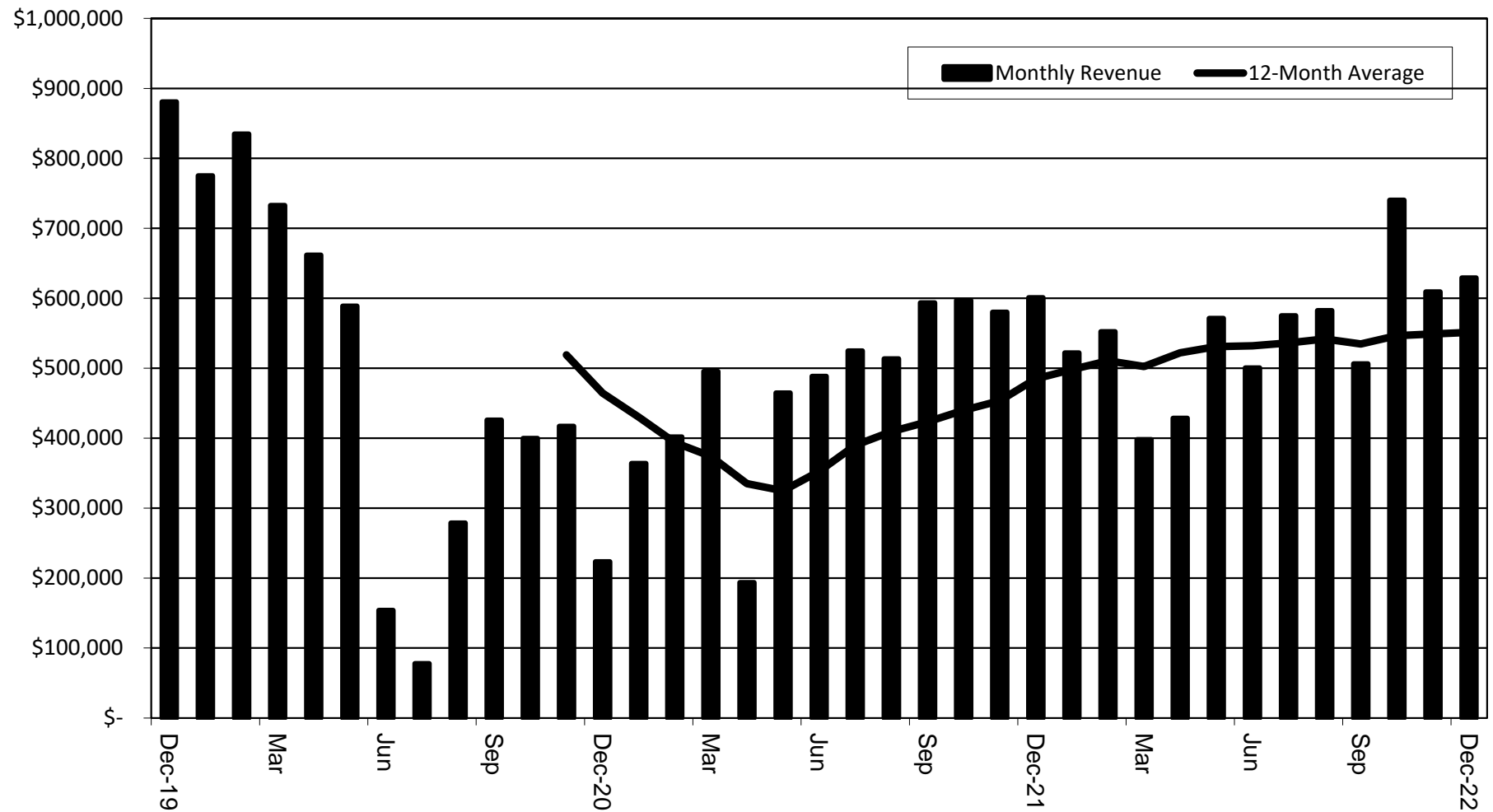
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.