



Commission Meeting Materials

June 1, 2023



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Meeting Overview



NVTC's June 1, 2023 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Resolution of Commendation for the Honorable Katie Cristol on Her Departure from NVTC
- Contract Extension for State Legislative Liaison Services
- VRE Operations Board Appointment
- I-395/95 Commuter Choice FY 2024 – FY 2025 Program of Projects
- Commuter Choice Arlington TDM Standard Project Agreement Changes
- Findings of the Value of Northern Virginia's Transit Network to the Commonwealth Study
- Amendment to the VRE Contract for Maintenance Services, Amendment to the VRE Contract for Operating Services, and Extension of Operating Access Agreement with Norfolk Southern

Other Meeting Highlights

- Recognition of Departing and New Commissioners
- Presentation on Opportunities for Bus Priority in Northern Virginia
- Presentation on Transforming Rail in Virginia by VPRA Executive Director
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

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**NVTC COMMISSION MEETING
THURSDAY, JUNE 1, 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
6:00 p.m. Executive Committee – NVTC Suite #230 Conference Room **Note Earlier Start******
6:45 p.m. Commission Photo – First Floor Lobby
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, June 1, 2023 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the June 1 meeting.*

1. Opening Remarks
 - General Public Comments Received
2. Recognition of Departing and New Commissioners
 - A. **ACTION: Approve a Resolution of Commendation for the Honorable Katie Cristol on Her Departure from NVTC**
 - B. Oath of Office for New Commissioner
3. **ACTION: Approve the Minutes of the May 4, 2023 NVTC Meeting**
4. **CONSENT AGENDA (subject to approval by chair)**
 - A. **Authorize the Executive Director to Execute an Extension to NVTC's State Legislative Liaison Services Contract**
 - B. **Approve Resolution #2498: Appoint Takis Karantonis as a Principal Member to the VRE Operations Board**

5. Commuter Choice Program

- A. **ACTION: Approve Resolution #2499: Approve the I-395/95 Commuter Choice FY 2024–2025 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements**
- B. **ACTION: Approve Resolution #2500: Authorize the Executive Director to Execute the Commuter Choice Arlington Transportation Demand Management Standard Project Agreement Changes**
- C. Notice of No-Cost Contract Extension for Commuter Choice Technical Support
- D. I-66 Commuter Choice Update

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

- A. **ACTION: Accept the Findings of the Value of Northern Virginia’s Transit Network to the Commonwealth Study**
- B. General Assembly Update (if needed)
- C. Federal Update (if needed)

7. 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

8. Transit Resource Center

- A. Opportunities for Bus Priority in Northern Virginia

9. Transforming Rail in Virginia Presentation by Virginia Passenger Rail Authority Executive Director

10. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. **ACTION: Approve Resolution #2501: Authorize the VRE CEO to Execute an Amendment for the Third Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC**
- C. **ACTION: Approve Resolution #2502: Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC**
- D. **ACTION: Approve Resolution #2503: Authorize the VRE CEO to Extend the Term of the Operating Access Agreement with Norfolk Southern**
- E. VRE Fare Free Friday Initiative

11. Department of Rail and Public Transportation (DRPT)

12. Executive Director Report

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

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: May 25, 2023
SUBJECT: Recognition of Departing and New Commissioners

At the June meeting, the Commission will recognize departing Commissioner Katie Cristol for her service on NVTC, as well as welcome Arlington Board member Takis Karantonis, who is replacing her on NVTC.

A. ACTION: Approve a Resolution of Commendation for the Honorable Katie Cristol on Her Departure from NVTC

The Commission will be asked to approve a Resolution of Commendation for departing Commissioner Katie Cristol, who has served on NVTC since 2016 and as chair in 2020 and 2021. Ms. Cristol has announced she is leaving the Arlington Board effective July 4, 2023, to become the chief executive officer of Tysons Community Alliance, a new non-profit public-private partnership promoting equitable economic growth and community development in the Tysons area.

B. Oath of Office for New Commissioner

The ceremonial oath of office will be administered to Arlington Board member Takis Karantonis, who will replace Katie Cristol on NVTC. Mr. Karantonis will also be appointed to replace Ms. Cristol as the principal member of the VRE Operations Board (action in Agenda Item #4). To facilitate Mr. Karantonis' participation at the June 16 VRE Operations Board retreat, he is being sworn in as a NVTC Commissioner at the June meeting.

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.

RESOLUTION OF COMMENDATION

SUBJECT: Commending the Honorable Katie Cristol on Her Departure from the Northern Virginia Transportation Commission

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 investment in public transit to foster economic growth and vitality in the region and the Commonwealth;

WHEREAS: The Honorable Katie Cristol took office in 2016 as a member of the Arlington County Board and during her tenure has represented the county on three regional transportation agencies – NVTC, the Northern Virginia Transportation Authority (NVTA), and the Virginia Railway Express (VRE) Operations Board – immersing herself in transportation policy and helping guide and advance numerous transit initiatives;

WHEREAS: Ms. Cristol has served as a Commissioner of the Northern Virginia Transportation Commission since 2016 and served as chair in 2020 and 2021;

WHEREAS: Ms. Cristol has been an advocate of long-term, sustainable funding for transit, a truly multi-modal transportation network, economic growth and development, improved transit service, regional collaboration, zero- and reduced-fare initiatives and transportation equity;

WHEREAS: During her tenure as NVTC chair, Ms. Cristol skillfully led the Commission during the COVID-19 pandemic ensuring Commission business was conducted in a timely and effective manner; continued NVTC's strong support of WMATA and VRE as they managed pandemic-related budget and ridership challenges; built upon the collaboration and consensus-building for which NVTC is known; and advocated for high-quality, high-capacity transit in Northern Virginia; and

WHEREAS: Ms. Cristol also served on the VRE Operations Board and championed VRE and Transforming Rail in Virginia initiatives that will dramatically improve VRE, Amtrak, and freight rail service in the region.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends the Honorable Katie Cristol for her service on NVTC, to the citizens of Northern Virginia and to the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC congratulates Ms. Cristol on being selected as the chief executive officer of the Tysons Community Alliance, a new non-profit public-private partnership promoting equitable economic growth and community development in the Tysons area.

BE IT FURTHER RESOLVED that NVTC looks forward to continuing to work with Ms. Cristol in her new role to advance transit in the region.

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

Approved this 1st day of June 2023.

Dalia Palchik
Chair

MINUTES
NVTC COMMISSION MEETING –MAY 4, 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 Palchik at 7:04 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
Katie Cristol
Adam Ebbin
John Foust
Matt Letourneau
Jeff McKay
Dalia Palchik
Catherine Read
M. David Skiles
Paul Smedberg
David Snyder
John C. Tuck III
Mike Turner
James Walkinshaw

Members Not Present

Nick Clemente
Matt de Ferranti
Libby Garvey
John J. Bell
Aimee S. Gilroy

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Genoveva Cutrell
Andrew D’huyvetter
Rhonda Gilchrest
Scott Kalkwarf
Ann McGrane
Tenley O’Hara
Ben Owen
Sophie Spiliotopoulos
Melissa Walker
Ronnetta Zack-Williams
Aimee Perron Siebert

Rich Dalton (VRE)
Steve MacIsaac (VRE)
Tim Roseboom (DRPT) (*via electronic participation*)

Opening Remarks

Chair Palchik welcomed everyone to the May 4, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube. She noted that no Commissioners are participating electronically. Commission Secretary Rhonda Gilchrest confirmed an in-person quorum was present.

Chair Palchik stated that this month's Commission meeting will focus on a number of important NVTC efforts. She reviewed the actions and other meeting highlights.

In response to a question from Chair Palchik, Ms. Mattice stated that NVTC did not receive any public comments this month.

Minutes of the March 2, 2023 NVTC Meeting

Mr. McKay moved, with a second by Ms. Cristol, to approve the Minutes of the March 2, 2023 NVTC meeting. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Smedberg, Snyder, Tuck, Turner and Walkinshaw. Mr. Skiles abstained. The motion passed.

Consent Agenda

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

- A. Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code
- B. Authorize the Chair to Send a Letter of Endorsement for the City of Alexandria's US Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Application

Ms. Bagley moved, with a second by Mr. Snyder, to approve the Consent Agenda. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Skiles, Smedberg, Snyder, Tuck, Turner and Walkinshaw. The motion passed.

Agreements and Contracts for the Blue/Yellow Line Regional Marketing Campaign

Chair Palchik announced that NVTC will be kicking off another exciting marketing campaign next month to encourage transit usage following the reopening of the Blue and Yellow Lines and the Yellow Line bridge, the opening of the Potomac Yard Metro Station, and overall promotion of public transit use in the region. She asked staff to provide more details.

Ms. Mattice explained that Commission action is requested to authorize the execution of six marketing agreements and contracts necessary to support the marketing campaign. This effort

is funded by the Department of Rail and Public Transportation (DRPT) through a grant that provides 80% (\$400,000) of the \$500,000 project cost. The local match of 20% (\$100,000) will be provided to NVTC from the City of Alexandria, Arlington and Fairfax Counties, Virginia Railway Express and the Potomac and Rappahannock Transportation Commission. The campaign is scheduled to kick off on June 1, 2023 and will run through the summer. She then turned it over to Monique Blyther from NVTC's marketing and communications team to give a presentation.

Ms. Blyther stated that the three-month "Ride with Us" marketing campaign is designed to encourage riders to return to Metro and the other regional transit systems. She recognized Communications and Public Affairs Manager Matt Friedman and NVTC Fellow Nathan Varnell, who are also working on the campaign. She explained that since the Orange Line outage is taking place between June and July, NVTC staff developed a two-phase rollout of the campaign. Phase One includes geo-targeted social media ads, video streaming, website display ads, targeted email ads, and dedicated advertising on the Waze mobile app. Phase Two, starting July 17 after the Orange Line reopens, will include Phase One engagement strategies in addition to radio and audio streaming, podcasts and sponsorship of the Washington Commanders pre-seasons events.

Ms. Blyther explained that this campaign includes a new effort to diversify the targeted audience, dedicating a significant portion of its budget to urban and Spanish-language ads on radio, audio and video streaming, podcasts and social media. She also noted that the campaign also includes the rebranding of the NovaRides.org English and Spanish landing pages. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. Ms. Blyther noted that the Commission will be provided updates throughout the campaign, which is expected to conclude by September 2023.

In response to a question from Chair Palchik, Ms. Blyther stated that the budget for this marketing campaign is basically the same amount as the previous marketing campaign. Mr. Snyder asked what the messaging during the Orange Line shutdown will be. Ms. Blyther responded that WMATA has a separate communications and outreach plan for the closures. NVTC will be focused on geo-targeting riders along the Blue Line and Yellow Line corridors (geographically different from the Orange Line riders), especially getting them excited about the opening of the stations. Mr. Snyder stated that he is interested in having a presentation from WMATA staff on what their messages will be for the closures. Mr. Potts stated that there are monthly coordination calls and extensive communication and coordination with NVTC and the jurisdictions. It is very similar to past marketing campaigns following other shutdowns. He noted that WMATA's website is the best source of information. Ms. Mattice stated that as staff was putting together the NVTC campaign, they developed a very localized first half of the campaign and the second half will be more generalized after the Orange Line reopens.

Mr. Snyder requested WMATA provide Commissioners with summary of what is happening with the shutdown and what elected officials should be saying to constituents. Mr. Alcorn also suggested providing shuttle bus information for specific jurisdictions. Mr. Potts offered to convene the group of regional Public Information Officers (PIO's) to better coordinate and get the word out. Mr. Walkinshaw asked if the messaging will mention other transit alternatives, such as VRE, DASH, Connector etc. Ms. Blyther responded that NVTC's campaign will include information about other transit alternatives.

Ms. Cristol moved, with a second by Ms. Bagley, to authorize the executive director to execute the six marketing agreements and contracts. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Cristol, Foust, McKay, Letourneau, Palchik, Read, Smedberg, Snyder, Tuck, Turner and Walkinshaw. The motion passed. (Mr. Skiles was out of the room and did not participate in the vote.)

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked the WMATA Board members and the NVTC WMATA Committee chair to give their report.

Report from the WMATA Board Members. Mr. Letourneau stated that the WMATA Board approved the FY 2024 budget. Dedicated capital funding continues to drive the capital budget, which was approved at \$2.4 billion for FY 2024, representing a six-year Capital Improvement Program (CIP) investment of \$14 billion with a focus on safety and state of good repair. The operating budget totals \$2.3 billion and the budget assumes ridership recovery to 70% of pre-pandemic levels. New fare changes in this budget include consolidating the weekday peak and off-peak rail fare structure into one weekday distance-based fare structure that ranges from \$2.00 to \$6.00 – this keeps the max rail fare at \$6 as recommended by NVTC’s budget letter; reducing the maximum fare on MetroAccess to \$4.00 per trip; and introducing a regional low-income fare program.

Mr. Letourneau stated that bus and rail service changes include optimizing rail frequency by increasing Green and Yellow Line train frequency to six minutes all day and 7.5 minutes late night, with all Yellow Line trains turning around at Mt. Vernon Square Station; increasing Orange Line train frequency to every 7.5 minutes on average during peak service and every 10 minutes during off-peak service; and restructuring of several Metrobus routes to create the 16M in Arlington and the restoration of the 11Y.

Mr. Letourneau stated that WMATA will use the last of federal Covid-19 aid in FY 2024 Q3. The FY 2025 budget deficit is projected to be over \$700 million. WMATA is putting together a more detailed explanation of what the deficit looks like and what the different scenarios will look like without that funding. It is a serious issue. NVTC is part of the regional conversation on finding a funding solution.

Mr. Smedberg announced that the new Potomac Yard Metrorail Station will open on May 19. The Yellow Line will also reopen on May 6. Mr. Smedberg stated that WMATA will be retrofitting faregates to address fare evasion. Recent data from Metro show 13% of total Metrorail trips are non-tap entries. Taller fences and new saloon style gates installed at the Fort Totten Station reduced fare evasion by approximately 50%. Also, the Metro Transit Police (MTPD) has entered into agreements with certain local law enforcement agencies so that local police officers may work in specific Metrorail stations during rush hour. This program and the introduction of special police officers at certain stations have resulted in a 20% decrease in total crime at these stations. Mr. Letourneau added that WMATA is asking the District of Columbia to change its civil fare evasion legislation.

[Mr. Skiles returned to the meeting.]

Mr. Smedberg stated that WMATA is working closely with the Washington Metrorail Safety Commission (WMSC) to restore Automatic Train Operations (ATO) by the end of 2023. ATO was discontinued since the 2009 Fort Totten crash. Also, the WMATA Board approved a revised zero-emission bus (ZEB) goal, moving ZEB and fleet transition goals ahead by three years to be 100% ZEB by 2042. The Board recently approved a project agreement with the District of Columbia where the District and Metro will set up an on-bus automated camera enforcement program to enforce bus-only lanes and bus stops.

Mr. Smedberg also gave a brief update on several Metro-related meetings, including a meeting with Virginia Secretary of Transportation Shep Miller and DRPT Director Jen DeBruhl; a meeting with DC Mayor Bowser; and other meetings with major stakeholders. He also noted that WMATA conveyed to Mayor Bowser that WMATA will not support fare free bus at this time and requested a “pause” for at least a year to allow discussions to address some issues.

Chair Palchik noted that the economic piece of finding a funding solution is so important. Mr. Smedberg stated that it will take the entire community to bring the issue forward. NVTC is taking a major role. In response to a question from Mr. Skiles, Mr. Letourneau stated that WMATA is also having conversations to Maryland and the District concerning the budget deficit. WMATA will be looking at three scenarios: the impact of not getting dedicated funding, status quo, and a growth scenario.

In response to a question from Mr. Walkinshaw, Mr. Letourneau provided some information about ridership recovery. Currently bus ridership is 80% pre-pandemic levels and rail is 50% but hitting 70% on some days. To date, April 4, 2023 was the highest post-pandemic ridership day for Metrorail. Mr. Smedberg stated that weekend ridership is also up.

[Mr. Ebbin arrived at 7:42 p.m. and joined the discussion.]

Mr. Turner observed that he is not sure the public really understands the seriousness of the budget deficit problem. Mr. Letourneau stated that Mr. Alcorn will discuss in his report the work that NVTC is doing, which will focus on finding a Virginia-centric solution. There may be different solutions for each jurisdiction (Virginia, Maryland and DC). Metro is not the only transit system that has these challenges. In response to a question from Mr. Turner, Mr. Letourneau stated that structurally, expenditures are outpacing revenues and the subsidy model cannot keep pace. The pandemic sped things up, but it was inevitable that it would happen as the current allocation model is not sustainable.

Report from the Chair of the NVTC WMATA Committee. NVTC WMATA Committee Chair Alcorn reported that the WMATA Committee met on April 19 and received presentations from WMATA and NVTC staff. WMATA staff provided an update on the Bus Network Redesign, which recently released a draft visionary network. The draft visionary network includes an expanded frequent service network with more routes with 12-minutes or better all-day service, more routes with 12 to 20 minute all day service, and all remaining service with no less than 30-minute frequency. It also includes a regional 24-hour network and increases cross-town and cross-county connections. The draft network does not yet specify which bus provider will operate which

service nor does it identify stops or route patterns, like limited stop service. It also represents a 35% increase in resources devoted to bus service in the region. WMATA will seek public input on the draft visionary network which will be used to refine the visionary network and develop a network that Metro can implement in the near-term and as resources become available.

Mr. Alcorn also noted that NVTC staff presented two very important and interconnected efforts – the preliminary findings from NVTC’s Value of Transit in Northern Virginia to the Commonwealth study and an overview of NVTC’s WMATA Operating Funding and Reform Working Group. Ann McGrane provided the committee with the preliminary results of the Value of Transit to the Commonwealth Study and the results are very impressive. Some of the key take aways include:

- The value of bus, Metro, and VRE systems to the Commonwealth’s general revenue fund are significant – approximately \$1.5 billion per year in sales and income tax revenue.
- This represents approximately 5% of total revenue to the Commonwealth.
- These numbers demonstrate that the Commonwealth has a direct interest in ensuring that Northern Virginia’s transit network continues to thrive and that investment by the state is good fiscal policy on top of the many quality of life and environmental benefits.

Mr. Alcorn stated that the WMATA Committee provided staff with lots of feedback and the Commission can look forward to hearing more about this study at the Legislative and Policy Committee on May 17 and at the full Commission in June.

Mr. Alcorn stated that Mr. D’huyvetter provided the WMATA Committee with an overview of NVTC’s WMATA Operating Funding and Reform Working Group. Discussed last year in NVTC’s Annual Report on the Performance and Condition of WMATA, the purpose of the staff level working group is to examine and develop Virginia-focused options for a new financial operating model for Metro with a focus on creating new stable funding streams. The working group will be comprised of technical experts from jurisdictional and DRPT staff and will provide technical information and examine revenue sources, structures, and policy considerations that reflect the unique dynamics of Northern Virginia. NVTC staff will seek policy and legislative guidance on the working group’s efforts through the NVTC WMATA Committee and the Legislative and Policy Committee for inclusion of any recommendations into NVTC’s legislative agenda in the fall.

Mr. Alcorn announced that the next two NVTC WMATA Committee meetings are scheduled for June 15 at 6:00 p.m. and July 20 at 6:00 p.m. He encouraged all Commissioners to attend.

Ms. Cristol stated that the previous value of transit study was helpful in making the case for transit funding back in 2018 with the General Assembly. She asked about this study’s methodology. Ms. Mattice stated that the current study is being supported by consultants and is very similar in methodology to the last study. The Commission will be briefed on the study results at the June meeting. Ms. McGrane provided some more information about the methodology.

Mr. Alcorn thanked the WMATA Board members for being ambassadors for the Virginia jurisdictions. Mr. Snyder also thanked the WMATA Board for working on the crime issue.

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

Chair Palchik noted that the NVTC-PRTC Joint Commission Working Group and the NVTC Program Advisory Committee met jointly on April 20. She asked Joint Commission Working Group Chair Jeff McKay and Program Advisory Committee Chair Sarah Bagley to give an overview of the meetings.

Mr. McKay stated that the Joint Commission Working Group (JCWG) is made up of three Commissioners apiece from NVTC and PRTC and serves as an intermediary between the full Commissions. He thanked Ms. Bagley and Ms. Garvey for their continued participation in the working group. The JCWG convened on April 20 to receive a briefing on the staff-recommended I-395/95 Commuter Choice FY 2024 – FY 2025 Program of Projects. After a short discussion, the JCWG endorsed the recommended program which includes 13 projects totaling \$48 million. He explained that no action is being requested at this meeting. As a reminder, both NVTC and PRTC will take action on the Program of Projects at their respective June meetings.

Mr. Owen then gave a presentation on the staff-recommended Program of Projects for I-395/95 Commuter Choice (FY 2024 – FY 2025). He explained that this is a unique funding round compared to prior rounds. There is much higher demand for funding, including larger capital projects, but more funding is available given carryover, especially from the last round (which took place in the midst of the pandemic). Overall, it is a strong set of proposals. Mr. Owen explained that staff identified a few principles to guide the programming, which is not simply top-down scoring-based:

- Accommodate transformative larger capital proposals – timing of this round fits well with construction schedules for efforts that will shape travel in the corridor for many years. Take advantage of flexibility in the program policy to split awards for larger construction efforts over this and the next (FY 2026 – FY 2027) funding round.
- Continue support for high-performing transit service enhancements NVTC supported in prior rounds – this has been a good corridor for transit, even during the pandemic. Also look to support expansion where it makes strategic sense.
- Given the overall strength of the proposals, spread the funding awards by ensuring all applicants receive funding for at least their highest-priority projects as identified in their application materials.
- Leverage the good variety of applications received to support ridership growth in the short and long terms while modernizing and enhancing the region's transit systems.

Mr. Owen stated that staff's recommended program would allocate all of the available funding for new projects, as well as all of the amount available within that for transit operating costs. As mentioned, it would split funding awards for two larger construction projects over this and the next round. The 13 recommended projects would achieve 11,000 additional weekday trips in the corridor upon full implementation based on the estimates provided with the applications. Users

of the projects would save a total of 35 million miles of vehicle travel, 138,000 hours of delay and \$4 million on fuel expenditures each year. The projects would also provide better safety and environmental benefits -- 76% lower GHG emissions.

Mr. Owen then reviewed the 13 recommended projects. Three of the 13 projects are capital projects, including the station expansion at Crystal City, new bus rapid transit line along US Route 1, and the purchase of two 60-foot electric buses for DASH. The first two projects are deemed 'larger' capital projects in that they are seeking more than \$5 million from the program. To accommodate them, staff is proposing to fund each in this program and the remainder in the FY 2026 – FY2027 program. These are strong proposals and would represent the program's first larger capital projects.

Mr. Owen stated that for transit operations projects, there are eight renewal applications from OmniRide, DASH, and Fairfax County. DASH would receive funding for its Lines 35 and 36A/B, Fairfax County its Route 396, and OmniRide would see three commuter routes and two local routes receive funding. The one new transit service improvement is the Metrobus 16M service enhancement, which would provide additional peak-period service along the Columbia Pike corridor in Arlington and Fairfax Counties. The recommended program also supports reinstatement of VRE's Amtrak Step-Up program which was suspended in 2020 due to the pandemic. The step-up program allows VRE pass holders to ride select peak and off-peak Amtrak trains in the corridor and will provide a cost-effective way to increase passenger rail options for commuters. Each of these services would receive 24 months of funding per adopted program policy.

Mr. Owen stated that NVTC is continuing to take public comment on all projects under consideration for funding. Public comment has been promoted over social media, including paid geo-targeted ads, and asked applicants to help spread the word through their channels. All informational materials are available in English and Spanish, including an easy-to-use input form. Staff will share all of the input received with the Commission in advance of action to adopt a Program of Projects next month.

Mr. Owen stated that the Commissions' adopted program will be referred to the Commonwealth Transportation Board (CTB) for adoption as part of the Six-Year Improvement Program (SYIP) later in June. Implementation of funded projects could begin as soon as July 1, 2023.

In response to a question from Mr. Skiles, Mr. Owen provided more information about the concessionaire payments.

Mr. Aguirre stated that he is pleased to see that funding for the DASH Line 35 and Line 36 are in the staff-recommended list. These are two important DASH routes that provide essential transit services. Both lines have been very successful and Line 35 has exceeded pre-pandemic ridership levels.

In response to a question from Mr. Walkinshaw about continued projects from previous rounds, Mr. Owen provided more information about how the process works for applicants who reapply for funding. Chair Palchik stated that she is pleased to see a mix of capital and operating projects, and a way to split up the big projects over a two-cycle period. Ms. Bagley asked if there is an

opportunity to revisit the limitations of the operating cap. Ms. Mattice explained that the cap is part of the Memorandum of Agreement between NVTC and the Commonwealth. In 2022, the MOA was modified to broaden the cap to 50% over a nine-year span.

Program Advisory Committee Chair Bagley reported that the Program Advisory Committee (PAC) met on April 20 and was updated by NVTC staff on Route 7 BRT, the Regional Bus Analysis, and the Regional Zero-Emission Bus Strategic Plan. For the Envision Route 7 BRT project, there are two simultaneous efforts underway including a mobility study (focusing on the Falls Church segment of the corridor between I-66 and Seven Corners), as well as a Strategic Implementation Plan – both of which will be presented to the Commission for acceptance in September. The results of all this work will be presented at a public meeting on Tuesday, May 16, 2023, at Mary Riley Styles Public Library in Falls Church, starting at 6:30 p.m. Leading up to the public meeting there will be a mix of community engagement events including pop-ups and bus stop chats to create project awareness, promote the public meeting, and get public feedback.

Ms. Bagley stated that the purpose of NVTC's Northern Virginia Regional Bus Analysis study is to provide regional context to existing and planned services by Northern Virginia's six bus transit providers. The study will also serve as a strategic planning resource for the Commission and its jurisdictional members. The study kicked off in March and is expected to take about 12 months. NVTC staff is coordinating with related work in the region including Metro's Better Bus Network Redesign and the Northern Virginia Transportation Authority's BRT pre-deployment plan.

Ms. Bagley also stated that the goal of NVTC's Northern Virginia Regional Zero-Emission Bus (ZEB) Strategic Plan is to identify regional recommendations to support the transition to zero-emission bus fleets and provide technical support to the NVTC district transit agencies. Staff and the consultant team are in the discovery phase of the project, in which they're reviewing fleet data and holding interviews with agencies operating in Northern Virginia. The PAC Committee discussed high-level challenges and opportunities, including funding considerations, shared infrastructure, and ways to improve interoperability and coordination. In the fall, staff will present the findings from the discovery phase and preliminary regional recommendations to the Commission.

Chair Palchik asked if staff is assured that the three different efforts dealing with the region's bus system are fully aligned. Ms. Mattice stated that NVTC's scope of work was created to be done in coordination with all the other activities going on and to work closely with the other agencies and jurisdictions. Ms. Bagley stated that she raised the question at the PAC meeting about coordination with local school districts and their efforts to electrify school buses in order to minimize duplication.

[Mr. McKay left the meeting at 8:42 p.m. and did not return.]

Legislative Update

Chair Palchik asked NVTC's Legislative Liaison Aimee Perron Siebert to give a General Assembly update followed by a federal update by Executive Director Kate Mattice.

General Assembly Update. Ms. Perron Siebert reported that there is not much to report from the Veto Session as NVTC was only monitoring the Transit Ridership Incentive Program (TRIP) legislation. Those bills were amended to remove zero-emission bus planning eligibility and added a public safety element. The budget still has not been adopted and is not expected to be until the end of the summer as the administration is waiting for the revenue forecasts in June. She noted that with redistricting and 18 announced retirements, the fall elections will have a major impact on the next General Assembly Session with many new members.

In response to a question from Ms. Cristol about the TRIP program, Ms. Mattice stated that it is her understanding that the provisions are more permissive than required so it is “up to 30%” for public safety projects. It will be at DRPT’s discretion as DRPT is the one who reviews the grant applications.

Federal Update. Ms. Mattice reported that Congress is again working through the annual appropriations process and NVTC staff is monitoring the process closely to ensure the dedicated state of good repair capital funding for WMATA is included and fully funded at \$150 million. The passage of the Infrastructure, Investment and Jobs Act (IIJA) by Congress established a new authorization for federal dedicated funding for WMATA extending the previous 2008 Passenger Rail Infrastructure Investment Act (PRIIA) authorization at \$150 million per year, of which \$5 million per year is for the Office of the Inspector General. These funds require a match by the Commonwealth of Virginia, the District of Columbia and the State of Maryland.

Ms. Mattice also stated that a zero-fare transit bill was introduced. Although there is slim chance of passing, it does put the concept of competitive grants to support fare-free out there for discussion.

Ms. Mattice announced that the Legislative and Policy Committee is scheduled to hold an all-virtual meeting on May 17 at 6:00 p.m. She encouraged all Commissioners to attend.

Virginia Railway Express (VRE)

Chair Palchik welcomed VRE CEO Rich Dalton and asked him to give his report. She stated that there are no VRE action items this month.

VRE CEO Report. Mr. Dalton reported that for the month of April VRE ridership remained steady. He reported that there has been extensive maintenance work on the rail lines on the Fredericksburg Line, which has had an impact on on-time performance. For the month of April, on-time performance is estimated at 86%. He announced that May 24 will launch the Meet the Management events at various stations throughout the system. He stated that those dates will be provided to Commissioners.

Chair Palchik stated that she is pleased to see VRE’s bike to work initiative has been successful. Mr. Dalton stated that pre-pandemic there was an average of 68 bikes a month carried on VRE trains and, with the policy change approved by the Operations Board, VRE now carries about 1,400 bikes per month.

Department of Rail and Public Transportation (DRPT)

Chair Palchik stated that DRPT Director DeBruhl was unable to attend the meeting but Tim Roseboom, who is the DRPT Northern Virginia Senior Program Manager Major Capital Investments, is joining the Commission meeting remotely to give the DRPT Report. Mr. Roseboom reported that the draft FY 2024-FY 2029 Six Year Improvement Program (SYIP) is out for public comment until May 24. The \$835 million transit program fully funds the Commonwealth's \$154.5 million dedicated funding requirement for WMATA as well as the \$50 million PRIIA match in FY 2024. Additionally, the NVTC WMATA allocation, which provides state aid for jurisdictional capital and operating subsidies, is \$209.7 million for FY 2024 in the draft SYIP, an increase of \$8.9 million from FY 2023. Transit providers in the Northern Virginia District are projected to receive \$122.8 million in capital funding and \$62.2 million in state transit operating assistance from DRPT in the draft FY 2024 budget. The SYIP also includes a recommended \$6.1 million for the VRE Manassas Park parking garage expansion. Mr. Roseboom also announced that DRPT's new Chief Financial Officer will be starting in June.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts. NVTC staff have been busy over the last month with the joint public meeting with DRPT, VDOT, NVTA and VRE. She thanked Mr. Walkinshaw for participating in that meeting.

Ms. Mattice reported that on April 20, Grants Manager and DBE Liaison Officer Brittany Sumpter hosted a virtual Disadvantaged Business Enterprise (DBE) Goal Consultation event to share how NVTC develops its DBE goals and to solicit participant feedback. As a direct recipient of Federal Transit Administration (FTA) funding, NVTC is committed to ensuring that it continues to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for NVTC's federally funded transportation contracts. At the July Commission meeting staff will request authorization to submit NVTC's DBE goals to FTA.

Ms. Mattice stated that NVTC is saying both goodbye and hello to three members of the team. NVTC is bidding farewell to Transit Fellow Silas Sullivan, who has been with NVTC for about a year and has worked closely with NVTC staff on a variety of projects and programs such as Commuter Choice, the Value of Transit Study, and the Yellow/Orange Line Shutdown mitigation coordination. He is graduating from Virginia Tech this month with his master's in urban and regional planning with a concentration in transportation planning and policy. As always, Ms. Mattice thanked DRPT for their ongoing support for NVTC's Transit Fellow program.

Ms. Mattice also noted that Nathan Varnell joined NVTC as a Transit Fellow earlier this year. Nathan is pursuing a master's in public administration and certification in budget and public finance from George Washington University. Nathan is working with the communications team on a variety of public outreach and social media projects. Ms. Mattice also announced that NVTC has a new financial analyst starting next week, who will be introduced at the next meeting.

Ms. Mattice reminded Commissioners that at the end of May the Virginia Transit Association will hold its annual conference in Virginia Beach, where a number of local transit agencies and colleagues are expected to be honored.

Ms. Mattice announced that the next Commission meeting is June 1. Virginia Passenger Rail Authority (VPRA) Executive Director DJ Stadtler will be attending the meeting to give some rail updates.

The February and March Financial Reports were provided in the written meeting materials. There were no questions from Commissioners.

Mr. Snyder requested NVTC staff check with DRPT staff to see if they want NVTC to provide comments on the SYIP. Ms. Mattice offered to reach out to DRPT Director DeBruhl.

Adjournment

Without objection, Chair Palchik adjourned the meeting at 8:45 p.m.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: May 25, 2023
SUBJECT: Consent Agenda

At the June meeting, the Commission will be asked to approve the Consent Agenda, which includes two action items including a contract extension for legislative liaison services and an appointment to the VRE Operations Board.

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

A. ACTION: Authorize the Executive Director to Execute an Extension to NVTC's State Legislative Liaison Services Contract

The Commission is asked to authorize the executive director to extend the contract for government relations services with Commonwealth Strategy Group (Aimee Perron Seibert) for a period of one year.

In July 2020, NVTC entered into a contract with Commonwealth Strategy Group to represent NVTC and engage with General Assembly and administrative agencies of the Commonwealth on matters affecting NVTC and its role in public transportation in the Commonwealth. NVTC awarded the contract under a contract that was competitively procured by VRE. This one-year contract extension is valued at \$51,618, a 5% increase over the current contract.

B. ACTION: Approve Resolution #2498: Appoint Takis Karantonis as a Principal Member to the VRE Operations Board

The Commission is asked to approve Resolution #2498, which will appoint Takis Karantonis as a principal member to the VRE Operations Board, replacing Katie Cristol. Arlington County has selected Mr. Karantonis to serve as her replacement with Libby Garvey remaining on the VRE Operations Board as his alternate.

RESOLUTION #2498

SUBJECT: Appoint Takis Karantonis to Serve as a Principal Member to the VRE Operations Board

WHEREAS: NVTC is empowered to make appointments to the VRE Operations Board;

WHEREAS: On January 5, 2023 NVTC appointed Katie Cristol to serve as a principal member to the VRE Operations Board, representing Arlington County;

WHEREAS: Katie Cristol has announced that her term on the Arlington Board is ending early as she has been selected to serve as the chief executive officer of the Tysons Community Alliance;

WHEREAS: With Ms. Cristol's departure, this leaves a vacancy on the VRE Operations Board; and

WHEREAS: Arlington County has selected Takis Karantonis to replace Ms. Cristol as the principal member to the VRE Operations Board, with Libby Garvey continuing as the alternate member.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints Takis Karantonis to serve as a principal member to the VRE Operations Board.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Ben Owen and Adam Hager
DATE: May 25, 2023
SUBJECT: Commuter Choice Program

At the June meeting, the Commission will be asked to take action to approve the I-395/95 Commuter Choice FY 2024-2025 Program of Projects and authorize a modification to an existing I-66 Commuter Choice project to improve the project's benefits to toll payers and the benefits' measurability. The Commission is also receiving notice of a no-cost contract extension with Kimley-Horn and Associates, Inc. for Commuter Choice technical support services and an update on the upcoming call for projects in the I-66 corridor.

A. ACTION: Approve Resolution #2499: Approve the I-395/95 Commuter Choice FY 2024–2025 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements

The Commission will be asked to approve Resolution #2499, which will adopt the I-395/95 Commuter Choice FY 2024-2025 Program of Projects shown in Table 1 and refer it to the Commonwealth Transportation Board (CTB) for consideration and final action later in June, contingent upon comparable action by the Potomac and Rappahannock Transportation Commission (PRTC). The action also commits to completing the funding awards for two larger capital construction projects in the FY 2026-2027 Programs of Projects as permitted under adopted program policy.

The proposed program includes 13 projects that support the I-395/95 corridor improvement goals of moving more people and creating viable, effective transportation options, as well as NVTC's program administration and oversight activities for the two-year period. The resolution will authorize the executive director to execute the Standard Project Agreements for the selected projects following CTB action. The NVTC-PRTC Joint Commission Working Group (JCWG) endorsed the recommended Program of Projects in April, both full Commissions received briefings on the program last month, and the [public comments received](#) broadly support individual projects included in the program.

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

	I-395/95 Commuter Choice Project Name	Applicant	FY 2024-2025 Award
1	Metrobus 16M Service Enhancement: Skyline to Crystal City	Arlington County	\$5,000,000
2	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	DASH	\$7,290,000
3	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	DASH	\$3,774,000
4	DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon	DASH	\$3,452,000
5	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	Fairfax County	\$1,750,915
6	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
7	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	OmniRide	\$304,626
8	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	OmniRide	\$671,678
9	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	OmniRide	\$755,020
10	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	OmniRide	\$1,025,441
11	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	OmniRide	\$1,638,926
12	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	Virginia Railway Express	\$1,477,065
13	Crystal City Station Expansion	Virginia Railway Express	\$10,786,281
		TOTAL FOR PROJECTS	\$47,925,952
	<i>Program Administration and Oversight FY 2024-2025</i>	<i>NVTC</i>	<i>\$500,000</i>

As a function of staff's close coordination with the Department of Rail and Public Transportation (DRPT) in administering Commuter Choice, this year's program approval process with the Commonwealth Transportation Board (CTB) will again be streamlined. Staff will brief the CTB's Rail and Transit Subcommittee on June 20 and DRPT staff will include the set of projects adopted by the Commissions within the CTB's approval of the Commonwealth-wide Six-Year Improvement Program (SYIP) the following day.

The I-395/95 Commuter Choice FY 2024-2025 Program of Projects recommended for adoption includes 13 projects, totaling \$47,925,952, and NVTC's program administration costs (\$500,000) for a total of \$48,425,952 that would be included in the FY 2024-2029 Six-Year Improvement Program (SYIP) upon the CTB's action on the overall SYIP. The programming action also commits to funding the remaining \$18,000,000 requested for the two larger capital projects in the FY 2026-2027 Program of Projects (Table 2) that will be brought forward for adoption and approval. The \$18,000,000 will be an off-the-top deduction with no further action by the funding recipients or NVTC. The FY 2026-2027 Program of Projects is expected to total \$35 to \$37 million based on the scheduled payments in the [I-395/95 corridor's Memorandum of Agreement](#).

**Table 2: Funding Awards to be Completed in the
I-395/95 Commuter Choice FY 2026-2027 Program of Projects**

	I-395/95 Commuter Choice Project Name	Applicant	FY 2026-2027 Award
1	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
2	Crystal City Station Expansion	Virginia Railway Express	\$8,000,000
		TOTAL FOR PROJECTS	\$18,000,000

Benefits of the Recommended FY 2024-2025 Program of Projects

The recommended Program of Projects includes 13 proposals that, taken together, would support an estimated 11,000 additional weekday trips in the I-395/95 corridor. They would also reduce greenhouse gas emissions by 76% and save commuters \$4 million per year in fuel expenses relative to drive-alone travel. The proposed program includes:

- Construction of a new Crystal City commuter rail station to help anchor continued redevelopment of the area and support the Commonwealth's Transforming Rail in Virginia plans for the Richmond to D.C. rail corridor. Commuter Choice funding would complete the funding commitments for the project and leverage a total of over \$50 million in other federal, Commonwealth and regional funds;
- Construction of a new bus rapid transit line operating in dedicated median lanes along the busy U.S. Route 1 corridor in Fairfax County, providing faster and more reliable service with high-quality stations and improved pedestrian and bicycle access. Commuter Choice funding would support implementation of the \$900 million overall project along with federal, Commonwealth, regional and local funds;
- Purchase of two 60-foot electric buses for DASH to expand capacity on the system's highest-performing Line 35, which currently experiences overcrowding in the peak-period. The buses would be the first electric buses supported by Commuter Choice;

- Reinstatement of VRE's Amtrak Step-Up program that allows VRE pass-holders to ride select Amtrak trains in the corridor, providing a cost-effective approach to expanding travel options for commuter rail riders;
- Continuations of eight established and high-performing local and commuter bus services funded in prior rounds for OmniRide, DASH, and Fairfax County; and
- Enhanced Metrobus 16M peak-period service along Columbia Pike between the Skyline area of Fairfax County and Crystal City.

Public Comment on the FY 2024-2025 Program of Projects

NVTC solicited public comment on the 16 eligible projects under consideration for funding from April 14 to May 15, 2023, with all materials available in both English and Spanish. NVTC received a total of 646 submissions during this period – more than five times as many as in any Commuter Choice funding round in either corridor to date. To promote the public comment period, NVTC conducted geotargeted social media advertising in both English and Spanish via Facebook and Twitter and asked applicants to spread word of the comment opportunity to their residents and riders. A [local television news segment](#) on WJLA that highlighted the proposed Program of Projects and public comment period aired on May 9, boosting public engagement in the final days of the comment period.

All but 15 submissions were received via online survey. The [Summary of Public Comment: I-395/95 Commuter Choice FY 2024-2025](#) provides a detailed overview of the feedback received during the public comment period. Beyond the high number of submissions, the materials in both languages garnered significant engagement:

- Chair Palchik's [English](#) and [Spanish](#) video greetings on Facebook and Twitter to introduce the comment period fostered over 1,100 click-throughs to additional information;
- Nearly 100 people interacted with NVTC's posts on Facebook, Twitter and LinkedIn by liking or sharing them; and
- NVTC's public comment web pages, which provided [information about the projects](#) and ways to comment, garnered over 2,000 views.

Staff will continue to refine the outreach approach in future funding rounds to foster awareness among and encourage input from more communities in each corridor.

Project Summaries for the Recommended FY 2024–2025 Program of Projects

The following projects are recommended for funding under the I-395/95 Commuter Choice Program of Projects. Project profiles with maps are available on the [Commuter Choice website](#).

Metrobus 16M Service Enhancement: Skyline to Crystal City

Arlington County (\$5,000,000)

Commuter Choice funding would enhance peak-period local bus service from every 12 minutes to every 6 minutes on the Metrobus 16M line between Skyline and Crystal City [to complement new transit stations and other improvements currently being constructed](#) along Columbia Pike. Frequent bus service along the corridor would improve connections between the Columbia Pike corridor, Pentagon City and the many new commercial developments in Crystal City, using the extended Crystal City-Potomac Yard Transitway for a portion of the route.

DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)

DASH (\$7,290,000)

This project would continue 10-minute, all-day weekday service and 15-minute, all-day weekend service between Alexandria's West End and the Pentagon via the 395 Express Lanes. [Line 35](#), which serves key destinations along the I-395 corridor such as the Landmark Transit Center, Mark Center and Pentagon, is DASH's top performing route and represents a third of daily ridership in its network.

DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)

DASH (\$3,774,000)

This project would continue 15-minute all-day service, seven days per week, between the Mark Center, Shirlington and Potomac Yard. DASH [Line 36](#) provides connections to critical destinations in the region including the INOVA hospital, Virginia Tech Innovation Center and, beginning in spring 2023, the new Potomac Yard-VT Station.

DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon

DASH (\$3,452,000)

Commuter Choice funding would support the purchase of two additional 60-foot electric buses that would be used exclusively on DASH's [Line 35](#). Line 35 has experienced substantial ridership growth thanks in part to enhanced levels of operation funded by Commuter Choice, but even with buses arriving every 10 minutes on weekdays, the route experiences crowding at peak times. The buses would allow DASH to meet demand for the route efficiently while advancing the agency's transition to a fully electric bus fleet.

Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)

Fairfax County (\$1,750,915)

This project would continue [peak-period express bus service](#) between Springfield and the Pentagon operating every 15 to 20 minutes via the 395 Express Lanes. The route would add a stop at the new Springfield Multi-Use Parking Garage on Old Keene Mill Road, further enhancing connections and options for area commuters.

Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station

Fairfax County (\$20,000,000)

Commuter Choice funding would help fund the construction of a [seven-mile, nine-station bus rapid transit line](#) operating in new median lanes along U.S. Route 1. The line will connect dense residential and commercial development between Fort Belvoir and Huntington Station with quick and reliable service thanks to dedicated median lanes and limited stops at new rail-like stations.

The bus rapid transit line is one of several such lines planned for busy travel corridors in northern Virginia.

OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)

OmniRide (\$304,626)

This project would continue two of the morning and two of the evening trips provided by OmniRide's [D-200](#) commuter express route between Dale City and the Pentagon, Rosslyn and Ballston. The route serves three commuter lots, including Horner Road, Telegraph Road and Dale City, allowing commuters to travel efficiently and avoid some of the most congested parts of the I-395/95 corridor.

OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)

OmniRide (\$671,678)

This project would continue fare-free, expanded peak-period service between Woodbridge, Potomac Mills, the Horner Road Commuter Lot and Franconia-Springfield Station. [The route](#) is one of the busiest in the OmniRide system and links commuters traveling to and from the Potomac Mills area with Metrorail, Metrobus, Amtrak, Fairfax Connector, Virginia Railway Express and other OmniRide bus services.

OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)

OmniRide (\$755,020)

This project would continue fare-free, expanded peak-period local bus service along U.S. Route 1 in eastern Prince William County. [This route](#) connects key residential and employment areas along the corridor to OmniRide express buses, Virginia Railway Express commuter rail and Amtrak trains.

OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)

OmniRide (\$1,025,441)

This project would continue [commuter express service](#) between the Route 610 commuter lot in Stafford County and major employment areas in downtown Washington, D.C., including Metro Center, the Ronald Reagan Building and International Trade Center and L'Enfant Plaza. OmniRide's express bus routes originating in Stafford County, which use the full current length of the 95 and 395 Express Lanes, began service in October 2019 with Commuter Choice support and have continuously been strong performers thanks to the fast and reliable service they provide.

OmniRide Route 942: Staffordboro to the Pentagon (Continuation)

OmniRide (\$1,638,926)

This project would continue [commuter express service](#) between the Route 610 commuter lot in Stafford County and the Pentagon with additional trips to meet growing demand. OmniRide's express bus routes originating in Stafford County, which use the full current length of the 95 and 395 Express Lanes, began service in October 2019 with Commuter Choice support and have continuously been strong performers thanks to the fast and reliable service they provide.

TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line

Virginia Railway Express (\$1,477,065)

This project would reestablish VRE's Amtrak Step-Up program to again allow VRE multi-ride pass holders to travel between Northern Virginia and Washington, D.C. on select Amtrak Northeast Regional trains. The project, which would apply to VRE's Fredericksburg Line, would expand the [prior program](#) to include weekend trains and allow riders to acquire and use step-up tickets through VRE's mobile app. The project would subsidize VRE's payments to Amtrak for each step-up boarding for a period of 24 months.

Crystal City Station Expansion

Virginia Railway Express (\$18,786,281)

This project would [relocate and expand the Crystal City commuter rail station](#) to enable simultaneous boarding of two full-length trains and allow Amtrak trains to serve the station in the future. The station expansion would advance [Commonwealth plans for expanded rail service](#) in the corridor between Richmond, Fredericksburg and Washington, D.C., and help to anchor the Crystal City/National Landing area's commercial and residential redevelopment.

Program Administration, Evaluation, Oversight, Marketing and Outreach for FY 2024-2025

NVTC (\$500,000)

NVTC will be actively administering and providing oversight of 19 distinct I-395/95 Commuter Choice projects, some of which are transit services that have received multiple installments of funding, with a total award of \$88 million. This funding would support NVTC's staff positions and technical contractors who provide day-to-day management of the program and ensure that the program is meeting the intent and requirements of the Memorandum of Agreement with the Commonwealth. Specific activities include administering calls for projects; evaluating proposed projects and developing proposed programs of projects; program operations and oversight; coordination with the Commonwealth, applicants and grantees; managing quarterly and annual reporting; grant and contract management; and coordinated communications and outreach efforts along the I-395/95 corridor.

B. ACTION: Approve [Resolution #2500](#): Authorize the Executive Director to Execute the I-66 Commuter Choice Arlington Transportation Demand Management Standard Project Agreement Changes

The Commission will be asked to approve [Resolution #2500](#), which will authorize the executive director to execute an amended Standard Project Agreement (SPA) for Arlington County's FY 2020 Expanded Transportation Demand Management (TDM) Outreach to the I-66 Corridor project. This amendment seeks to modify the project scope to fund activities that better reflect post-pandemic needs for transportation demand management and can be measured for effectiveness by the Commuter Choice program.

NVTC awarded Arlington County funding in June 2019 for marketing activities directed at Arlington County employers to encourage their employees to use public transit or non-single occupancy vehicles for their daily commutes along I-66. At the time, this approach was considered reasonable given the daily travel patterns of pre-pandemic commuters, but there was an understanding that quantifying the results would be difficult. In quarterly project review meetings, NVTC and Arlington County staff agreed that post-pandemic travel patterns in the corridor merit a different approach, one that has a more direct impact on commuters and can be more effectively measured.

Staff support the change and, because it is substantive in nature, wish to obtain the Commission's support before allowing Arlington County to proceed. The details of the amendment have been reviewed by NVTC's legal counsel and NVTC has obtained concurrence from the Virginia Department of Rail and Public Transportation and the Office of the Attorney General that the proposed change meets the requirements of the program MOA, including benefiting corridor toll payers.

The amendment would apply the \$566,236 remaining on the \$1,350,000 award to a specific, measurable strategy to increase transit use: a short-term free-fare campaign on Arlington Transit (ART) bus routes serving the I-66 corridor.

The five-month free-fare campaign will apply to ART bus routes paralleling I-66 or connecting with Orange/Silver Line Metrorail stations. Specifically, ART will provide free rides on bus trips operating into or eastbound through the I-66 corridor during the weekday morning peak period and in the reverse direction during the weekday afternoon peak period. Commuter Choice will reimburse Arlington County the ART cash fare of \$2.00 per boarding on these trips. Arlington County will develop strategies to market the campaign, including means to identify clearly to ART passengers which trips are fare-free, and will report year-over-year ridership changes on the affected trips on a monthly basis to assess the campaign's effectiveness. Besides moving more people through the I-66 corridor more efficiently through greater use of existing transit services, the free-fare campaign will help to rejuvenate ART ridership that remains at about half of pre-pandemic levels.

The [I-66 Commuter Choice Memorandum of Agreement \(MOA\)](#) (section II.B.4.c, p. 16) allows that NVTC may seek to modify a project that does not perform comparably to its performance targets. Staff noted the challenges of quantifying the performance of Arlington County's prior TDM efforts in the [2022 Commuter Choice Annual Report](#) to the Commonwealth. The impacts of the free-fare campaign to corridor person-throughput will be reflected in next year's Commuter Choice Annual Report, to be released in October 2024.

The Arlington County Board, at its May 13 meeting, approved the amended SPA and authorized the County Manager or his designee to sign the amended SPA. Following the Commission's approval of the resolution and the execution of the SPA amendment, Arlington County staff will seek County Board approval early this fall of the temporary changes in ART fare policy needed to implement the free-fare campaign. Arlington County staff are working to determine the specific start date of the campaign.

Table 3: Detail of Proposed SPA Modifications

	Original	Proposed
Name	Expanded TDM Outreach to the I-66 Corridor	TDM Strategy – I-66 Arlington Transit Free-Fare Campaign
Funding Amount	\$1,350,000	\$566,236 (remainder of the \$1,350,000 award)
Description	Funded in previous fiscal years of the Commuter Choice program, this project will continue to support the marketing and outreach efforts of Arlington County Commuter Services (ACCS) for three years. ACCS will continue to conduct a successful commuter program that works to ease congestion, move more commuters in fewer vehicles, maximize efficiencies of transportation systems and increase ridership on transit.	Arlington County will apply the \$566,236 remaining on its Expanded TDM Outreach to the I-66 Corridor project to a specific TDM strategy, a peak-period, peak-direction free-fare campaign on Arlington Transit (ART) bus routes operating into or through the I-66 Inside the Beltway corridor. The five-month campaign, which Arlington County will promote via social media and materials aboard buses among other means, will help rebuild ART ridership that has been slow to rebound from the COVID-19 pandemic.
Person Throughput (weekday a.m. peak period)	1,300 additional persons estimated with January 2019 application. Direct impacts of the marketing and outreach activities to corridor person-throughput could not readily be determined, nor did surveying of samples of commuters provide viable information on travel behavior changes.	67 additional persons per weekday morning, a 10% increase in morning peak-period ART ridership into and through the I-66 corridor. Ridership would be measured via fareboxes (with manual recording of free fares by bus operators) and automatic passenger counters aboard buses.

C. Notice of No-Cost Contract Extension for Commuter Choice Technical Support

Staff have exercised the first two-year option period on NVTC's contract with Kimley-Horn and Associates, Inc. for Commuter Choice technical support services, effective July 30, 2023. The Commission's [June 2019 authorization](#) (see pp. 8-9) to enter into the contract, which has a maximum authorized value of \$939,799.31, included a four-year base period and two optional two-year extensions. The authorized value is enough to support the option period because NVTC has relied less on external technical support to administer Commuter Choice than was anticipated during the 2019 procurement process.

Kimley-Horn and Associates staff continue to provide NVTC staff with valuable support in carrying out calls for projects and developing Programs of Projects, as well as conducting research that helps NVTC improve its overall administration of Commuter Choice.

D. I-66 Commuter Choice Update

The next call for projects in the I-66 corridor, for projects to be funded in FY 2025-2026, will open late this year. Staff anticipate at minimum a fully funded program thanks to rebounding toll revenues and will begin informal conversations with eligible applicants later in June about capital projects that could be a good fit with Commuter Choice's eligibility and goals. Staff will again encourage applicants to pursue capital projects since they can provide long-lasting (and all-day) benefits to corridor commuters.

Staff expect to brief the Commission on the call for projects this September and seek authorization to open it in October, with applications due in mid-December. The revised timeframes will afford staff much-needed additional time to develop and advance a Program of Projects. The revised application timeframe will be shared with eligible applicants during the upcoming informal capital project discussions as well as the annual policy update webinar that will take place in early July.

Staff will convene the Program Advisory Committee on July 26 at 4:00 p.m. to review the proposed changes to the upcoming call for projects. The meeting will also address any substantive policy changes that staff may propose to improve administration of the program.

RESOLUTION #2499

- SUBJECT:** Approve the I-395/95 Commuter Choice Fiscal Year (FY) 2024-2025 Program of Projects for Submission to the Commonwealth Transportation Board and Authorize the Executive Director to Execute the Standard Project Agreements
- WHEREAS:** Under the Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes (MOA), NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) are responsible for selecting and administering multimodal projects under I-395/95 Commuter Choice;
- WHEREAS:** The principal objective of the Commuter Choice program is to support projects that meet goals identified in the MOA, which are to (1) maximize person throughput and (2) implement multimodal improvements to (i) improve mobility along the corridor, (ii) support new, diverse travel choices and (iii) enhance transportation safety and travel reliability;
- WHEREAS:** According to the *Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds*, NVTC staff is responsible for Commuter Choice project evaluation; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;
- WHEREAS:** From November 2022 to January 2023, NVTC conducted an I-395/95 Commuter Choice FY 2024-2025 call for projects which yielded 16 eligible applications that support the program goals with a total funding request of \$88 million;
- WHEREAS:** Up to \$48 million is available for new projects over the FY 2024-2025 period;
- WHEREAS:** Based upon technical evaluation results and review with the NVTC-PRTC Joint Commission Working Group and Commissions, NVTC staff recommends approval of the I-395/95 Commuter Choice FY 2024-2025 Program of Projects (Table 1) that includes 13 projects, totaling \$47,925,952, and NVTC's program administration costs (\$500,000) for a total of \$48,425,952 that would subsequently be included in the FY 2024-2029 Six-Year Improvement Program upon the Commonwealth Transportation Board's action; and
- WHEREAS:** As permitted under adopted program policy, the recommended FY 2024-2025 Program of Projects includes partial funding (\$20,786,281) for two capital construction projects, with the balance of project funding (\$18,000,000) allocated from that available for the FY 2026-2027 Program of Projects per the MOA's payment schedule.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-395/95 Commuter Choice FY 2024-2025 Program of Projects (Table 1) and authorizes staff to submit the Program of Projects to the Commonwealth Transportation Board for action, contingent upon the Potomac and Rappahannock Transportation Commission's approval of a comparable action.

BE IT FURTHER RESOLVED that NVTC will hereby include the full balances of funding requested for two capital construction projects, with the balance of funding (\$18,000,000) allocated off the top from the funding available for the FY 2026-2027 Program of Projects (Table 2) that is brought forth for adoption and approval, contingent for each project upon inclusion in the final approved FY 2024-2025 Program of Projects, the availability of FY 2026-2027 funding to complete the award and the project remaining active.

BE IT FURTHER RESOLVED that NVTC hereby authorizes the executive director, or her designee, to execute the Standard Project Agreements for the I-395/95 Commuter Choice FY 2024-2025 Program of Projects following approval by the Commonwealth Transportation Board.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

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

	I-395/95 Commuter Choice Project Name	Applicant	FY 2024-2025 Award
1	Metrobus 16M Service Enhancement: Skyline to Crystal City	Arlington County	\$5,000,000
2	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	DASH	\$7,290,000
3	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	DASH	\$3,774,000
4	DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon	DASH	\$3,452,000
5	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	Fairfax County	\$1,750,915
6	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
7	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	OmniRide	\$304,626
8	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	OmniRide	\$671,678
9	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	OmniRide	\$755,020
10	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	OmniRide	\$1,025,441
11	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	OmniRide	\$1,638,926
12	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	Virginia Railway Express	\$1,477,065
13	Crystal City Station Expansion	Virginia Railway Express	\$10,786,281
		TOTAL FOR PROJECTS	\$47,925,952
	<i>Program Administration and Oversight for FY 2024-2025</i>	<i>NVTC</i>	<i>\$500,000</i>

**Table 2: Funding Awards to be Completed in the
I-395/95 Commuter Choice FY 2026-2027 Program of Projects**

	I-395/95 Commuter Choice Project Name	Applicant	FY 2026-2027 Award
1	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Fairfax County	\$10,000,000
2	Crystal City Station Expansion	Virginia Railway Express	\$8,000,000
		TOTAL FOR PROJECTS	\$18,000,000

RESOLUTION #2500

- SUBJECT:** Authorize the Executive Director to Execute an Amended Standard Project Agreement for Arlington County's FY 2020 Expanded Transportation Demand Management Outreach to the I-66 Corridor Project
- WHEREAS:** Under the *Third Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects under I-66 Commuter Choice that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;
- WHEREAS:** The MOA allows that NVTC may seek to modify a project that does not perform comparably to its performance targets, particularly in terms of increased corridor person-throughput;
- WHEREAS:** Arlington County undertook good-faith efforts to measure person-throughput increases with its prior, engagement-based transportation demand management (TDM) project scope aimed at increasing commuters' use of transit and other alternatives to driving alone and, given challenges in quantifying the impacts of these efforts, Arlington County now wishes to adopt a specific, directly measurable TDM strategy with the project's remaining funding in the form of a short-term free-fare campaign on Arlington Transit (ART) bus routes serving the I-66 corridor;
- WHEREAS:** NVTC staff support the proposed change, have obtained concurrence from the Virginia Department of Rail and Public Transportation that the proposed change meets the requirements of the program MOA, and wish to obtain Commission support for substantive changes to funded Commuter Choice projects;
- WHEREAS:** The remaining \$566,236 of the original \$1,350,000 would be applied to the free-fare campaign, with changes pending to the Standard Project Agreement to reflect the changes in the project description and performance metrics; and
- WHEREAS:** The Arlington County Board of Supervisors approved the Standard Project Agreement amendment and authorized the county manager or his designee to sign the amended Standard Project Agreement at its May 13, 2023 meeting.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the executive director, or her designee, to execute the amended Standard Project Agreement for Arlington County's FY 2020 Expanded Transportation Demand Management Outreach to the I-66 Corridor Project.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Ann McGrane and Aimee Perron Seibert
DATE: May 30, 2023
SUBJECT: Report from the Chair of the Legislative and Policy Committee

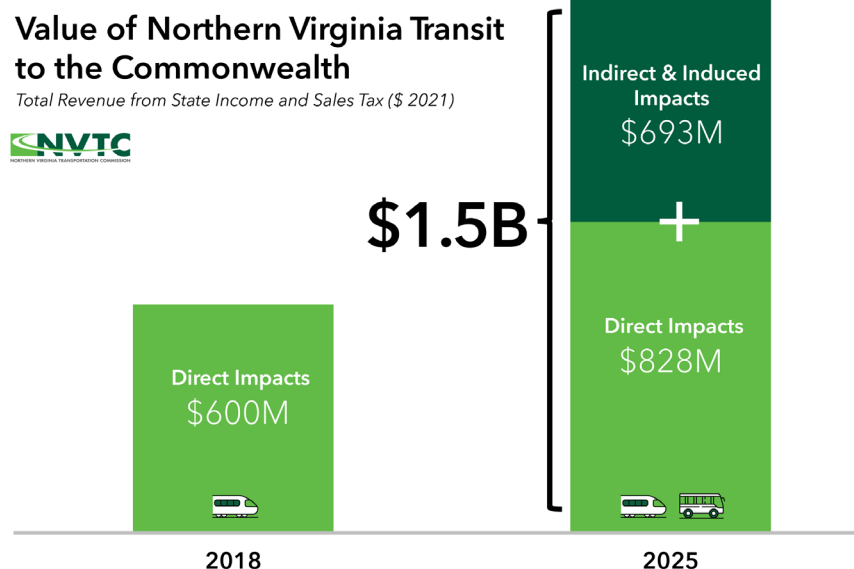
****MEMO UPDATED****
 Changes are highlighted on pages 1, 2 and 6, with a new Figure 1

At the June meeting, the chair of the Legislative and Policy Committee will brief the Commission on the May 17 Legislative and Policy Committee meeting. Following a presentation by NVTC staff on the findings of the Value of Northern Virginia Transit to the Commonwealth study, the Commission will be asked to take action to accept the findings of the study. Staff will also be available to provide updates on any new state or federal legislative issues.

A. ACTION: Accept the Findings of the Value of Northern Virginia's Transit Network to the Commonwealth Study

Following a staff presentation, the Commission will be asked to accept the findings of the Value of Northern Virginia Transit to the Commonwealth study ("Value of Transit" study). NVTC staff presented the results of the Value of Transit study to the Legislative and Policy Committee at their May 17 meeting. The purpose of the study is to quantify the value of Northern Virginia's transit network – including local and regional bus, Metrorail and VRE – in terms of individual income and sales tax revenues to the Commonwealth of Virginia. The analysis found that Northern Virginia's transit system contributes \$1.5 billion (\$ 2021) to Virginia's total revenues in 2025, which is about 5% of total general fund revenue. The Commonwealth has an approximately 160% return on investment, receiving an additional \$1.60 for every dollar it invests in Northern Virginia's transit network.

Figure 1: Value of Northern Virginia Transit to the Commonwealth



Source: NVTC Value of Northern Virginia Transit to the Commonwealth Study

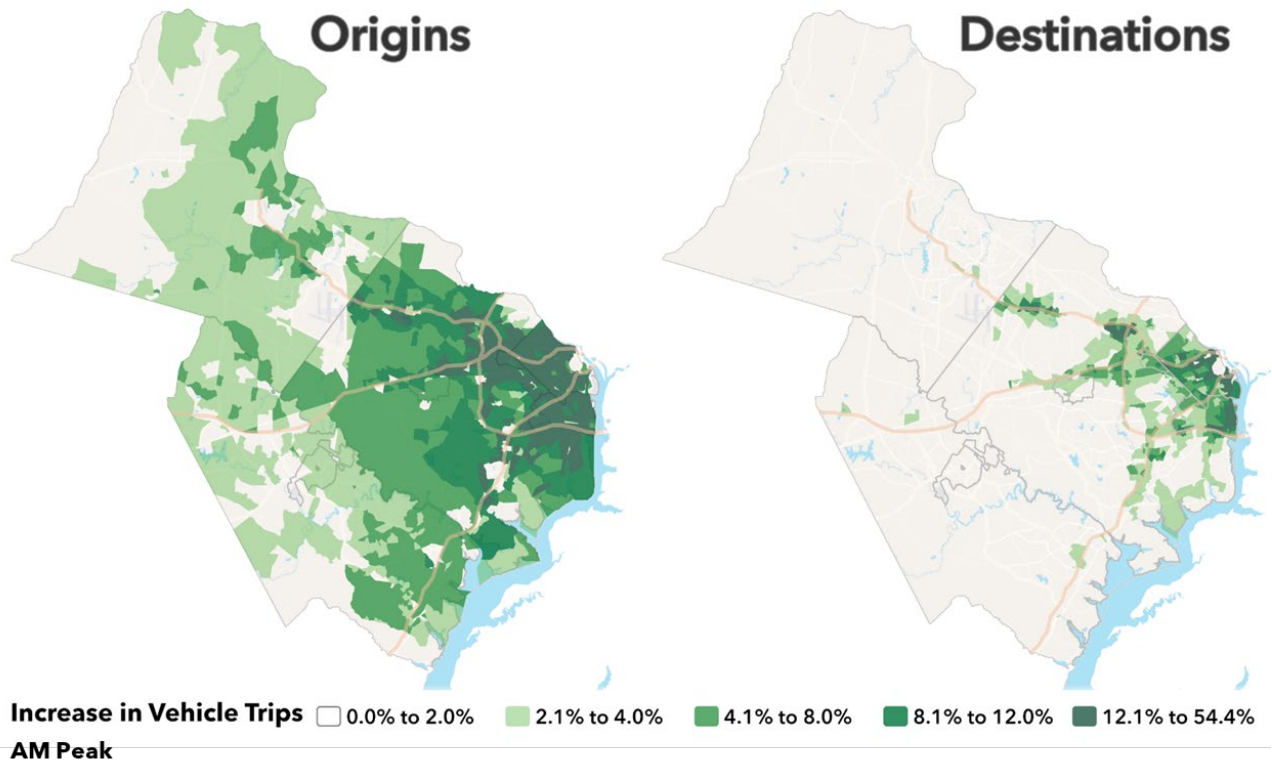
Key highlights from the study include:

- Northern Virginia's transit network generates \$1.5 billion (\$ 2021) in annual personal income and sales tax revenue to the Commonwealth.
- The analysis estimates that at least \$1 billion can be attributed to Metrorail based on assumptions about ridership, employment along Metro corridors, and the close connection between bus and Metrorail ridership.
- Without the region's transit network, there would be a 6% increase in vehicle miles of travel and a 64% increase in vehicle hours of delay, meaning a typical trip takes longer than it did before.
- Without transit in Northern Virginia, 128,000 households and 311,000 jobs would no longer be able to be supported to maintain a functioning transportation system.
- The transit network provides tremendous user and environmental cost savings to Northern Virginia, saving commuters \$130 million per year in vehicle operating costs, avoiding over 400 serious vehicle injuries and avoiding 70,000 metric tons of CO₂ emissions.

NVTC will use the findings of this study to educate stakeholders about the importance of this region's transit system to the economic vitality of both Northern Virginia and the Commonwealth and advocate for sustainable funding to ensure transit's continued success.

To arrive at these findings, the research team used the Metropolitan Washington Council of Governments' (MWCOC) regional travel model to assess how travel patterns would change in 2025 if Northern Virginia did not have transit. Without transit, vehicle miles traveled across the region would increase by about 6% but vehicle hours of delay – more commonly known as congestion – would increase by about 64%. In other words, it will take longer to travel the same distance, thereby reducing people's access to jobs, goods and services. Figure 2 shows the increase in vehicle trips expected to occur during the morning commute as more people drive to get to their destinations. Inside the Beltway, vehicle trips increase in many places by over 12%.

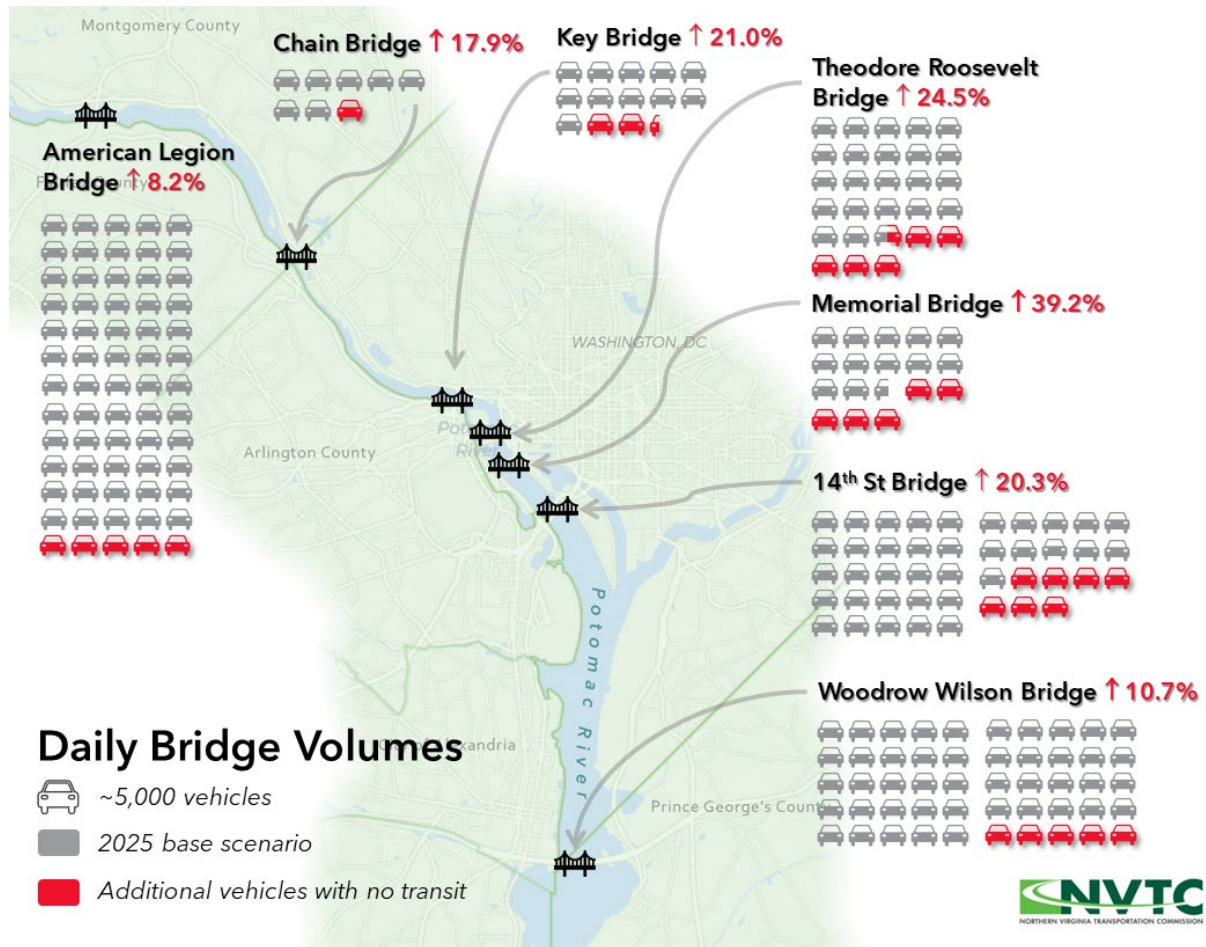
Figure 2: Increase in Morning Vehicle Trips in 2025 with No Transit



Source: [NVTC May 17 Legislative and Policy Committee Presentation](#)

The increased congestion also leads to bottlenecks across the region's bridges, particularly those that connect Virginia with DC. Even with transit in 2025, some of the region's bridges will be over capacity during peak commuting periods. Without transit, the situation is even more congested. In peak periods, the Memorial, Roosevelt and Wilson Bridges would need two additional lanes and the 14th St Bridge would need three additional lanes to handle the projected traffic volumes. Figure 3 shows the daily increase in bridge volumes when there is no transit available.

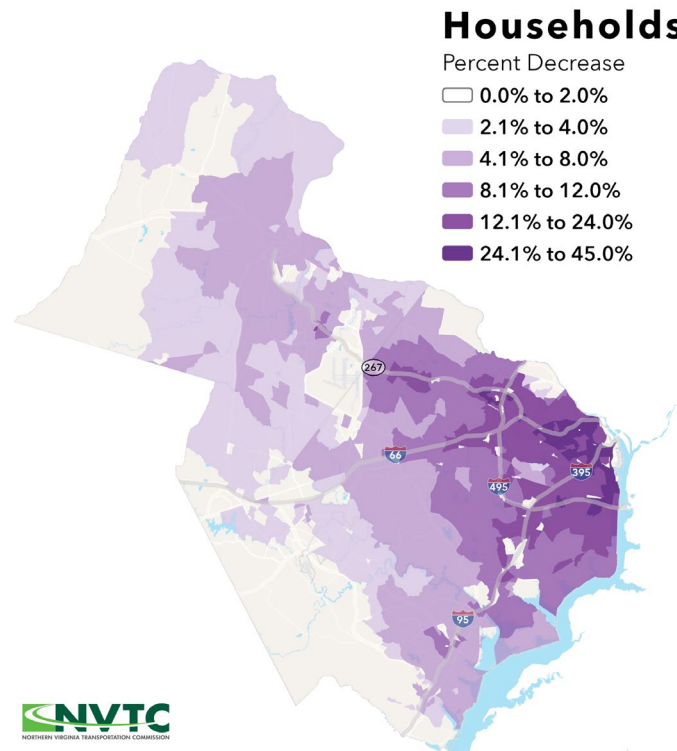
Figure 3: Increase in Daily Bridge Volumes in 2025 with No Transit



Source: [NVTC May 17 Legislative and Policy Committee Presentation](#)

With the road network overly congested, the region would not be able to support the same number of households and jobs as it could with a robust transit network. Northern Virginia would be unable to support about 128,000 households, which is around 13% of the region's housing stock (see Figure 4).

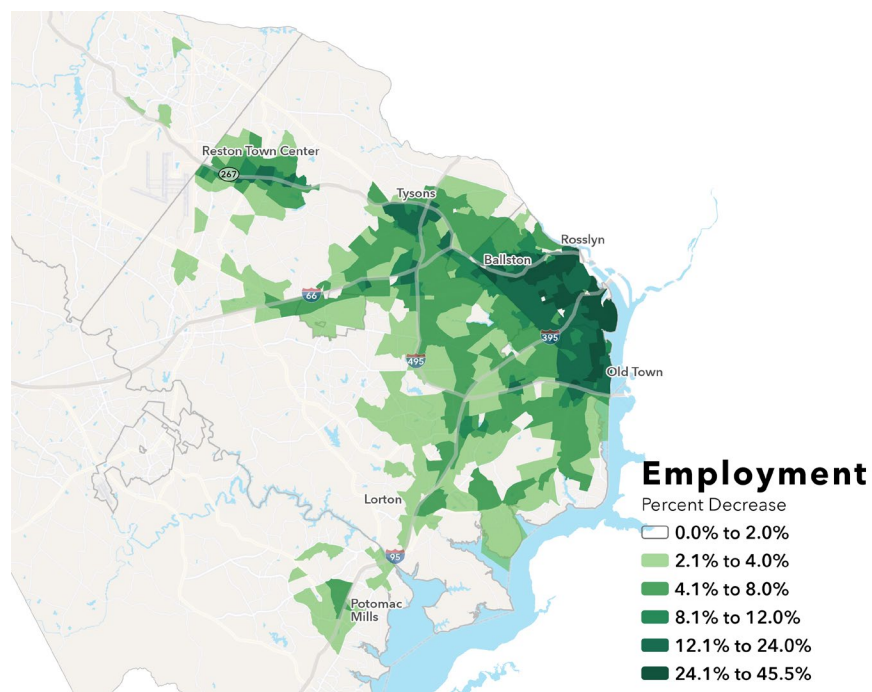
Figure 4: Decrease in Households in 2025 with No Transit



Source: [NVTC May 17 Legislative and Policy Committee Presentation](#)

The lack of transit also has a direct impact on 157,000 jobs in Northern Virginia, as shown in Figure 5, and the loss of those jobs leads to indirect and induced employment impacts, as shown in Figure 6.

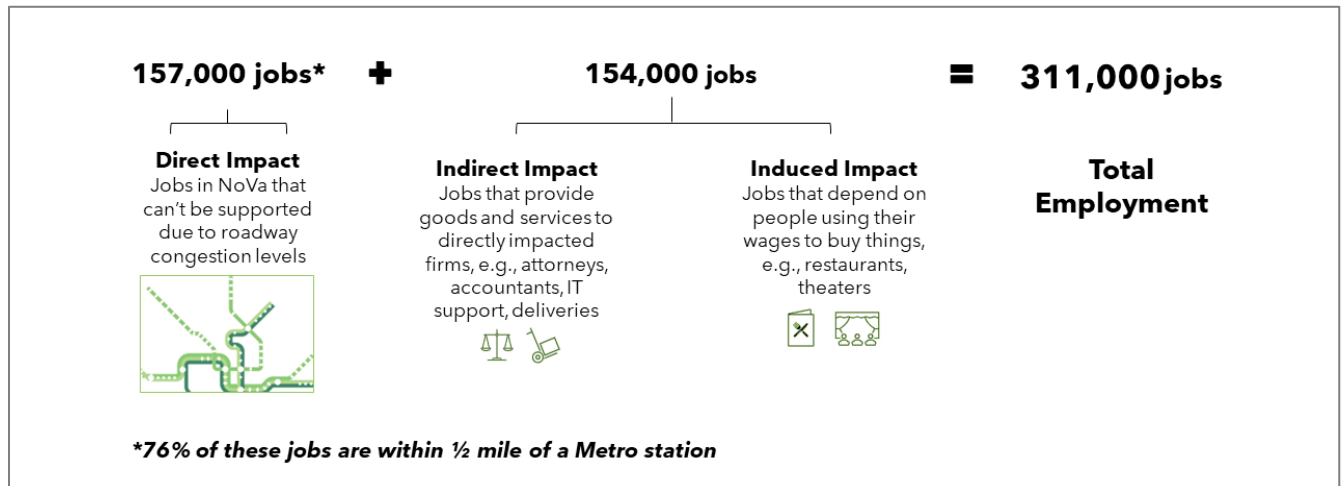
Figure 5: Decrease in Employment in 2025 with No Transit



Source: [NVTC May 17 Legislative and Policy Committee Presentation](#)

All told, transit supports 311,000 jobs – 270,000 in Northern Virginia and the remaining 41,000 in other parts of Virginia. The 311,000 jobs represent the total employment impact of the transit network, which includes the direct, indirect and induced employment impacts. This is a key difference from the 2018 report, which only considered direct employment impacts.

Figure 6 – Description of Direct, Indirect and Induced Employment Impacts



Source: [NVTC May 17 Legislative and Policy Committee Presentation](#)

Transit also plays an important role in the quality of life of Northern Virginia. In 2025, the research team estimates that having a robust transit network would save **\$130 million in vehicle operating costs**, avoid over 400 serious injuries, and avoid about **70,000 metric tons of CO₂ emissions** that would otherwise occur if people could only rely on cars for their travel.

These results are critical to demonstrating the importance of transit and the value the Commonwealth receives by investing in transit in Northern Virginia, especially as discussions about stable, sustainable funding sources for transit occur.

The full technical report detailing the methodology and findings of the study will be published on NVTC's website following the June Commission meeting.

A. General Assembly Update (if needed)

NVTC Legislative Liaison Aimee Perron Seibert will be available to provide any General Assembly updates.

B. Federal Update (if needed)

Executive Director Kate Mattice will be available to provide any federal legislative updates.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams
DATE: May 25, 2023
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

At the June 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

▪ Takoma Compact Hearing Staff Report

On May 11, the WMATA Board approved [a compact public hearing staff report and amendments to the Mass Transit Plan for proposed changes to Takoma Metro Station](#). As part of a Joint Development project, WMATA’s joint developer will construct approximately 434 residential units and 16,000 square feet by changing or modifying transit facilities including the relocation of a bus stop and kiss and ride spaces, the addition of one alighting bus stop, the removal of 144 kiss and ride spaces, the addition of a traffic signal on Cedar Street NW and Carrol Street Northwest at Takoma Metro station. WMATA Board approval of the staff report and amendments to the Mass Transit Plan are required to allow the construction of these improvements.

▪ Metro’s Safety Management System Update

On May 11, the Safety and Operations Committee received an [update on WMATA’s Safety Management System \(SMS\)](#). SMS is a comprehensive, collaborative approach that brings management and labor together to build on the transit industry’s existing safety foundation to continuously improve how safety risks are identified and assessed with mitigating actions taken before an accident or incident occurs. In response to the Infrastructure Investment and Jobs Act of 2021, WMATA established a sub-committee of the Executive Safety Committee that consists of members from management and labor. This joint labor management safety committee meets monthly and oversees the development and implementation of SMS in accordance with the agency safety plan. Staff also reviewed rail and bus safety benchmarking. Rail safety benchmarking shows that Metrorail has the lowest overall rail collision rate and the second lowest derailment rate. When compared to peer agencies, Metrobus has the second lowest injury rate for employees and customers.

- Metro Performance Report: Silver Line Spotlight

On May 11, the Safety and Operations Committee received an [update on the Q3 FY 2023 Metro Performance Report. Eighteen](#) of the 25 key performance indicators met the target or have performance trending in the desired direction. Most notably, Metrorail customer satisfaction was 79% in Q3 FY 2023, which is a 10% increase since the prior year. This large increase reflects increased train service and reliability. The new Silver Line Phase 2, which opened in November 2022, served more than 1.1 million riders in its first five months, with Washington Dulles International Airport and Ashburn as the most popular stations. Part 1 crimes were above target, with parking lot crimes more than tripled with motor vehicle thefts increasing. On Metrobus, the employee assault rate did not meet target and has been increasing over the course of the fiscal year.

- Call Center Consolidation

On May 11, the Safety and Operations Committee received an [update on the consolidation of WMATA's customer service call centers](#). WMATA previously had multiple call center numbers and call centers which were staffed both in-house and with contractors. After examining WMATA's current call center numbers, staffing and contracts, management opted to consolidate into a single phone number, allow the existing contract to expire, and staff the call center completely in-house. This approach is expected to lead to an estimated three-year cost savings of \$8.2 million.

B. Report from the Chair of the NVTC WMATA Committee

The next NVTC WMATA Committee meeting is June 15, 2023, and it is an all-virtual meeting.

C. Other WMATA News

- WMATA Office of Inspector General (OIG) Report on Critical Cybersecurity Vulnerabilities

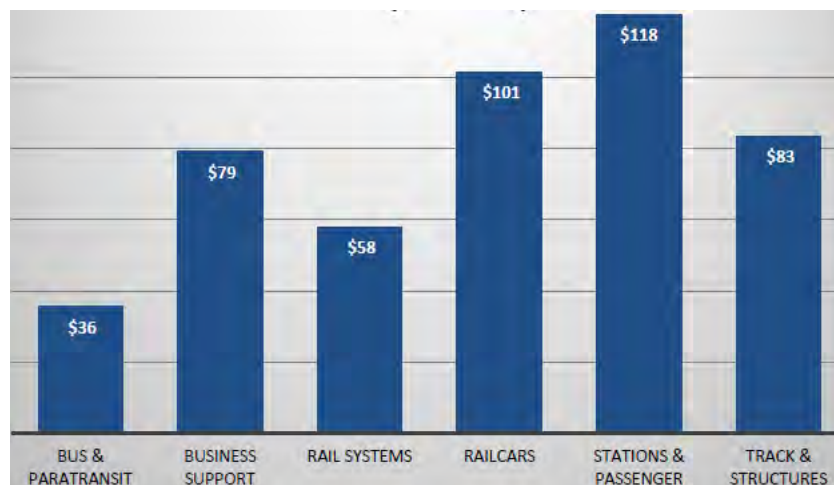
In May 2023, WMATA [released a report on an ongoing cyber investigation](#) initiated by the OIG's office regarding allegations of a data security breach or leak. The incident originally giving rise to the investigation took place in January 2023. In that incident, the OIG was alerted by WMATA's cyber security group that it detected abnormal network activity originating in Russia. WMATA's initial findings found that the credentials of a contractor who was no longer working for WMATA had been used to access a sensitive WMATA directory from Russia. The continuing investigation revealed that WMATA failed to follow its own data handling policies and procedures as well as other policies and procedures establishing minimum levels of protection for handling and transmitting various types of data collected by WMATA. While the investigation is still ongoing, OIG issued a management assistance report now in order to elevate the multitude of IT-related critical recommendations, policy violations, and unsound IT practices that continue to plague WMATA.

- Dedicated Funding Report

In May 2023, WMATA released the [FY 2022 Dedicated Funding Report](#). This report summarizes the receipts and uses of the dedicated funds received by WMATA from the Commonwealth of Virginia, the State of Maryland and the District of Columbia and how WMATA has fulfilled its accounting and financial reporting requirements of the Agreements from the period of July 1, 2021, to June 30, 2022. The report shows WMATA's compliance with dedicated capital funding compliance and reporting requirements (either through legislation or through specific grant agreements) from the District of Columbia, Maryland, and Virginia. As part of legislation, NVTC must [certify the receipt of certain documents from WMATA](#), and NVTC must send an [Annual Report on the Performance and Condition of WMATA](#) to the Governor and General Assembly.

In FY 2022, WMATA received a total of \$500 million in dedicated funding. Of that \$500 million, \$154.5 million was provided by Virginia and \$35.4 million, or 22.9% of the total Virginia amount, was received from the restricted account. The dedicated funding invests in the categories that fall under the state of good repair: railcar and railcar facilities, rail systems, track and structures rehabilitation, station and passenger facilities, bus and paratransit and business and operations support. WMATA expended \$475 million of dedicated funding in FY 2022 (Figure 1). Furthermore, WMATA may realign expenditures with funding sources at a later date to optimize the use of available funding.

**Figure 1: FY 2022 Expenditures of Dedicated Capital Funding
by Investment Category (in Millions)**



[Source: FY 2022 Dedicated Funding Report](#)

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Xavier Harmony and Sophie Spiliotopoulos
DATE: May 25, 2023
SUBJECT: Transit Resource Center

At the June meeting staff will give a briefing on NVTC staff research on opportunities for bus priority in Northern Virginia.

A. Opportunities for Bus Priority in Northern Virginia

The Commission will be presented NVTC staff research on the opportunities for improving bus priority on key corridors in Northern Virginia where certain types of technology and service improvements could reduce the operational cost of these bus services. The report has two main goals. First, the report documents existing speed and congestion issues for buses in Northern Virginia, giving insight into the severity of congestion problems in the region. Second, the report provides a way to prioritize bus priority treatments by focusing on their financial impacts to agencies and jurisdictions.

Findings

- Bus speeds in Northern Virginia are slow due to buses getting stuck in the same congestion as other traffic.
- As a result of congestion, bus speed and travel times along a bus route vary greatly throughout the day, leading to increased costs to provide bus service.
- Congestion-related bus delays cost transit agencies serving Northern Virginia up to \$19 million per year.

This analysis identified the top bus routes in Northern Virginia most impacted by congestion, complementing ongoing efforts across the region to improve bus service, including WMATA's Better Bus Network Redesign, NVTC's Regional Bus Analysis, and NVTA's bus rapid transit planning efforts. NVTC will share the analysis with local jurisdictions to support the development of capital projects that increase bus speeds, such as transit signal priority, queue jump lanes, and dedicated bus lanes. Each bus corridor will require additional analysis to determine the correct bus priority treatment for each corridor.

Background

NVTC staff analysis revealed that bus speeds in the region are pretty slow (see Figure 1 and Table 1 below). Average agency bus speeds vary from 11 mph in some of the densest urban areas up to 20 mph for buses that operate in more suburban areas. However, speeds and travel time also vary dramatically through the day. Staff found the travel time of some bus routes almost doubled in rush hour compared to off-peak time periods.

Figure 1: Average Bus Speeds in Northern Virginia

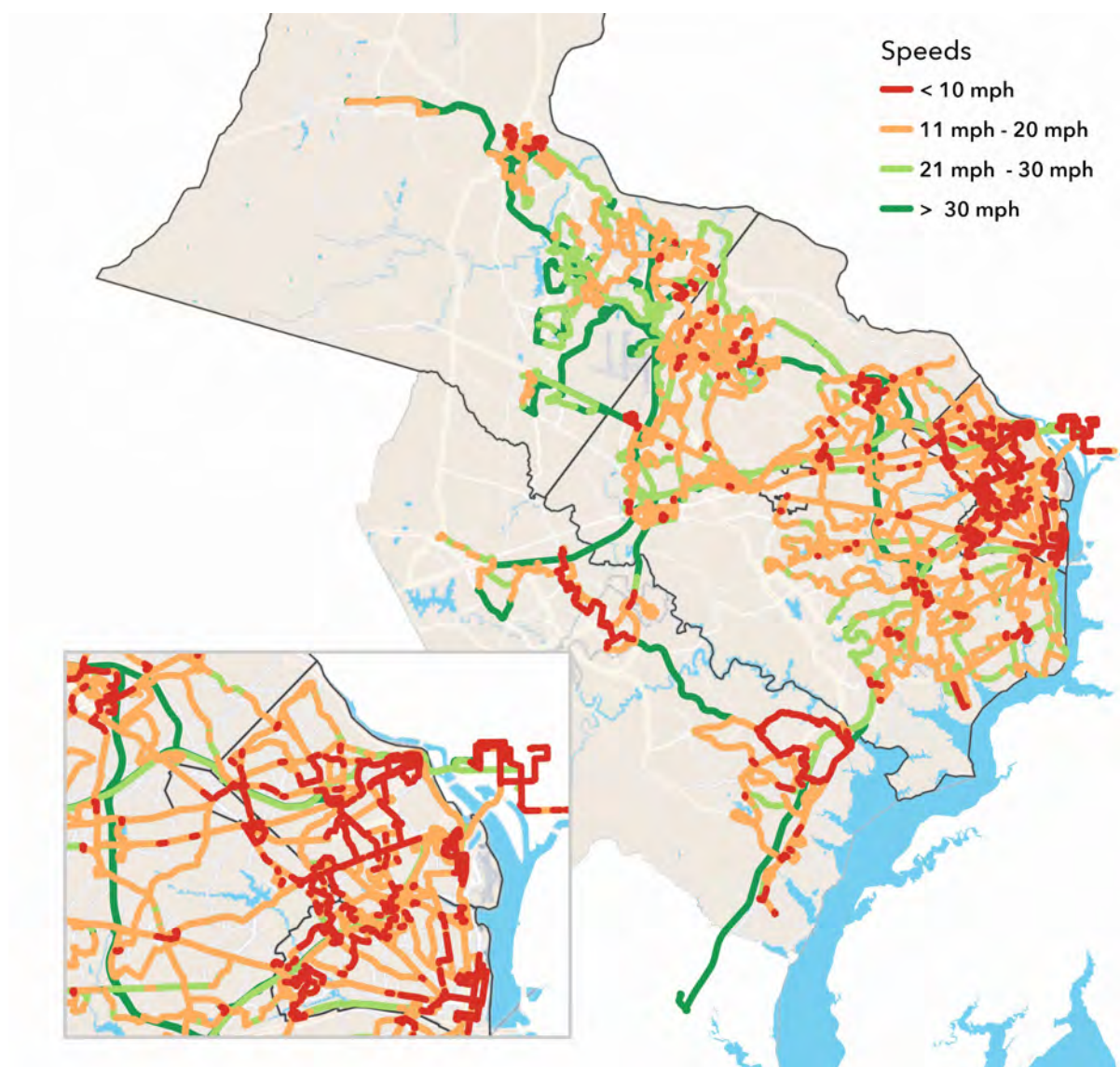


Table 1: Average Bus Speeds by Agency

Bus Agency	Average Speed
ART	13 mph
DASH	11 mph
Fairfax Connector	17 mph
Loudoun County Transit	20 mph
Metrobus	13 mph
OmniRide	14 mph

The financial impact of congestion on bus operations was estimated using scheduled transit data and average operating cost information (see Table 2 below). Scheduled transit data was obtained using General Transit Feed Specification (GTFS) data, a common data format for transit schedules. The most recent GTFS files were pulled from each transit agency's website at the

beginning of the analysis. GTFS files provide data on where buses are expected to travel and how long it will take to travel. Staff used this information to estimate congestion-related delays. Staff assumed the time difference between the scheduled travel time and the minimal travel time provided in GTFS for a segment was primarily due to congestion. Staff then aggregated these differences to an annual level to get the estimated excess operating hours resulting from these schedule differences. These operating hour estimates were multiplied by Federal Transit Administration (FTA) National Transit Database (NTD) data submissions for operating costs to estimate annual cost impacts. Through this process, staff estimated that congestion-related bus delays cost Northern Virginia transit agencies almost \$19 million a year. Many of the most severely impacted bus routes are those that cross multiple jurisdictions or operate in popular travel corridors.

Table 2: Estimated Operating Cost Impacts by Agency

Transit Agency	Average Bus Cost per Operating Hour	Potential Annual Cost Impact
ART	\$111	\$774,000
DASH	\$108	\$592,000
Fairfax County Connector	\$123	\$6,332,000
Loudoun County Transit	\$137	\$97,000
Metro	\$222	\$10,133,000
OmniRide	\$220	\$1,051,000
Total		\$18,979,000

The analysis employed in this study can help identify which corridors or bus routes require more in-depth study for potential bus priority investment with the cost evaluation useful for prioritizing different locations. The work can also be useful for helping to identify packages of capital projects that could be funded to help the region's bus network. The regional scope of this work means this study also highlights opportunities for different transit agencies and jurisdictions to collaborate and combine resources to help overcome shared bus operations issues. Finally, these findings can also help other projects in the region, including the NVTC Regional Bus Analysis work as well as the future Northern Virginia Transportation Authority (NVTA) bus rapid transit (BRT) pre-deployment plan.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice and Ronnetta Zack-Williams
DATE: May 25, 2023
SSUBJECT: Transforming Rail in Virginia Presentation by Virginia Passenger Rail Authority (VPRA) Executive Director

At the June meeting, Virginia Passenger Rail Authority Executive Director DJ Stadtler will join the Commission and give an update on the Transforming Rail in Virginia program.

The [Virginia Passenger Rail Authority \(VPRA\)](#) is an independent authority created by the Virginia General Assembly in 2020 to promote, sustain and expand the availability of passenger and commuter rail service in the Commonwealth of Virginia. VPRA is responsible for managing all administrative and fiduciary responsibilities for Virginia's state-supported passenger rail services, including the current eight daily roundtrip Amtrak Northeast Regional services originating in Roanoke, Norfolk, Newport News and Richmond. VPRA also provides funding to the Virginia Railway Express (VRE). VPRA operates several programs including imminent station improvements, federal grants and its signature program, [Transforming Rail in Virginia](#).

In December 2019, then-Virginia Governor Ralph Northam announced a landmark rail agreement between the Commonwealth and CSX Transportation (CSXT). This announcement became the incentive for what is known today as Transforming Rail in Virginia. The Transforming Rail in Virginia program is a \$4 billion rail initiative that will transform the future of rail transportation in Virginia by acquiring railroad right-of-way, increasing rail capacity and reworking

Service Enhancements



Source: Virginia Passenger Rail Authority

passenger and freight operations to improve reliability and increase rail service. Transforming Rail in Virginia consists of more than a dozen projects that will connect communities and enhance mobility for all Virginians. One of these projects includes the [Long Bridge Project](#), which involves multiple bridge improvements and related railroad infrastructure between Arlington County and Washington, DC. The planned Long Bridge project will double the capacity, creating a four-track corridor, and construct approximately 1.4 miles of improvements including eight rail bridges and pedestrian bridges over land and the Potomac River.

Former NVTC Commissioners, The Honorable Sharon Bulova and The Honorable Jay Fissette, sit on the Board of Directors at VPRA. VRE's Chief Executive Officer, Rich Dalton, also sits on the Board of Directors as an ex-officio non-voting member.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: May 25, 2023
SUBJECT: Virginia Railway Express (VRE)

At the June meeting, VRE CEO Rich Dalton will update the Commission on recent VRE activities. The Commission will be asked to take action on three items, pertaining to maintenance, operating and railroad agreements.

A. VRE CEO Report and Minutes

VRE CEO Rich Dalton will provide his report. The [VRE CEO Report for May 2023](#) and the [Minutes of the May 19, 2023 VRE Operations Board meeting](#) are attached.

B. ACTION: Approve [Resolution #2501](#): Authorize the VRE CEO to Execute an Amendment for the Third Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC

The VRE Operations Board recommends Commission approval of [Resolution #2501](#), which will authorize the VRE Chief Executive Officer to execute an amendment to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024. This action will authorize the continuation of contracted services for the maintenance, inspection, and repair of VRE locomotives, passenger rail cars and maintenance facilities for FY 2024.

The [attached VRE memorandum](#) provides more information about the work to be performed under this contract amendment and information about the previous years of work under the KRSV maintenance contracts.

C. ACTION: Approve [Resolution #2502](#): Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC

The VRE Operations Board recommends Commission approval of [Resolution #2502](#), which will authorize the Chief Executive Officer to execute an amendment to the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024. This action will authorize the fourth year of the final option period and continue the contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2024.

The [attached VRE memorandum](#) provides more information about the work to be performed under this contract amendment and information about the previous years of work under the KRSV operating contracts.

D. ACTION: Approve [Resolution #2503](#): Authorize the VRE CEO to Extend the Term of the Operating Access Agreement with Norfolk Southern

The VRE Operations Board recommends Commissions approval of [Resolution #2503](#), which will authorize the VRE Chief Executive Officer to execute a letter agreement to extend the current term of the Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024. The term of the current Operating Access Agreement with Norfolk Southern Railway Company will expire June 30, 2023. VRE and Norfolk Southern staff have been in discussions on terms for a new agreement and both parties agree more time is needed. All other existing terms and conditions will remain the same through the extension period ending June 30, 2024.

The [attached VRE memorandum](#) provides more background information.

E. VRE Fare Free Friday Initiative

At its May 19 meeting, the VRE Operations Board authorized the VRE Chief Executive Officer to offer fare free travel on Fridays for all VRE riders starting June 2 through September 1, 2023. This fare free initiative is intended to promote VRE service and attract new riders.

The summer months, particularly Fridays, are traditionally low ridership days for VRE service. This Fare Free Friday initiative will promote VRE service as an option to those who commute on Fridays and riders who are using the VRE service for non-commuter purposes. During this period, VRE staff will work with regional partners to promote the VRE service in general, but also connect them with areas of interest in the region. In particular, VRE will reach out to various organizations who may find it convenient to travel on VRE with a larger group on a summer Friday.

A lesson learned from previous fare free initiatives is that many people want to try VRE, but some are hesitant with respect to how to purchase a ticket, how the zone-based fares work, etc. This initiative will allow VRE staff to continue to work with potential riders on how the fare system works by removing this barrier for their initial ride(s) on VRE. During this period, VRE will roll out updated “how to” videos and other instructions to improve the ease of transitioning to VRE as their transportation mode of choice.

The expected cost of Fare Free Fridays for summer 2023 is in the range of \$250,000 to \$300,000 for the initiative. VRE’s existing federal pandemic relief funds (American Rescue Plan Act) will provide a backstop to replace this revenue.

CEO REPORT

MAY 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 | MAY 2023

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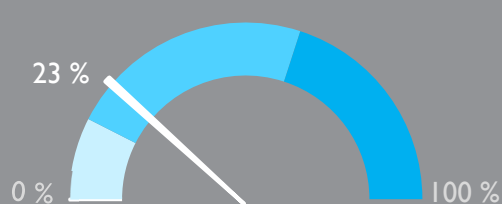
CAPITAL PROJECTS UPDATES.....15



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

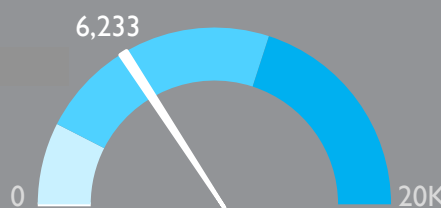


PERFORMANCE AT A GLANCE



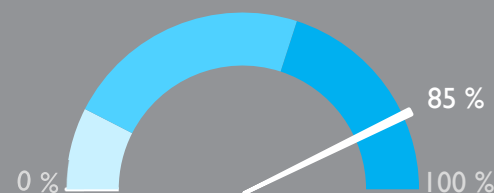
PARKING
UTILIZATION

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



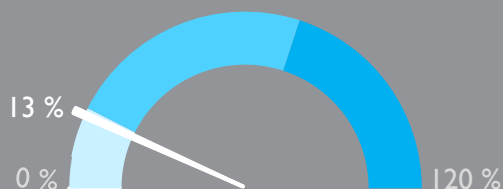
AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 4,366



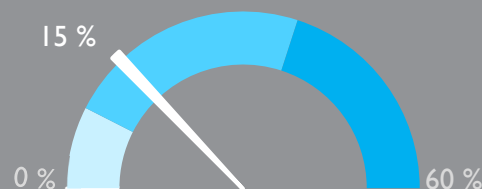
ON-TIME
PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 91%



SYSTEM CAPACITY

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



OPERATING RATIO

Through March 2023

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

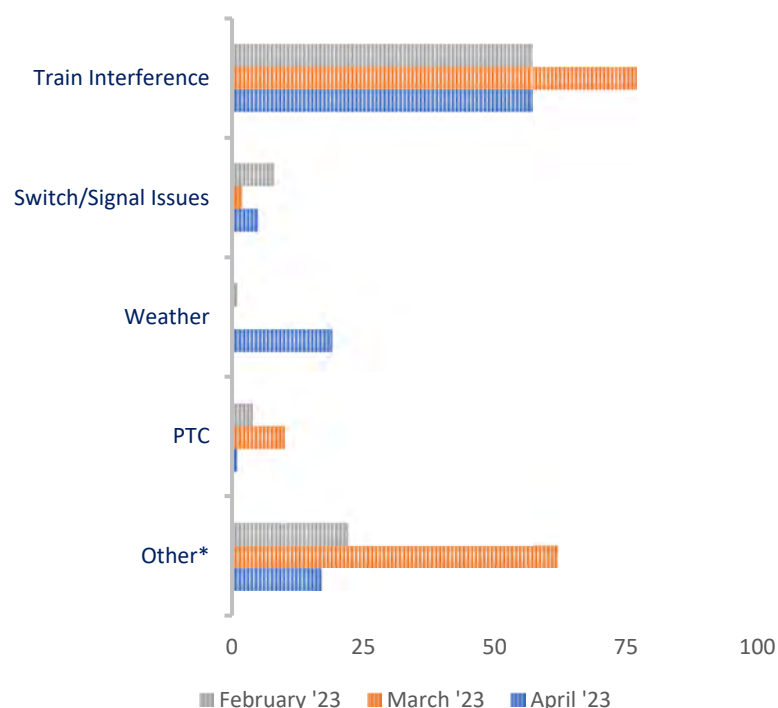
April 2023

ON-TIME PERFORMANCE

OUR RECORD

	April 2023	March 2023	April 2022
Manassas Line	88%	85%	86%
Fredericksburg Line	81%	72%	96%
Systemwide	85%	79%	91%

PRIMARY REASON FOR DELAY



VRE operated 638 trains in April. The on-time rate for the month was 84 percent.

Ninety-nine trains arrived more than 5 minutes late to their final destinations. Of those late trains, 39 were on the Manassas Line (39 percent), and 60 were on the Fredericksburg Line (61 percent).

Train interference continues to lead all categories, though the total was slightly lower this month.

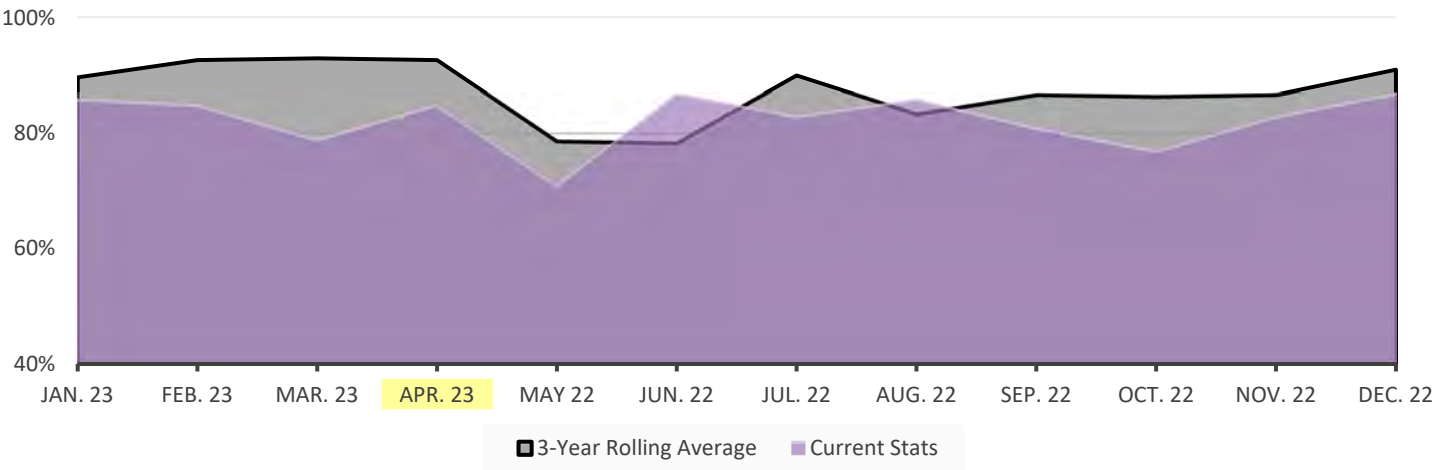
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

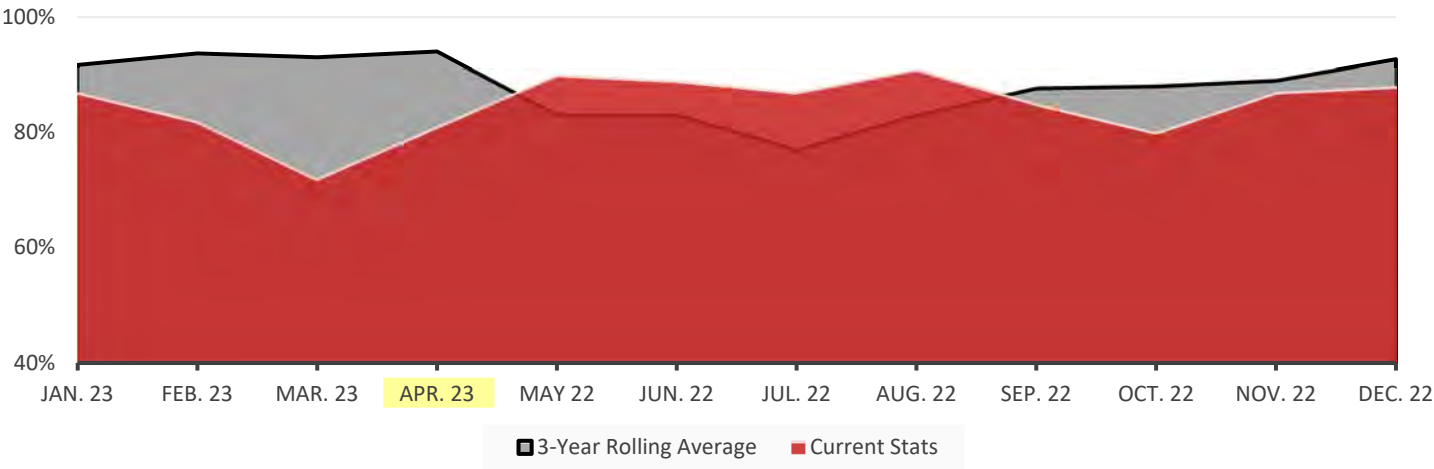
	System Wide			Fredericksburg Line			Manassas Line		
	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.
Total late trains	92	156	99	54	102	60	37	54	39
Average minutes late	19	19	14	20	19	14	17	19	14
Number over 30 minutes	14	24	6	8	17	3	6	7	6
Heat restrictions	1	0	8	1	0	8	0	0	0

ON-TIME PERFORMANCE

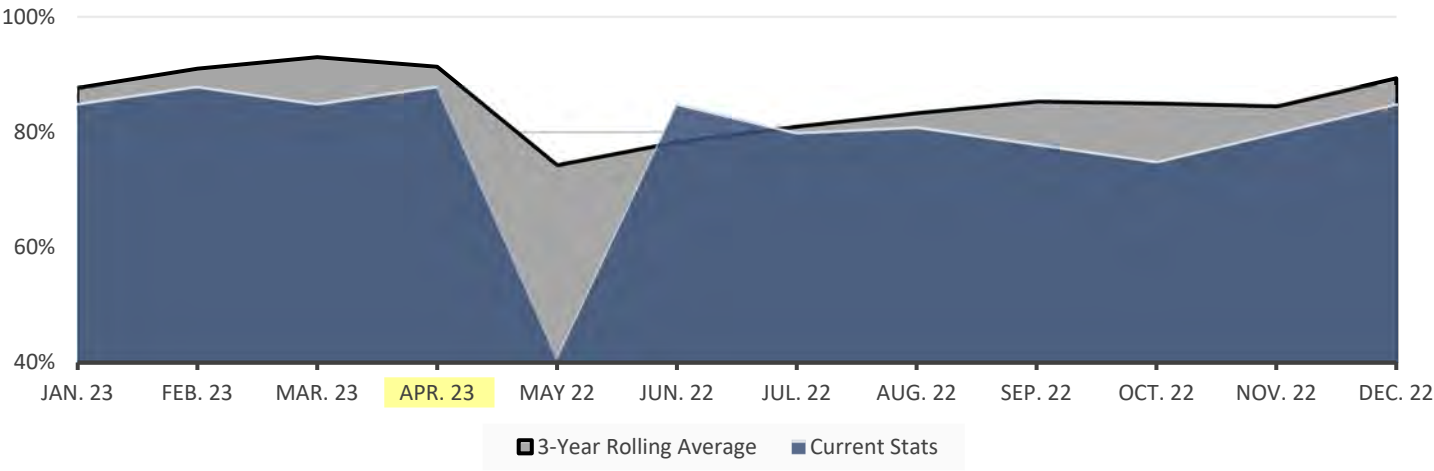
VRE SYSTEM



FREDERICKSBURG LINE

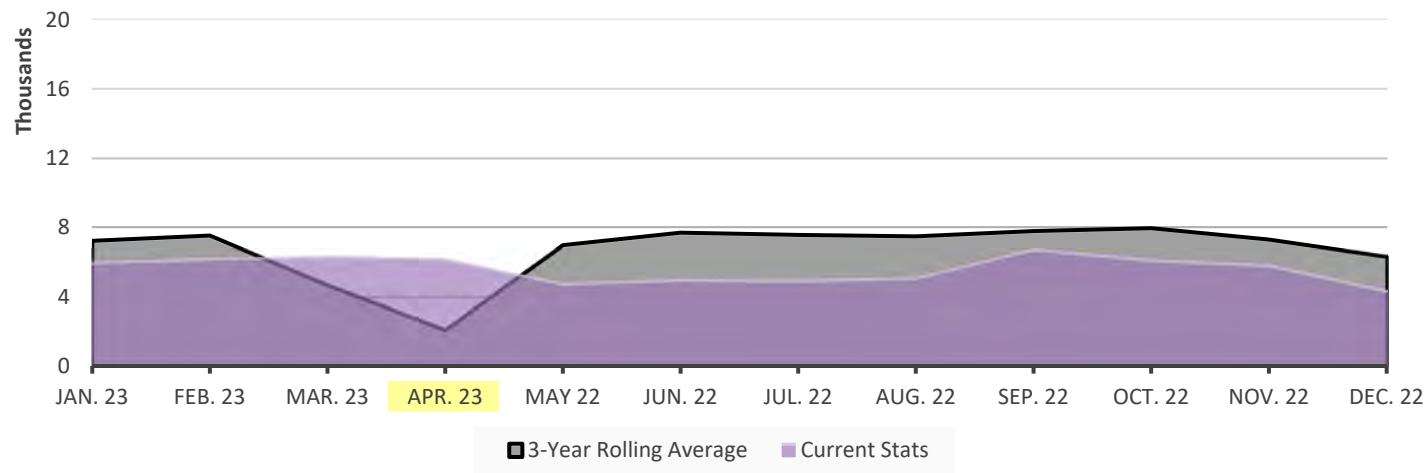


MANASSAS LINE

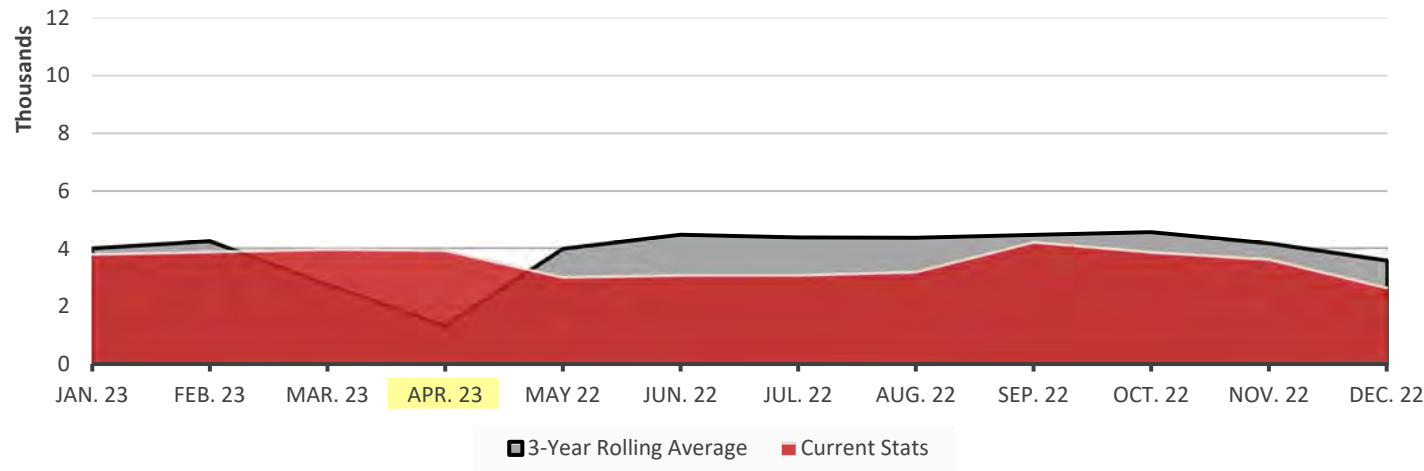


AVERAGE DAILY RIDERSHIP

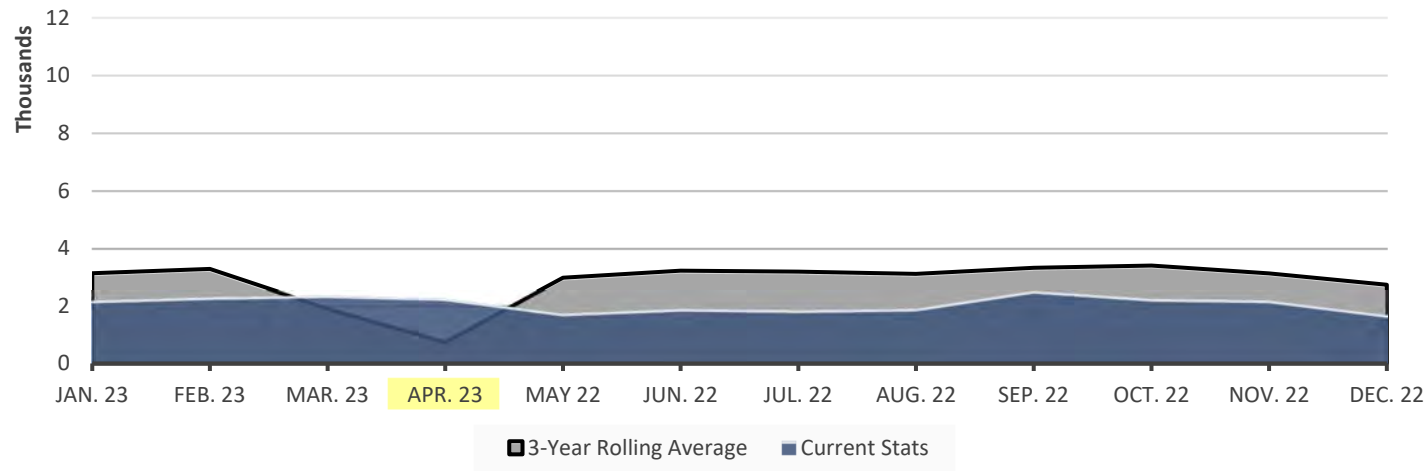
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



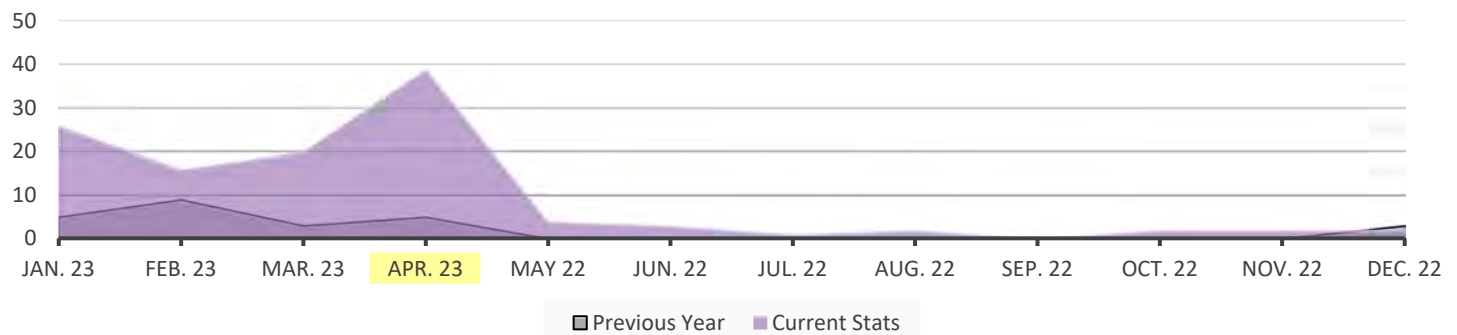
RIDERSHIP UPDATES

Average daily ridership for the month was 6,233. There were 20 service days.

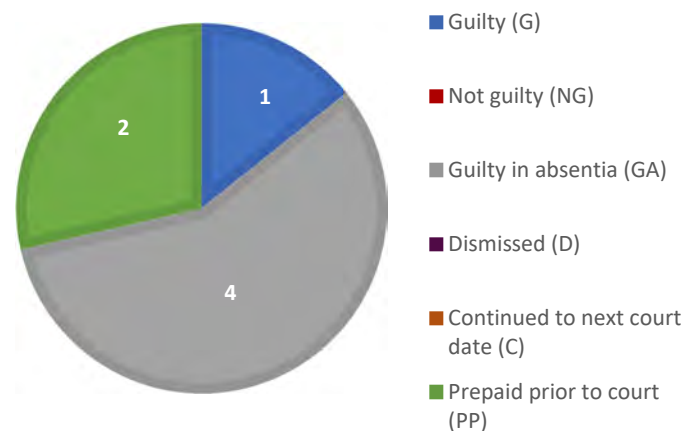
	April 2023	March 2023	April 2022
Monthly Ridership	124,664	146,391	91,682
Average Daily Ridership	6,233	6,365	4,366
Bicycles on Trains	1,370	1,431	N/A
Full Service Days	20	23	20
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

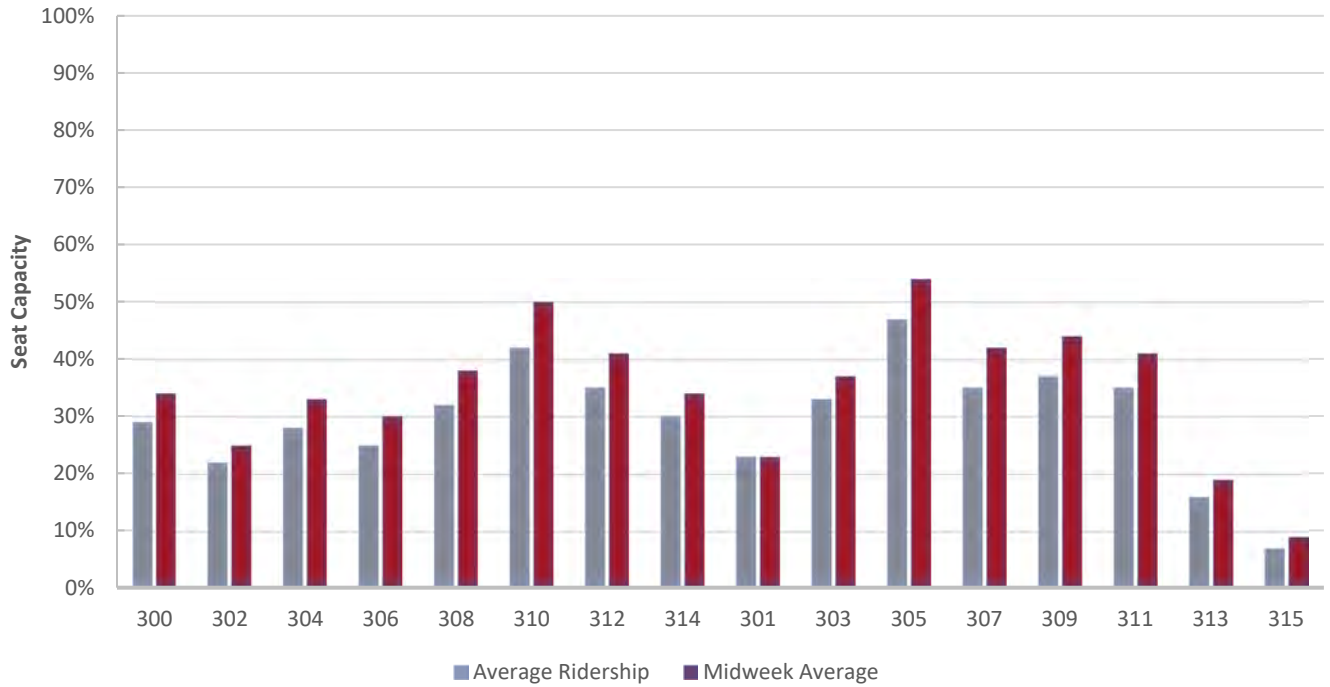
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	1
One-time courtesy	3
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	1
Total Waived	5

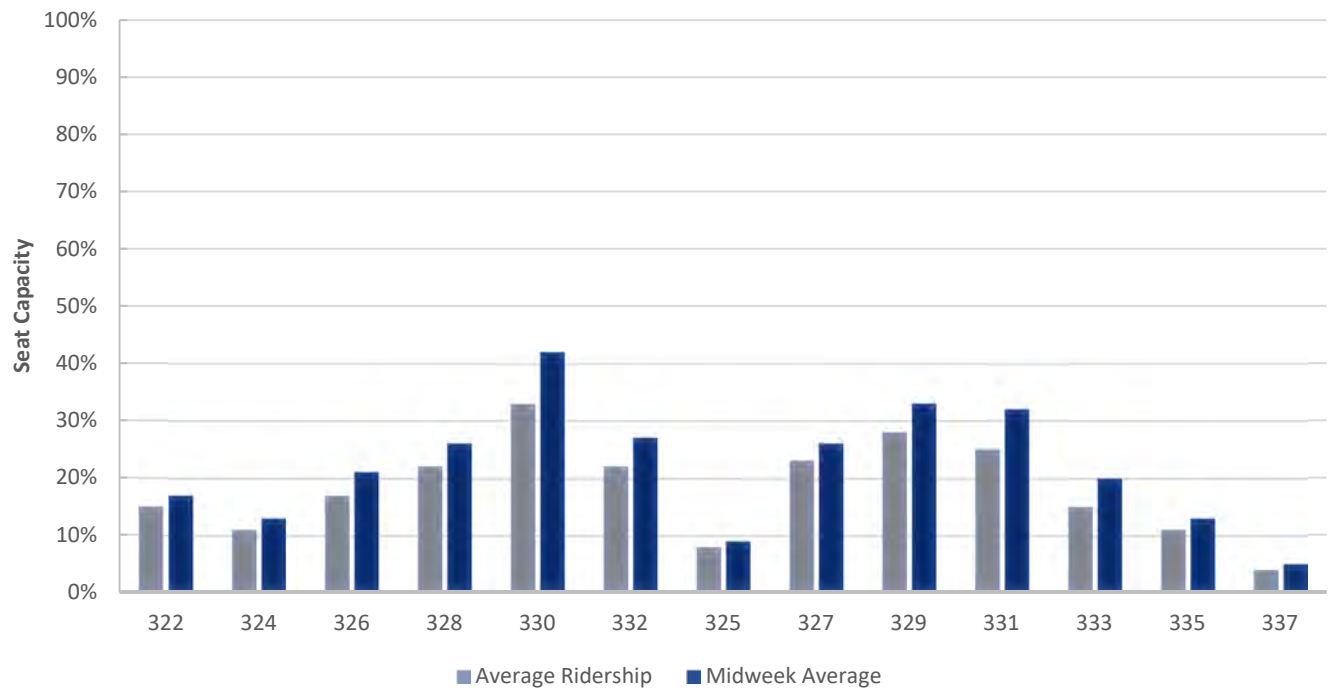
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

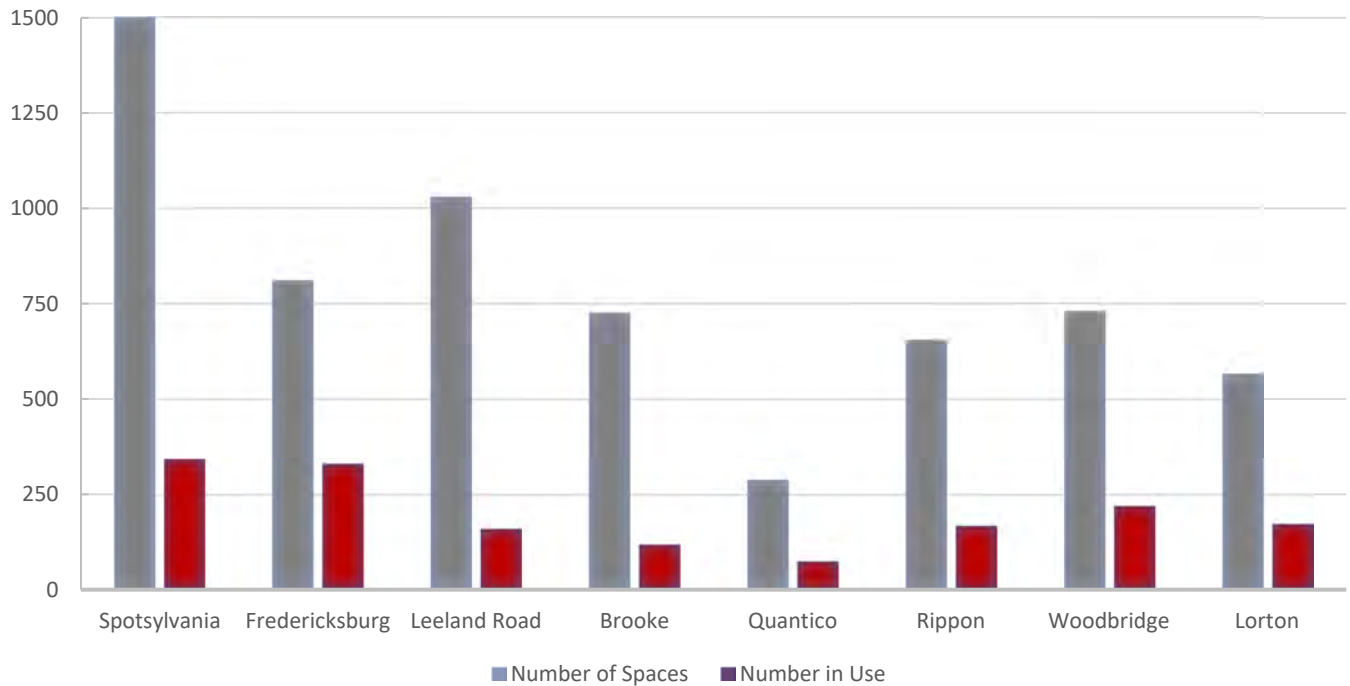


MANASSAS LINE

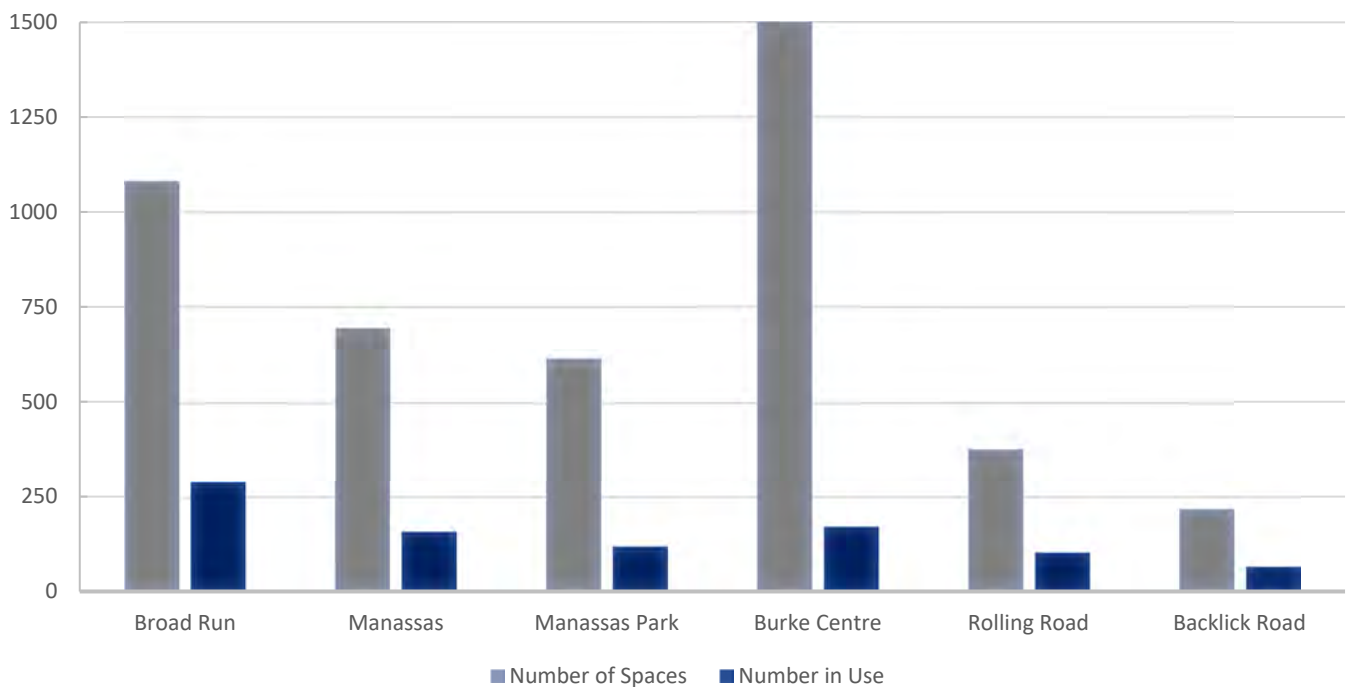


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first three quarters of FY 2023 (March 2023) is about \$4.3 million below the amended budget (an unfavorable variance of -30%) and is 43% above the same period in FY 2022.

Although many sectors of the economy have rebounded following the coronavirus (COVID-19) pandemic, changes in employment and commuting patterns caused by the pandemic continue to have a significant impact on VRE. Ridership has remained well below pre-pandemic levels during the first nine months of FY 2023, with a cumulative average daily ridership of 5,751 in FY 2023 thru the end of Mar. 2023, compared to average daily ridership of well over 18,000 in February 2020 (the last full month not affected by the pandemic). We continue to coordinate with federal government representatives regarding potential changes to remote work policies while also expanding marketing and other outreach efforts to encourage new riders.

As part of those outreach efforts, in September 2022, VRE offered "Fare Free September" to show appreciation to the core group of VRE riders who stayed with the service throughout the pandemic; to promote VRE service and attract new riders; and to support to the region's transportation network during scheduled Metrorail service disruptions. This initiative drove a 30% increase in average daily ridership from August to September but reduced total passenger fare revenue by over \$1 million.

The operating ratio for the first three quarters of FY 2023 is 15%, which is below VRE's amended budget operating ratio of 21% for the full twelve months of the fiscal year. VRE is normally required to budget a minimum operating ratio of 50%, but this requirement has been waived for FY 2023 because of the effects of the pandemic.

A summary of the FY 2023 financial results through the end of March 2023 follows, including information on major revenue and expense categories. Please note these figures are preliminary and unaudited.

FY 2023 Operating Budget Report Month Ended March 31, 2023							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY23 BUDGET
Operating Revenue							
Passenger Ticket Revenue	1,364,883	1,745,076	10,004,637	14,264,099	(4,259,462)	-29.9%	19,119,963
Other Operating Revenue	(300)	18,254	206,118	149,206	56,911	38.1%	200,000
Subtotal Operating Revenue	1,364,583	1,763,330	10,210,755	14,413,306	(4,202,551)	-29.2%	19,319,963
Jurisdictional Subsidy (1)	-	-	8,137,098	8,137,098	-	0.0%	8,137,098
Federal/State/Other Jurisdictional Subsidy	3,937,988	4,151,927	35,218,210	36,064,922	(846,712)	-2.3%	55,445,982
Appropriation from Reserve/Other Income	608,220	1,423,003	16,273,476	19,211,505	(2,938,029)	-15.3%	23,171,167
Interest Income	292,493	136,905	2,124,789	1,119,048	1,005,741	89.9%	1,500,000
Total Operating Revenue	6,203,284	7,475,165	71,964,328	78,945,879	(6,981,551)	-8.8%	107,574,210
Operating Expenses							
Departmental Operating Expenses	6,345,191	7,529,694	66,147,275	71,881,281	5,734,007	8.0%	93,752,450
Debt Service	1,143,480	1,143,480	10,291,320	10,291,320	-	0.0%	13,721,760
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	100,000
Total Operating Expenses	7,488,671	8,673,174	76,438,595	82,172,602	5,734,007	7.0%	107,574,210
Net income (loss) from Operations	(1,285,387)	(1,198,010)	(4,474,267)	(3,226,723)	(1,247,544)		-
Operating Ratio			15%	20%		Budgeted Goal	21% 50%

(1) Total jurisdictional subsidy is \$13,544,122. Portion shown as budgeted and actual are attributed to Operating Fund only.

INVESTMENT REPORT

VRE Investment Portfolio As of March 31, 2023				
Investment Type	Institution	Amount	Comments	Rate
Checking Account	PNC	\$ 10,165,033	Operating checking account	0.00%
LGIP (Local Government Investment Pool)	LGIP	\$ 19,672,322	Operating and capital reserve	4.83%
LGIP (Local Government Investment Pool)	LGIP	\$ 2,604,048	Proceeds from Woodbridge K&R Lot & RRIF CRP	4.83%
LGIP (Local Government Investment Pool)	LGIP	\$ 58,407	Revolving account for small liability claims	4.83%
LGIP (Local Government Investment Pool)	LGIP	\$ 48,141,533	Commuter Rail Operating and Capital (C-ROC) Fund	4.83%
VRA 2018 Debt Service Reserve Fund	U.S. BANK	\$ 2,010,830	VRA 2018 Payable - Debt service reserve fund	Var.Rate
CROC Series 2022 Debt Service Reserve	U.S. BANK	\$ 7,463,395	CROC Series 2022 Payable - Debt service reserve fund	Var.Rate
CROC Series 2022 Revenue Stabilization Fund	U.S. BANK	\$ 3,837,191	CROC Series 2022 Bond Payable - Revenue stabilization fund	Var.Rate
Insurance Trust Fund	DRM	\$ 9,967,027	Reserve portion of VRE Insurance Plan	0.68%
Total portfolio		\$ 103,919,786		

Notes:

PNC contract allows for earnings credit of 0.35% on average monthly balance as an offset to banking service costs. Earnings credit through March was 0.14%.

LGIP account earnings calculated based on the monthly average balance.

VRA 2018 and CROC Series 2022 Debt Service Reserve and CROC Series 2022 Revenue Stabilization Fund interest earnings are at multiple variable rates applicable to individual investments held by the money market fund.

Insurance trust fund rate based on interest earned through three quarters and annualized to the full fiscal year.

Percentage of portfolio:

Checking-PNC	9.8%
LGIP	67.8%
VRA 2018 Debt Service Reserve Fund	1.9%
CROC Series 2022 Debt Service Reserve Fund	7.2%
CROC Series 2022 Revenue Stabilization Fund	3.7%
Insurance Trust Fund	9.6%

COMMUTER RAIL OPERATING AND CAPITAL (CROC) FUND QUARTERLY REPORT

Background

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

CROC Fund as of March 31, 2023

A summary of the CROC Fund through the third quarter of FY 2023 is presented below. Due to lags in the determination of total fuel tax revenue by DMV and the transfer of funds from DMV to NVTC/VRE, total CROC funds received may be less than total funds earned. Interest earnings have been significantly higher in FY 2023 than in previous years due to the overall rise in interest rates.

CROC REPORT (CONTINUED)

CROC Fund as of March 31, 2023

Period	Funds Earned	Funds Received	Interest Earned	Expenditures	CROC Account Balance (LGIP)
FY 2023 (Jul-Mar)	\$11,250,000	\$8,750,000	\$1,290,989	\$18,750,000	
Life to Date (sum of all periods)	\$71,250,000	\$68,750,000	\$1,891,533	\$22,500,000	\$48,141,533

FY 2019-2021

The VRE Operations Board and the Commissions have previously approved the commitment of \$45 million in CROC funding to three key capital projects – \$15 million for the Crystal City Station Improvements project, \$26 million for the L'Enfant Station and Fourth Track project, and \$4 million (approved as part of the Amended FY 2023 budget) for the Track 22 rehabilitation project at Washington Union Terminal in conjunction with Amtrak. This commitment reflects the first three years of CROC funding (FY 2019 through FY 2021), and expenditures will be reflected above when construction commences on these projects. Payment of the VRE portion of the Track 22 project is expected in the fourth quarter of FY 2023.

FY 2022-2031

In March 2021, VRE entered into a Funding Agreement with the Virginia Department of Rail and Public Transportation (DRPT), which was subsequently assigned to the new Virginia Passenger Rail Authority (VPRA). The Funding Agreement commits VRE to use CROC funds to support the Commonwealth's Transforming Rail in Virginia (TRV) program in two ways – through the issuance of debt to assist in the CSXT right-of-way purchase, and through ten years of pay-as-you-go (PAYGO) contributions to the Long Bridge and other planned capital investments in the VRE service area.

In accordance with the requirements of the Funding Agreement, in June 2022, VRE and NVTC (with NVTC as the Issuer) closed the sale of *Transportation District Special Obligation Revenue Bonds (Transforming Rail in Virginia) Series 2022 (Green Bonds)*. The sale of these double-A rated tax-exempt bonds generated approximately \$119 million in net proceeds that were transferred to VPRA in July 2022 to assist in the purchase of the CSXT right-of-way.

The \$22.5 million of life-to-date expenditures noted in the table above includes \$3.75 million for the Revenue Stabilization Fund as part of the Series 2022 issuance; a \$7.5 million PAYGO payment to VPRA to support preliminary engineering and environmental review costs for Long Bridge; and \$11.25 million in required monthly transfers to U.S. Bank (the Series 2022 bond Trustee) for bond debt service and future PAYGO payments to VPRA.

FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Minor repairs to steel elements at Leeland Road station
2. Installation of electrical service for oil storage building at Broad Run MASF
3. Purchase of utility trailer for various uses
4. Procurement of new Maintenance/Custodial and Seasonal Services for VRE Facilities contracts



Newly purchased utility trailer

Projects scheduled to be completed this quarter:

1. Replacement of LED lighting at Woodbridge station parking garage
2. Replacement of Quantico station pedestrian crossing
3. Replacement of tile flooring in Crossroads MASF offices
4. Replacement of waste and recycling receptacles at various stations
5. Replacement of benches at various stations
6. Sealcoating and restriping of parking lots at Woodbridge and Rippon stations
7. Replacement/installation of pathfinder signage for Franconia-Springfield, Lorton, Woodbridge, Rippon, Quantico, Backlick Road, Rolling Road, Burke Centre, Manassas Park, Manassas and Broad Run stations
8. Installation of 988 Suicide & Crisis Lifeline signage on station inter-track fences, pending availability of CSX protection
9. Installation of No Trespassing signage at Rippon, Spotsylvania and Broad Run station parking lots



Proposed pavement sealcoating and restriping at Woodbridge.

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Modernization of east elevator at Woodbridge station
3. Replacement of windscreen plexiglass panels at Lorton and Woodbridge stations
4. Improvements to various elements of Quantico station building
5. Replacement of electrical cabinet at Rolling Road station

6. Replacement of existing lighting with LED lighting at Manassas station parking garage
7. Replacement of parking lot entrance signs at various stations

Ongoing projects:

1. 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

UPCOMING PROCUREMENTS

1. Modernization of VRE Woodbridge Station east elevator
2. Alexandria Station improvements
3. Broad Run and Crossroads security camera system power and network infrastructure upgrade
4. Locomotive master controllers
5. Hosted back office services for Positive Train Control
6. Ticket vending machine technical support services
7. Central diagnostic cloud services for VRE locomotives
8. Variable messaging system replacement

CAPITAL PROJECTS UPDATES

The following is a status update of VRE capital projects.

Completed projects or major project milestones:

1. Crystal City station replacement project received a class II categorical exclusion under the National Environmental Protection Act from the Federal Transit Administration

Projects or project phases scheduled to be completed this quarter:

2. Franconia-Springfield Station Improvements draft 100% plans and specifications
3. Broad Run Expansion (BRX) Section 106 Consultation

Projects or project phases scheduled to be initiated this quarter:

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

Ongoing projects:

6. Broad Run Expansion (BRX)
7. Manassas Park Parking Improvements
8. Rolling Road Station Improvements
9. Crossroads Maintenance and Storage Facility (MSF)
10. Lifecycle Overhaul & Upgrade Facility (LOU)
11. Quantico Station Improvements
12. Franconia-Springfield Station Improvements
13. Alexandria Station Improvements
14. Alexandria Station Track 1 Access (Slaters Lane)
15. Crystal City Station Improvements
16. L'Enfant Train Storage Track - South
17. L'Enfant Station Improvements
18. New York Avenue Midday Storage Facility
19. Potomac Shores VRE Station – *design by others*

- 20. Washington Union Station Improvements Environmental Impact Statement – *study by others*
- 21. Long Bridge Project – *study by others*

Projects Progress Report Follows

Projects Progress Report to Follow

Projects Progress Report to Follow



VIRGINIA RAILWAY EXPRESS

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VRE.ORG





MINUTES

VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

May 19, 2023

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

*Sarah Bagley (NVTC) ‡
 *Andrea Bailey (PRTC)**
 *Meg Bohmke (PRTC)
 *Katie Cristol (NVTC)
 *Margaret Franklin (PRTC)
 *Monica Gary (PRTC)
 *Lori Hayes (PRTC) ‡
 *Jeanine Lawson (PRTC)
 *Michael McLaughlin (VPRA)
 *Ralph Smith (PRTC)
 *James Walkinshaw (NVTC)

Jurisdiction

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

Members Absent

Walter Alcorn (NVTC)
 Matt Kelly (PRTC)
 Alanna Mensing (PRTC)
 Daniel G. Storck (NVTC)

Fairfax County
 City of Fredericksburg
 City of Manassas Park
 Fairfax 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

Holly Cockrell – VRE
Rich Dalton – VRE
John Duque – VRE
Xavier Harmony – NVTC
Chris Henry - VRE
Sarah Higgins – VRE
Christine Hoeffner - VRE
Robert Hostelka – VRE
Eric Johnson - VRE

John Kerins – Keolis
Lezlie Lamb – VRE
Steve MacIsaac – VRE Chief Counsel
Kristin Nutter - VRE
Mark Schofield – VRE
Joe Stainsby – PRTC
Brandon Stine - VRE
Joe Swartz – VRE

Chair Walkinshaw called the meeting to order at 9:12 a.m.; the roll call followed.

Chair Walkinshaw stated Members Sarah Bagley and Lori Hayes requested approval to participate remotely. Ms. Bagley has made the request due to being out of town and Ms. Hayes made the request due to a conflict with another meeting. Ms. Cristol moved, with a second by Vice Chair Bohmke, to approve Ms. Bagley's and Ms. Hayes' participation by electronic means. The vote in favor was cast Members Bohmke, Cristol, Franklin, Gary, Lawson, McLaughlin, Smith, 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

Vice Chair Bohmke moved, with second by Ms. Cristol, to approve the agenda. There was no discussion on the motion. The vote in favor was cast by Members Bagley, Bohmke, Cristol, Franklin, Gary, Hayes, Lawson, McLaughlin, Smith, and Walkinshaw.

Approval of the Minutes of the April 21, 2023 VRE Operations Board Meeting – 5

Secretary Smith moved, with a second by Ms. Cristol, to approve the Minutes from April 21, 2023. The vote in favor was cast by Members Bagley, Bohmke, Cristol, Franklin, Gary, Hayes, Lawson, McLaughlin, Smith, and Walkinshaw.

Chair's Comments – 6

Chair Walkinshaw welcomed everyone to the May VRE Operations Board meeting and reminded Members of the CEO/CLO Evaluation Committee meeting following the Operations Board meeting.

The Chair announced this meeting would be Member Cristol's last; as she is leaving elected office in July for a new role as Chief Executive Officer of Tysons Community Alliance. Chair Walkinshaw highlighted Ms. Cristol's accomplishments while a member of the VRE Operations Board beginning in 2016. During her tenure, Ms. Cristol served as Secretary, Vice Chair and Chair. During her chair, Ms. Cristol oversaw the implementation of Positive Train Control and the search for a new CEO. Ms. Cristol also championed several capital projects to include the Lifecycle Overhaul and Upgrade facility, several station improvement projects, and the procurement of twenty-one new railcars. Ms. Cristol has advanced a

proposed intermodal connector between VRE's new Crystal City Station and Reagan National Airport. The Chair thanked Ms. Cristol for her service and presented her with a commemorative plaque.

Chair Walkinshaw reminded members of the System Plan workshop following the June 16th Operations Board meeting.

[Ms. Franklin stepped out at 9:23 a.m.]

Chief Executive Officer's Report – 7

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

- | | |
|---------------|--------------------------|
| ▪ Safety | ▪ Events |
| ▪ Performance | ▪ Seasonal Schedule |
| ▪ Ridership | ▪ New Staff Introduction |

[Ms. Bailey arrived at 9:35 a.m.]

Public Comment Time – 8

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

Action Items – 9

[Ms. Franklin returned at 9:42 a.m.]

Recommend Authorization to Execute an Amendments for the Third Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail – 9A

Ms. Bailey moved, with a second by Ms. Gary, to recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC for the third year of the first option period.

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

Recommend Authorization to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail – 9B

Ms. Bailey moved, with a second by Vice Chair Bohmke, to recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC for the fourth year of the second option period.

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

Authorization to Execute a Contract Amendment for Construction Management Services for the Quantico Station Improvements – 9C

Ms. Bailey moved, with a second by Ms. Cristol, to authorize the Chief Executive Officer to execute an amendment to the contract with Dewberry Engineers, Inc. for Construction Management services for the Quantico Station Improvements.

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

Recommend Authorization to Extend the Term of the Operating Access Agreement with Norfolk Southern – 9D

Vice Chair Bohmke moved, with a second by Ms. Bailey, to authorize the Chief Executive Officer to execute a letter agreement to extend the current term of the Operating Access Agreement with Norfolk Southern Railway Company for one year, to expire on June 30, 2024.

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

[Ms. Bagley disconnected remote participation at 9:56 a.m.]

Authorization to Offer Fare Free Travel on Fridays to All Riders for June 2023 to September 2023 – 9E

Ms. Bailey moved, with a second by Ms. Cristol, to authorize the Chief Executive Officer to offer fare free travel on Fridays for all VRE Riders starting June 2, 2023 through September 1, 2023.

The vote in favor was cast by Members Bailey, Bohmke, Cristol, Franklin, Gary, Lawson, McLaughlin, Smith, and Walkinshaw. Ms. Hayes voted in opposition.

Information Items – 10

Spending Authority Report – 10A

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

- On April 18, 2023, VRE issued a Purchase Order to FedTek, Inc. in the amount of \$52,241 for a three-year subscription for licensing and maintenance of VRE's Barracuda backup servers.
- On April 28, 2023, VRE issued a Task Order in the amount of \$174,349 to Keolis Rail Services Virginia under the Maintenance Services for Commuter Rail Operations contract to replace the safety markings on VRE's railcars. The scope of work for this Task Order requires Keolis to remove and replace the retroreflective film (orange/black striping) located on the B end of each of VRE's 21 cab control cars. Keolis will also remove and replace the retroreflective striping and signage that indicates the location of the rooftop emergency access locations on an additional twelve cars in the fleet.

System Plan 2025 – 10B

Staff briefly reviewed System Plan 2040 and the funding and infrastructure changes since development of System Plan 2040. The briefing also outlined planning activities in preparation for the June Board retreat and System Plan 2050 workshop.

Closed Session – 11

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(19) of the Code of Virginia), Vice Chair Bohmke moved, with a second by Ms. Bailey, that the VRE Operations Board convene a closed meeting for the purpose of discussing one matter involving plans to protect public safety as it relates to specific cybersecurity threats or vulnerabilities and actions taken to respond to such matters and related threats to public safety where discussion in an open meeting would jeopardize the safety of any person or the security of any facility, building, structure, information technology system, or software program.

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

The VRE Operations Board convened closed session at 10:30 a.m.

At 11:15 a.m., the Operations Board concluded its closed session. Vice Chair Bohmke moved, with a second by Ms. Cristol, that the VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session: 1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and, 2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

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

[Mr. Smith left the meeting after the Closed Session]

Members Time – 12

- Vice Chair Bohmke wished Ms. Cristol success in her future endeavors.
- Ms. Franklin announced that it was Bike-to-Work Day and thanked VRE and OmniRide for their participation.
- Ms. Bailey recounted the success of the Potomac Shores Groundbreaking and thanked Ms. Cristol for her service.
- Mr. McLaughlin thanked Ms. Cristol for her leadership.
- Ms. Lawson wished Ms. Cristol success and thanked her for her leadership.
- Ms. Gary stated she had not gotten to work with Ms. Cristol for long but congratulated her on her new position and wished her success in her endeavors.
- Chair Walkinshaw adjourned the meeting without objection at 11:20 a.m.

Approved this 16th day of June 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the May 19, 2023 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

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

Leslie M. Lamb

RESOLUTION #2501

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Third Year of the First Option Period to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** In 2015, the Virginia Railway Express (VRE) Operations Board recommended, and the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) (the “Commissions”) approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);
- WHEREAS:** The contract start date and total authorization was amended in May of 2016;
- WHEREAS:** On April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;
- WHEREAS:** On April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638;
- WHEREAS:** On May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,102;
- WHEREAS:** On May 15, 2020, the Operations Board recommended, and the Commissions subsequently approved the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852;
- WHEREAS:** On May 21, 2021, the Operations Board recommended, and the Commissions subsequently approved the first year of the first option period, through June 30, 2022, in the amount of \$8,980,774 for a total contract value not to exceed \$48,901,626;
- WHEREAS:** On May 20, 2022, the Operations Board recommended, and the Commissions subsequently approved the second year of the first option period, through June 30, 2023, in the amount of \$10,024,653 for a total contract value not to exceed \$58,926,279;
- WHEREAS:** The current contract authorization runs through June 30, 2023;
- WHEREAS:** The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2024; 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 an amendment to the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) increasing the total contract authorization by \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-A
Action Item

To: Chair Walkinshaw and the VRE Operations Board

From: Rich Dalton

Date: May 19, 2023

Re: Recommend Authorization to Execute an Amendment for the Third Year of the First Option Period of the Contract for Maintenance Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024.

Summary:

This action will authorize the continuation of contracted services for the maintenance, inspection, and repair of VRE locomotives, passenger rail cars and maintenance facilities for FY 2024.

Background:

On January 15, 2015, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently authorized, the CEO to execute a contract with KRSV for Maintenance Services for Commuter Rail.

The work performed under this contract includes daily and periodic servicing, inspection and repair of locomotives and passenger rail cars. Life Cycle maintenance and extensive rolling stock repair work are included in this contract through a task order process. In addition to locomotive and passenger rail car work, the scope of work includes inspection, maintenance and repair of



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facilities equipment including yard tracks and buildings. There are no material changes to the scope of work for the upcoming fiscal year.

On May 20, 2016, the VRE Operations Board recommended, and the Commissions subsequently authorized, an amended start date for the first year of the contract to July 1, 2016, and the total contract amount for the first year of \$7,252,371. Below is a list of the amendments, contract modifications and proposed action for this contract:

Date	Description	Amount	Authorized Value (Cumulative)
May 20, 2016	1 st Contract Year & Mobilization	\$7,252,371	\$7,252,371
April 21, 2017	2 nd Contract Year	\$7,092,267	\$14,344,638
April 20, 2018	3 rd Contract Year	\$7,674,000	\$22,018,638
May 17, 2019	4 th Contract Year	\$8,889,465	\$30,908,102
May 15, 2020	5 th Contract Year	\$9,012,749	\$39,920,851
May 21, 2021	1 st Year of the 1 st Option Period (6 th Year)	\$8,980,774	\$48,901,626
May 20, 2022	2 nd Year of the 1 st Option Period (7 th Year)	\$10,024,653	\$58,926,279
May 19, 2023 (a)	3 rd Year of the 1 st Option Period (8 th Year) (a)	\$11,825,500	\$70,751,779

(a) Pending Approval

This action will increase the contract value by \$11,825,500 for a cumulative amount not to exceed \$70,751,779 through the eighth year including the third year of the first five-year option period. The year-over-year increase is primarily due to a contractually mandated annual increase of 7.75% based on the Consumer Price Index.

Fiscal Impact:

Funding is provided in the FY 2024 Operating budget for Maintenance Services for Commuter Rail and the CIP budget for Asset Management – Rolling Stock Equipment and Asset Management – Facilities includes funding for the eighth year of this work.

FY 2024 Operating Budget:	
Maintenance Services for Commuter Rail	\$9,556,500
FY 2024 CIP Budget:	\$2,269,000

'Asset Management – Rolling Stock Equipment' and 'Asset Management – Facilities'	
Total	\$11,825,500

**Virginia Railway Express
Operations Board Resolution**

9A-05-2023

**Recommend Authorization to Execute an Amendment for the Third Year of the
First Option Period of the Contract for Maintenance Services for Commuter Rail**

WHEREAS, in 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV); and,

WHEREAS, the contract start date and total authorization was amended in May of 2016; and,

WHEREAS, on April 21, 2017, the Operations Board recommended, and the Commissions subsequently approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, on April 20, 2018, the Operations Board recommended, and the Commissions subsequently approved the third contract year, through June 30, 2019, in the amount of \$7,674,000, for a total contract value not to exceed \$22,018,638; and,

WHEREAS, on May 17, 2019, the Operations Board recommended, and the Commissions subsequently approved the fourth contract year, through June 30, 2020, in the amount of \$8,889,465 for a total contract value not to exceed \$30,908,102; and,

WHEREAS, on May 15, 2020, the Operations Board recommended, and the Commissions subsequently approved the fifth contract year, through June 30, 2021, in the amount of \$9,012,749 for a total contract value not to exceed \$39,920,852; and,

WHEREAS, on May 21, 2021, the Operations Board recommended, and the Commissions subsequently approved the first year of the first option period, through June 30, 2022, in the amount of \$8,980,774 for a total contract value not to exceed \$48,901,626; and,

WHEREAS, on May 20, 2022, the Operations Board recommended, and the Commissions subsequently approved the second year of the first option period, through June 30, 2023, in the amount of \$10,024,653 for a total contract value not to exceed \$58,926,279; and,

WHEREAS, the current contract authorization runs through June 30, 2023; and,

WHEREAS, the increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2024;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) increasing the total contract authorization by \$11,825,500 for the third year of the first option period, for a total contract value not to exceed \$70,751,779 through June 30, 2024.

Approved this 19th day of May 2023.

James Walkinshaw
Chair

Ralph Smith
Secretary

RESOLUTION #2502

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC
- WHEREAS:** On October 16, 2009, following a competitive solicitation process, the Virginia Railway Express (VRE) Operations Board approved a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS:** A contract amendment was approved on December 17, 2010, in the amount of \$2,085,000;
- WHEREAS:** On May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;
- WHEREAS:** On April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS:** On April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;
- WHEREAS:** On April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;
- WHEREAS:** On May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;
- WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities;
- WHEREAS:** On May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;
- WHEREAS:** On April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

WHEREAS: On April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557;

WHEREAS On May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557;

WHEREAS: On May 15, 2020, the Operations Board approved the second and final five-year option period;

WHEREAS: On May 15, 2020, the Operations Board approved the first year of the second option period through June 30, 2021, in an amount of \$16,591,500, for total contract value not to exceed \$196,003,057;

WHEREAS: On May 21, 2021, the Operations Board approved the second year of the second option period through June 30, 2022, in an amount of \$16,787,500, for total contract value not to exceed \$212,790,557;

WHEREAS: On May 20, 2022, the Operations Board approved the third year of the second option period through June 30, 2023, in an amount of \$17,797,500, for total contract value not to exceed \$230,588,057;

WHEREAS: Approval of this resolution will allow for continued train operations in FY 2024; 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 an amendment to the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024.

Approved this 1st day of June.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-B
Action Item

To: Chair Walkinshaw and the VRE Operations Board

From: Rich Dalton

Date: May 19, 2023

Re: Recommend Authorization to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024.

Summary:

This action will authorize the fourth year of the final option period and continue the contracted services for management, supervision and certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2024.

Background:

On October 16, 2009, following a competitive solicitation process, the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with KRSV for commuter rail operations and maintenance. The contract also included two additional five-year option periods to be exercised at VRE's discretion. The maintenance requirements were later removed from this contract and these services are now included in a separate contract for maintenance services. The first year of the second option period for operating services started July 1, 2020. This is the final five-year option period with this contract.



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The work performed under this contract includes providing certified locomotive engineers and conductors to operate VRE commuter rail trains. The contract also includes Federal Railroad Administration reporting and claims management. Below is a list of the amendments, contract modifications and proposed actions for this contract:

Date	Description	Amount	Authorized Value (Cumulative)
10-16-2009	1 st Contract Year & Mobilization	\$18,459,348	\$18,459,348
12-17-2010	Amendment (a)	\$2,085,000	\$20,544,348
5-20-2011	2 nd Contract Year	\$17,954,527	\$38,498,875
4-20-2012	3 rd Contract Year (b)	\$18,008,591	\$56,507,466
4-19-2013	4 th Contract Year	\$18,974,041	\$75,481,507
4-18-2014	5 th Contract Year (c)	\$20,115,047	\$95,596,554
5-15-2015	1 st Year of the First Option Period (6 th Contract Year)	\$20,931,000	\$116,527,554
5-20-2016	2 nd Year of the First Option Period (7 th Contract Year) (d)	\$15,463,003	\$131,990,557
4-21-2017	3 rd Year of First Option Period (8 th Year)	\$15,416,000	\$147,406,557
4-20-2018	4 th Year of the First Option Period (9 th Year)	\$15,718,000	\$163,124,557
5-17-2019	5 th Year of the First Option Period (10 th Year)	\$16,287,000	\$179,411,557
5-15-2020	1 st Year of the Second Option Period (11 th Year)	\$16,591,500	\$196,003,057
5-21-2021	2 nd Year of the Second Option Period (12 th Year)	\$16,787,500	\$212,790,557
5-20-2022	3 rd Year of the Second Option Period (13 th Year)	\$17,797,500	\$230,588,057
5-19-2023	4 th Year of the Second Option Period (14 th Year) (e)	\$19,129,000	\$249,717,057

(a) Amendment included service enhancements, higher than anticipated insurance costs; items included in the original negotiations, contingency funds, and removed the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000.

(b) FY 2013 budget amended mid-year for service enhancements resulting in the lengthening of two trains. This increased the FY 2013 contract budget amount to \$18,248,591. Authorization available from prior year approvals.

(c) FY 2015 budget includes adding a new Fredericksburg line train for half of the fiscal year.

(d) FY 2017 budget reflects the amended agreement removing the maintenance of equipment and facilities maintenance functions.

(e) Pending Approval

This action will increase the contract value by \$19,129,000 for a cumulative amount not to exceed \$249,717,057. The year-over-year increase is due to a contractually mandated

increase of 7.75% based on the Consumer Price Index for the fixed cost components of the contract.

Fiscal Impact:

Funding for the fourth year of the second option period (14th year) is included in the FY 2024 operating budget. The total amount budgeted for train operations is \$19,129,000.

**Virginia Railway Express
Operations Board Resolution**

9B-05-2023

Recommend Authorization to Execute an Amendment for the Fourth Year of the Second Option Period of the Contract for Operating Services for Commuter Rail

WHEREAS, on October 16, 2009, following a competitive solicitation process, the VRE Operations Board approved a 5-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010, in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507, and,

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the contract to remove the requirements for the Maintenance of Equipment and Facilities; and,

WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

Resolution 9B-05-2023 continued

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and,

WHEREAS, on April 20, 2018, the Operations Board approved the fourth year of the first option period, through June 30, 2019, in the amount of \$15,718,000, for a total contract value not to exceed \$163,124,557; and,

WHEREAS, on May 17, 2019, the Operations Board approved the fifth year of the first option period, through June 30, 2020, in the amount of \$16,287,000, for a total contract value not to exceed \$179,411,557; and,

WHEREAS, on May 15, 2020, the Operations Board approved the second and final five-year option period, and,

WHEREAS, on May 15, 2020, the Operations Board approved the first year of the second option period through June 30, 2021, in an amount of \$16,591,500, for total contract value not to exceed \$196,003,057; and,

WHEREAS, on May 21, 2021, the Operations Board approved the second year of the second option period through June 30, 2022, in an amount of \$16,787,500, for total contract value not to exceed \$212,790,557; and,

WHEREAS, on May 20, 2022, the Operations Board approved the third year of the second option period through June 30, 2023, in an amount of \$17,797,500, for total contract value not to exceed \$230,588,057; and,

WHEREAS, approval of this resolution will allow for continued train operations in FY 2024;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute an amendment to the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$19,129,000 for the fourth year of the second option period, for a total contract value not to exceed \$249,717,057 through June 30, 2024.

Approved this 19th day of May 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

RESOLUTION #2503

SUBJECT: Authorize the VRE CEO to Extend the Term of the Operating Access Agreement with Norfolk Southern

WHEREAS: The Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission ("the Commissions") currently have an Operating Access Agreement with Norfolk Southern Railway Company;

WHEREAS: The current agreement expires June 30, 2023;

WHEREAS: Virginia Railway Express (VRE) staff and Norfolk Southern have been in discussions regarding the terms of a new agreement;

WHEREAS: Both parties agree more time is needed;

WHEREAS: A letter agreement is being proposed that will extend the term until June 30, 2024; 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 a letter agreement, in a form approved by legal counsel, to extend the term of the current Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024.

Approved this 1st day of June 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-D
Action Item

To: Chair Walkinshaw and the VRE Operations Board

From: Rich Dalton

Date: May 19, 2023

Re: Recommend Authorization to Extend the Term of the Operating Access Agreement with Norfolk Southern

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute a letter agreement to extend the current term of the Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024.

Summary:

The term of the current Operating Access Agreement with Norfolk Southern Railway Company will expire June 30, 2023. VRE and Norfolk Southern staff have been in discussions on terms for a new agreement. Both parties agree more time is needed. All other existing terms and conditions will remain the same through the extension period ending June 30, 2024.

Background:

VRE has an Operating Access Agreement with Norfolk Southern Railway Company permitting VRE Operations in the Manassas, VA to Washington, DC corridor. The current agreement expires on June 30, 2023. VRE staff and Norfolk Southern have been in discussions for the past several months on terms for a new agreement. Both parties agree more time is needed and this action will extend the current term by one year to expire on June 30, 2024. All existing terms and conditions will remain the same. Anytime agreement is reached on a new operating agreement, authorization to execute the new agreement will be requested. Once



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a replacement operating access agreement is entered into, any different compensation terms in the new operating agreement shall be retroactive to July 1, 2023.

Fiscal Impact:

Funding for track access fees for Norfolk Southern has been included in the FY 2024 Operating Budget.

**Virginia Railway Express
Operations Board Resolution**

9D-05-2023

**Recommend Authorization to Extend the Term of the Operating Access
Agreement with Norfolk Southern**

WHEREAS, the Commissions currently have an Operating Access Agreement with Norfolk Southern Railway Company; and,

WHEREAS, the current agreement expires June 30, 2023; and,

WHEREAS, VRE staff and Norfolk Southern have been in discussions regarding the terms of a new agreement; and,

WHEREAS, both parties agree more time is needed; and,

WHEREAS, a letter agreement is being proposed that will extend the term until June 30, 2024;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a letter agreement to extend the term of the current Operating Access Agreement with Norfolk Southern Railway Company for one year to expire on June 30, 2024.

Approved this 19th day of May 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: May 25, 2023
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the June 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: May 25, 2023

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

The Commonwealth Transportation Board (CTB) met on May 23 and 24 in Charlottesville. There were no DRPT items on the [workshop](#) or [action meeting](#) agendas, however there is a DRPT Director's report featuring a detailed ridership report. Statewide transit ridership increased 18% from March 2022 to March 2023 and has reached 81% of pre-pandemic levels.

Public comment on the draft FY24-29 SYIP ended on May 24. The draft SYIP is available for viewing in DRPT's [open data portal](#), which is searchable by transit provider and CTB construction district. The CTB is expected to approve the DRPT and VDOT SYIPs at its June meeting.

DRPT is opening recruitment for a Northern Virginia Transit Programs Manager in our Alexandria office. The position will be posted on jobs.virginia.gov by June 1. The site is searchable by agency, location, and job title.

DRPT is welcoming a new Chief Financial Officer (CFO), Deanna Oware, on June 10. Ms. Oware comes to DRPT after 20 years of progressively responsible experience with the State of Indiana, including serving as Deputy State Budget Director. She was awarded the 2021 CFO of the Year for Governmental-Non-Profit Entities by the *Indianapolis Business Journal*. She has a BS in Bioenvironmental Science from Texas A&M and an MPA in Public Finance from Indiana University.

Finally, like many of you I was able to participate in the ribbon cutting of the Potomac Yard Metrorail station in Alexandria on May 19 and was one of the 1,300 people, along with my staff, who entered the station before the event. The Commonwealth contributed \$50 million toward the design and construction of the southwest access point, which allows direct access to the Crystal City-Potomac Yard transitway, Virginia Tech Innovation Campus, National Industries for the Blind headquarters, and numerous retail shopping and housing opportunities. Congratulations to the City of Alexandria and WMATA on the historic opening of the 98th Metrorail station.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: May 25, 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 June 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 Reports

The [April 2023 Financial Report](#) is provided as information.



Northern Virginia Transportation Commission

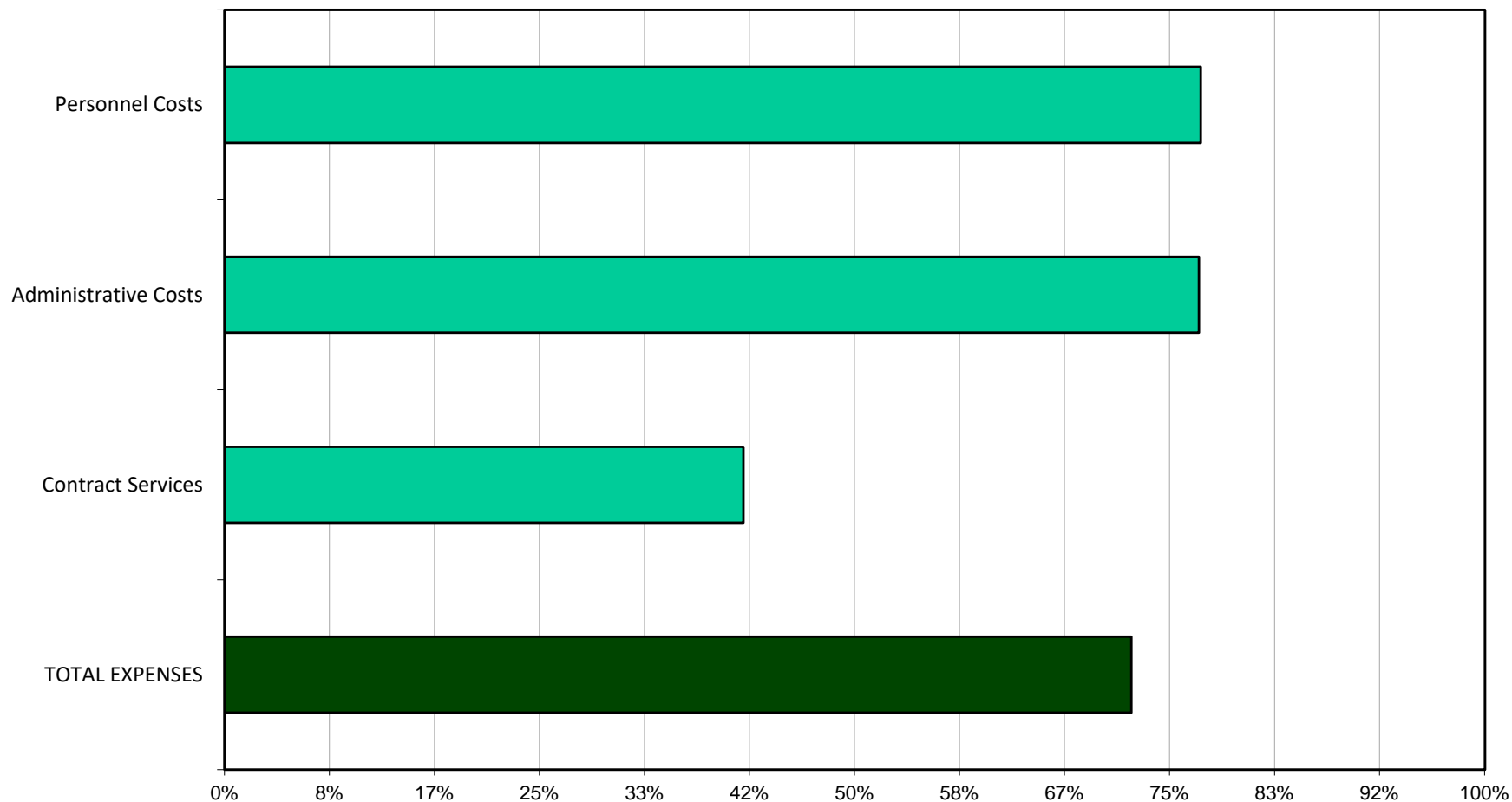
Financial Reports

April 2023

PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED

April 2023

(TARGET 83.3% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April 2023

	<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	\$ 167,792.50	\$ 1,786,378.75	\$ 2,296,500.00	\$ 510,121.25	22.2%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>167,792.50</u>	<u>1,786,378.75</u>	<u>2,296,500.00</u>	<u>510,121.25</u>	<u>22.2%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	13,016.37	132,923.52	155,300.00	22,376.48	14.4%
Group Health Insurance	12,517.87	122,160.44	200,400.00	78,239.56	39.0%
Retirement	14,167.00	145,390.00	170,000.00	24,610.00	14.5%
Workmans & Unemployment Compensation	155.44	3,666.96	5,100.00	1,433.04	28.1%
Life Insurance	365.51	3,159.14	6,600.00	3,440.86	52.1%
Long Term Disability Insurance	1,096.04	11,007.56	12,500.00	1,492.44	11.9%
Total Benefit Costs	<u>41,318.23</u>	<u>418,307.62</u>	<u>549,900.00</u>	<u>131,592.38</u>	<u>23.9%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	11,450.00	14,700.00	3,250.00	22.1%
<i>Rents:</i>	<i>34,099.80</i>	<i>348,372.13</i>	<i>419,100.00</i>	<i>70,727.87</i>	<i>16.9%</i>
Office Rent	33,009.15	331,941.73	394,900.00	62,958.27	15.9%
Parking & Transit Benefits	1,090.65	16,430.40	24,200.00	7,769.60	32.1%
<i>Insurance:</i>	<i>634.70</i>	<i>6,493.31</i>	<i>7,300.00</i>	<i>806.69</i>	<i>11.1%</i>
Public Official Bonds	100.00	2,200.00	2,300.00	100.00	4.3%
Liability and Property	534.70	4,293.31	5,000.00	706.69	14.1%
<i>Travel:</i>	<i>2,941.28</i>	<i>41,636.09</i>	<i>65,800.00</i>	<i>24,163.91</i>	<i>36.7%</i>
Conference / Professional Development	2,153.07	28,944.25	47,100.00	18,155.75	38.5%
Non-Local Travel	-	1,857.00	2,500.00	643.00	25.7%
Local Travel, Meetings and Related Expenses	788.21	10,834.84	16,200.00	5,365.16	33.1%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April 2023

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,422.44	15,332.91	17,200.00	1,867.09	10.9%
Postage	-	1,075.30	1,400.00	324.70	23.2%
Telephone and Data	1,422.44	14,257.61	15,800.00	1,542.39	9.8%
<i>Publications & Supplies</i>	1,741.21	19,184.49	28,900.00	9,715.51	33.6%
Office Supplies	234.49	1,039.58	2,500.00	1,460.42	58.4%
Duplication and Paper	1,461.72	6,505.77	8,900.00	2,394.23	26.9%
Public Engagement	45.00	11,639.14	17,500.00	5,860.86	33.5%
<i>Operations:</i>	1,184.04	24,240.50	53,300.00	29,059.50	54.5%
Furniture and Equipment (Capital)	-	2,764.58	25,500.00	22,735.42	89.2%
Repairs and Maintenance	69.25	2,966.45	1,000.00	(1,966.45)	-196.6%
Computer Operations	1,114.79	18,509.47	26,800.00	8,290.53	30.9%
<i>Other General and Administrative:</i>	1,068.33	9,727.83	10,000.00	272.17	2.7%
Memberships	85.67	1,261.70	1,600.00	338.30	21.1%
Fees and Miscellaneous	387.73	7,552.20	6,900.00	(652.20)	-9.5%
Advertising (Personnel/Procurement)	594.93	913.93	1,500.00	586.07	39.1%
Total Administrative Costs	<u>43,941.80</u>	<u>476,437.26</u>	<u>616,300.00</u>	<u>139,862.74</u>	<u>22.7%</u>
<u>Contracting Services</u>					
Auditing	-	17,055.00	27,600.00	10,545.00	38.2%
Contract Services and Support					
Commuter Choice	10,544.08	75,723.54	234,700.00	158,976.46	67.7%
Research Support	6,565.30	66,245.40	200,000.00	133,754.60	66.9%
Other Technical	5,930.00	70,095.52	120,000.00	49,904.48	41.6%
Legal	<u>2,500.00</u>	<u>25,000.00</u>	<u>35,000.00</u>	<u>10,000.00</u>	<u>28.6%</u>
Total Contract Services	25,539.38	254,119.46	617,300.00	363,180.54	58.8%
 Total Gross G&A Expenses	 <u>\$ 278,591.91</u>	 <u>\$ 2,935,243.09</u>	 <u>\$ 4,080,000.00</u>	 <u>\$ 1,144,756.91</u>	 <u>28.1%</u>

NVTC
RECEIPTS and DISBURSEMENTS
April 2023

April 2023			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
3	DRPT	Intern grant receipt			\$ 10,277.00		
3	DRPT	Capital grants receipts - Fairfax					308,265.00
3	DRPT	Capital grant receipt - Alexandria			2,888,934.00		
3	Alexandria	G&A contribution		11,096.75			
14	DRPT	Capital grant receipt - Fairfax					463,565.00
18	VDOT	Toll revenue				2,503,585.00	
19	DRPT	Capital grant receipt - Fairfax					1,398.71
24	DRPT	WMATA Capital and Operating assistance receipt					16,736,688.00
25	DRPT	Capital grants receipts - Arlington					17,343.00
26	PRTC	Expense reimbursement		100.00			
27	DRPT	Capital grants receipts - Arlington					455,492.00
27	DRPT	Capital grants receipts - VRE			618,355.00		
30	Banks	Investment earnings		161.05	4,389.80	309,845.13	1,635,612.15
TOTAL RECEIPTS			-	11,357.80	3,521,955.80	2,813,430.13	19,618,363.86

NVTC
RECEIPTS and DISBURSEMENTS
April 2023

April 2023

			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-30	Various	G&A expenses	(261,154.18)				
1	WMATA	Metrobus operating					(18,441,906.00)
1	WMATA	Metrorail operating					(25,610,127.00)
1	WMATA	MetroAccess					(4,088,471.00)
1	WMATA	Debt service					(3,013,174.00)
1	WMATA	CIP					(990,810.00)
1	WMATA	Project planning					(130,822.00)
4	Stantec	Consulting - NTD project	(66,832.74)				
4	Kimley-Horn	Consulting - Commuter Choice program	(10,276.06)				
4	Alexandria	Costs incurred			(2,888,934.00)		
20	Parsons	Consulting - Zero Emission Bus	(26,434.03)				
20	Kimley-Horn	Consulting - Route 7	(6,565.00)				
20	Stantec	Consulting - NTD project	(29,188.76)				
20	Kittelson	Consulting - Route 7	(55,532.47)				
25	City of Fairfax	Other operating					(28,964.00)
27	VRE	Grant revenue			(618,335.00)		
30	Banks	Service charges	(4.66)	(64.63)			
TOTAL DISBURSEMENTS			(455,987.90)	(64.63)	(3,507,269.00)	-	(52,304,274.00)
TRANSFERS							
4	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
21	Transfer	From LGIP to checking	270,000.00		(270,000.00)		
21	Transfer	From LGIP to LGIP (NTD project)			29,188.76		(29,188.76)
NET TRANSFERS			420,000.00	-	(390,811.24)	-	(29,188.76)
NET INCREASE (DECREASE) FOR MONTH			\$ (35,987.90)	\$ 11,293.17	\$ (376,124.44)	\$ 2,813,430.13	\$ (32,715,098.90)

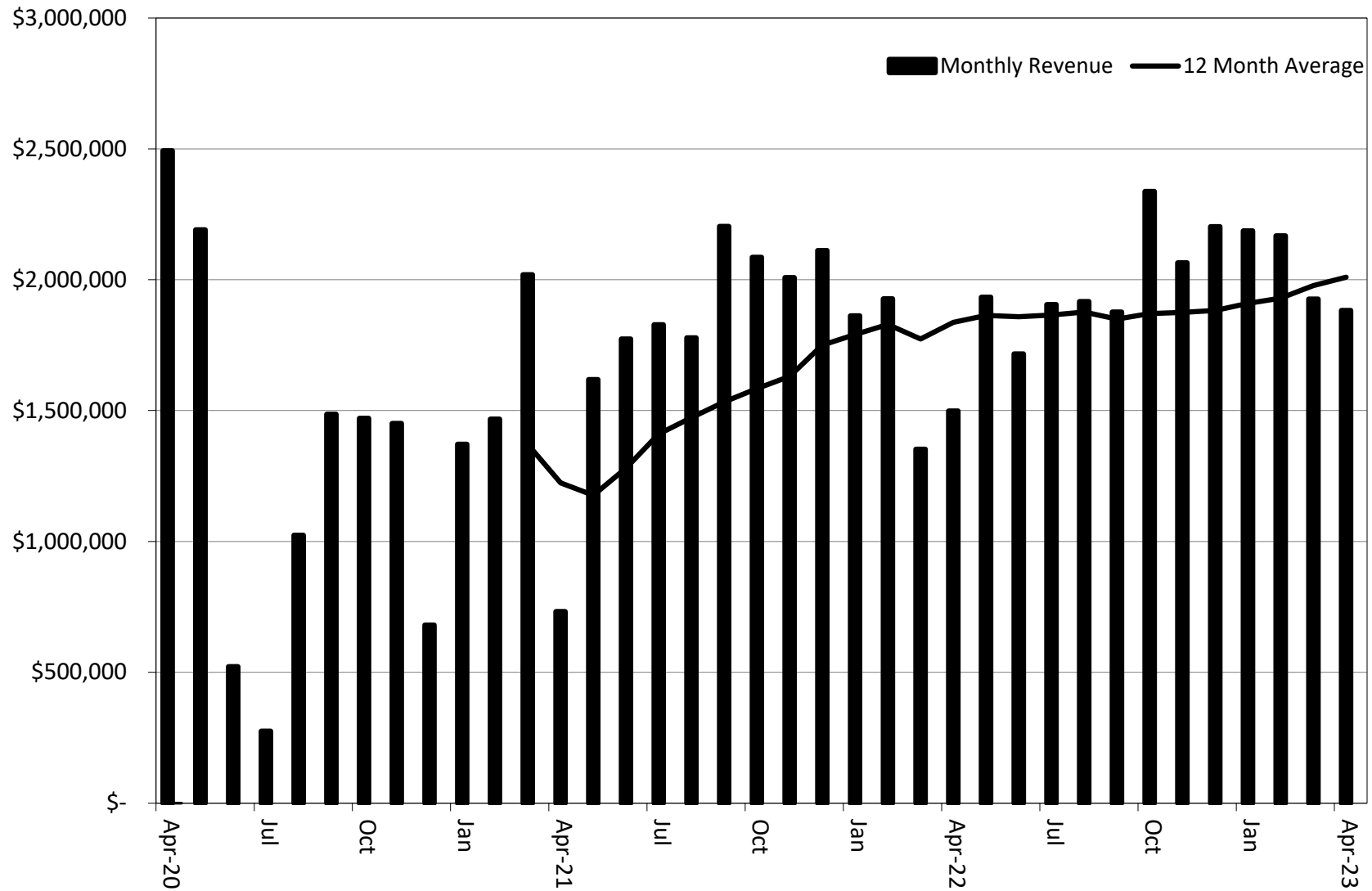
NVTC
INVESTMENT REPORT
April 2023

Type	Rate	Balance 3/31/2023	Increase (Decrease)	Balance 4/30/2023	Balance			
					NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Gas Tax Trust Fund
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 92,719.22	\$ (35,987.90)	\$ 56,731.32	\$ 56,731.32	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.920%	202,576.38	11,293.17	213,869.55	213,869.55	-	-	
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	5.061%	522,919,616.51	(30,277,793.21)	492,641,823.30	691,748.47	77,945,725.84	356,029,783.12	57,974,565.87
		<u>\$ 523,214,912.11</u>	<u>\$ (30,302,487.94)</u>	<u>\$ 492,912,424.17</u>	<u>\$ 962,349.34</u>	<u>\$ 77,945,725.84</u>	<u>\$ 356,029,783.12</u>	<u>\$ 57,974,565.87</u>

NVTC MONTHLY GAS TAX REVENUE

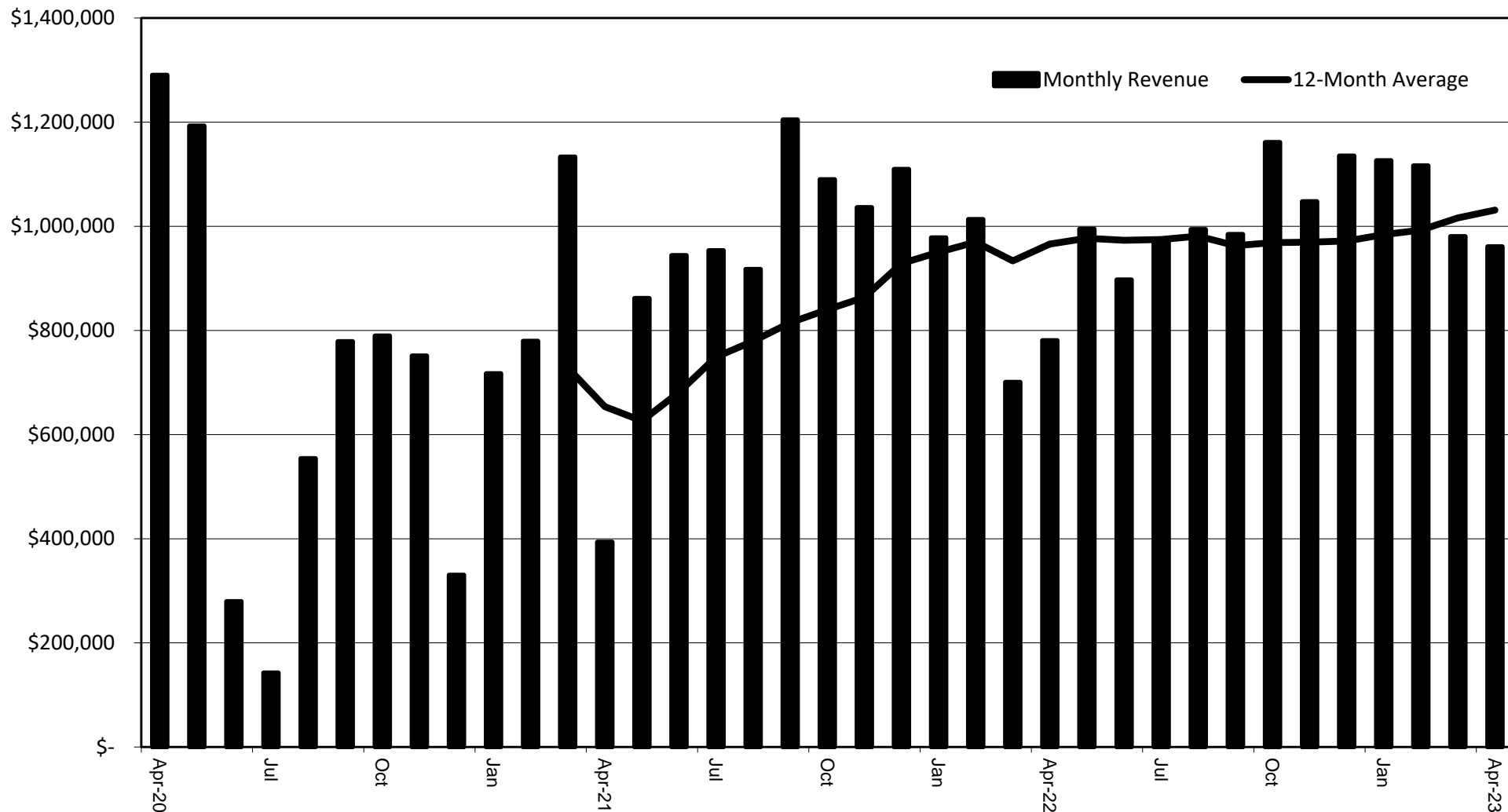
ALL JURISDICTIONS

FISCAL YEARS 2020-2023



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

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

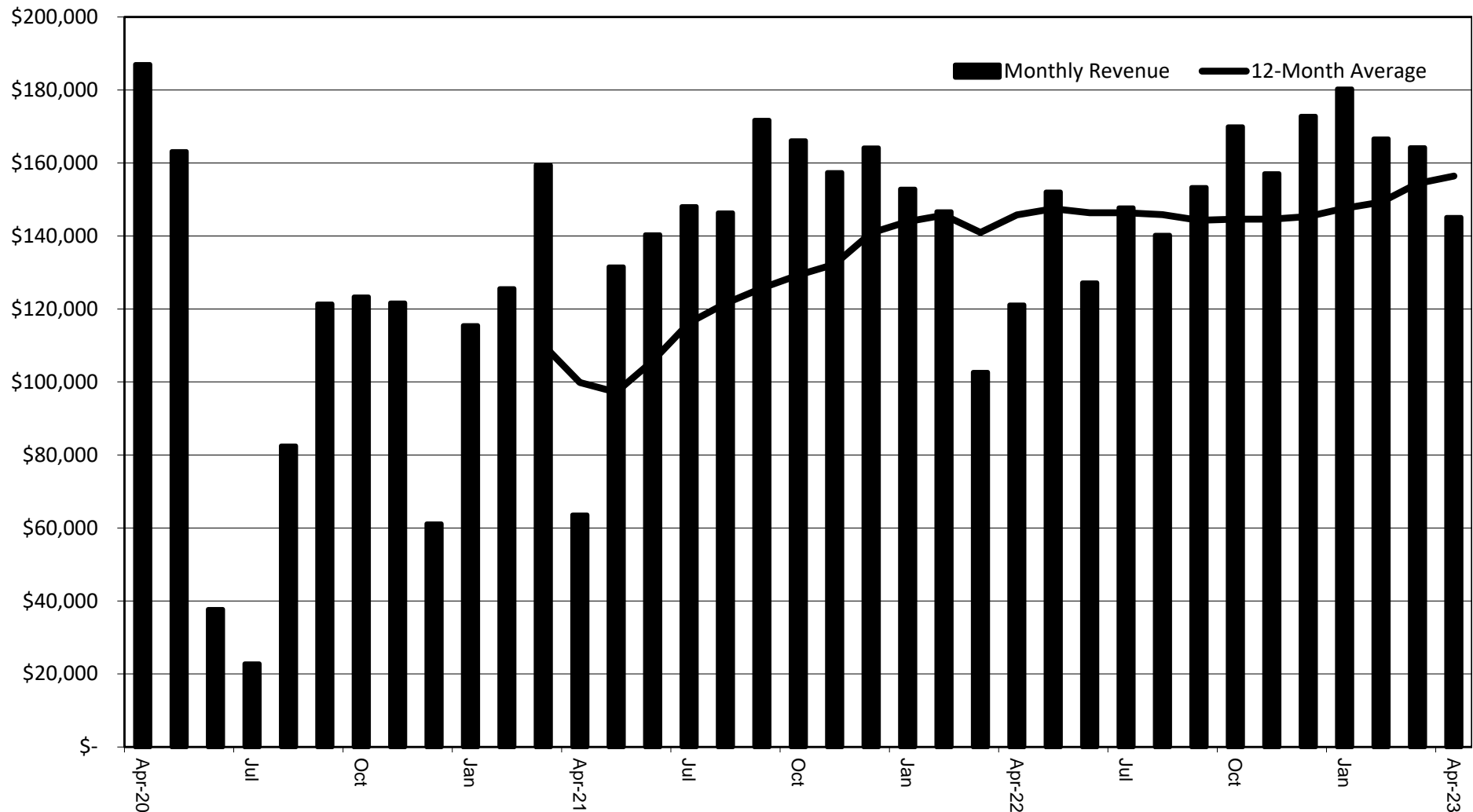


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE

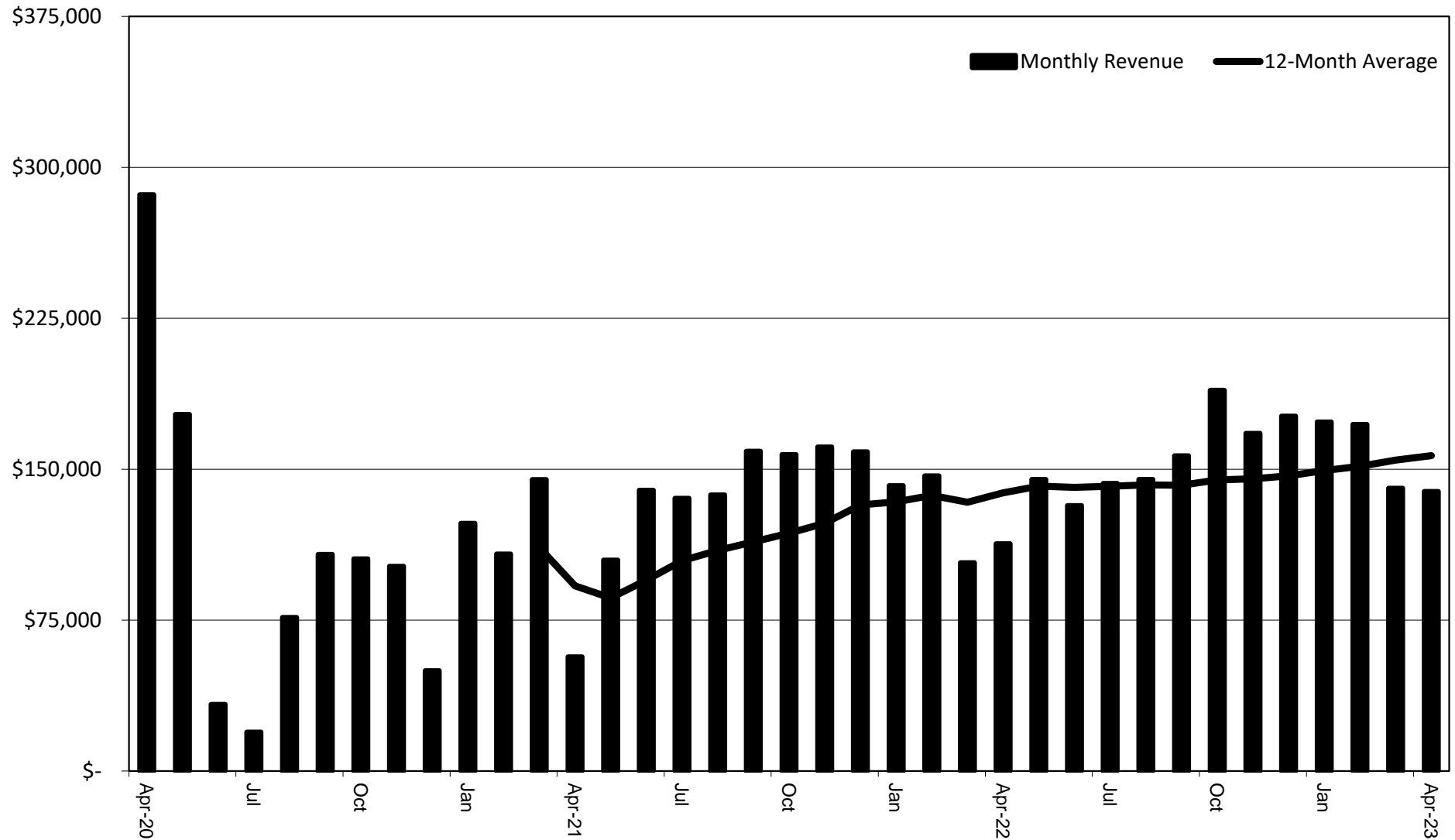
CITY OF ALEXANDRIA

FISCAL YEARS 2020-2023



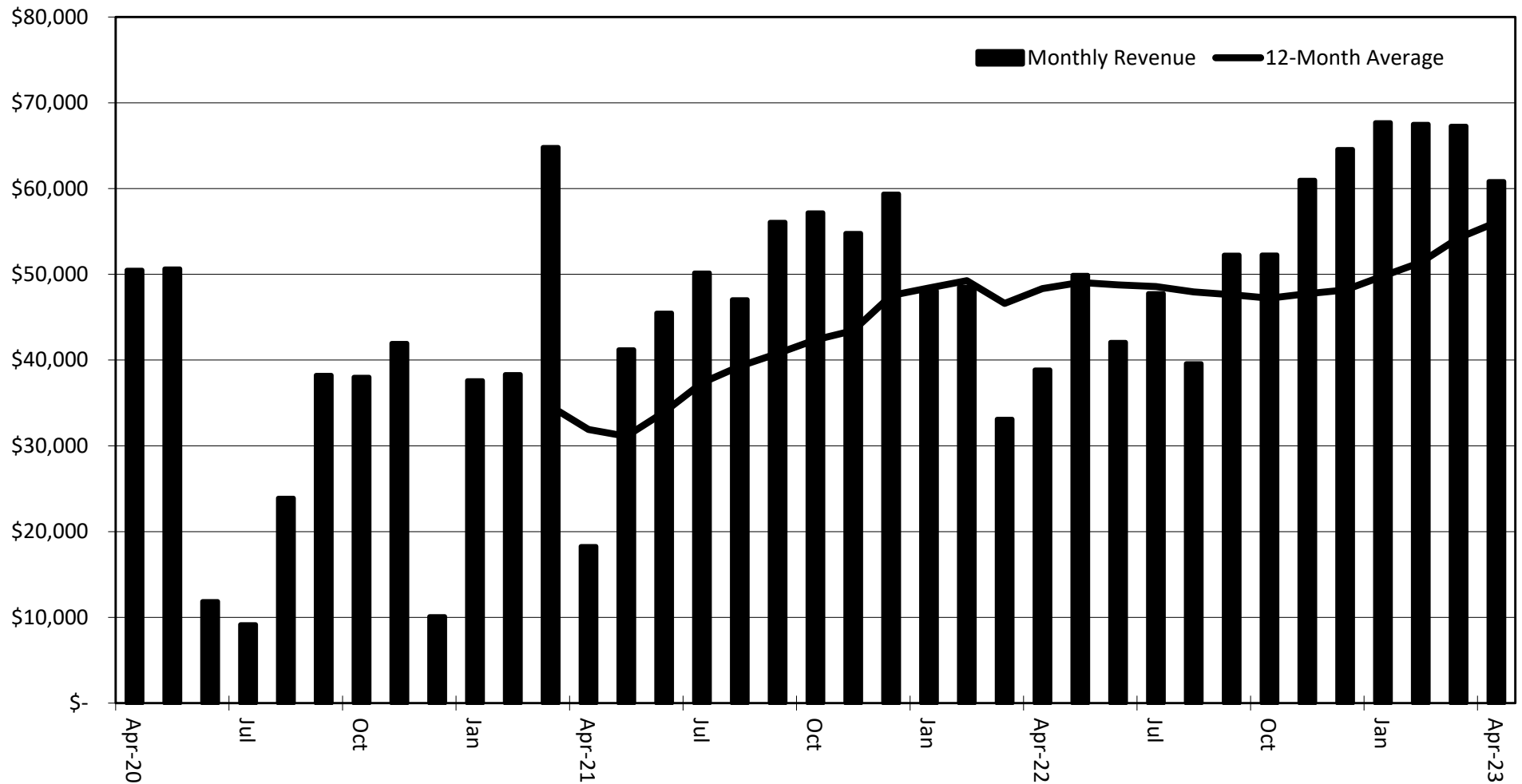
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



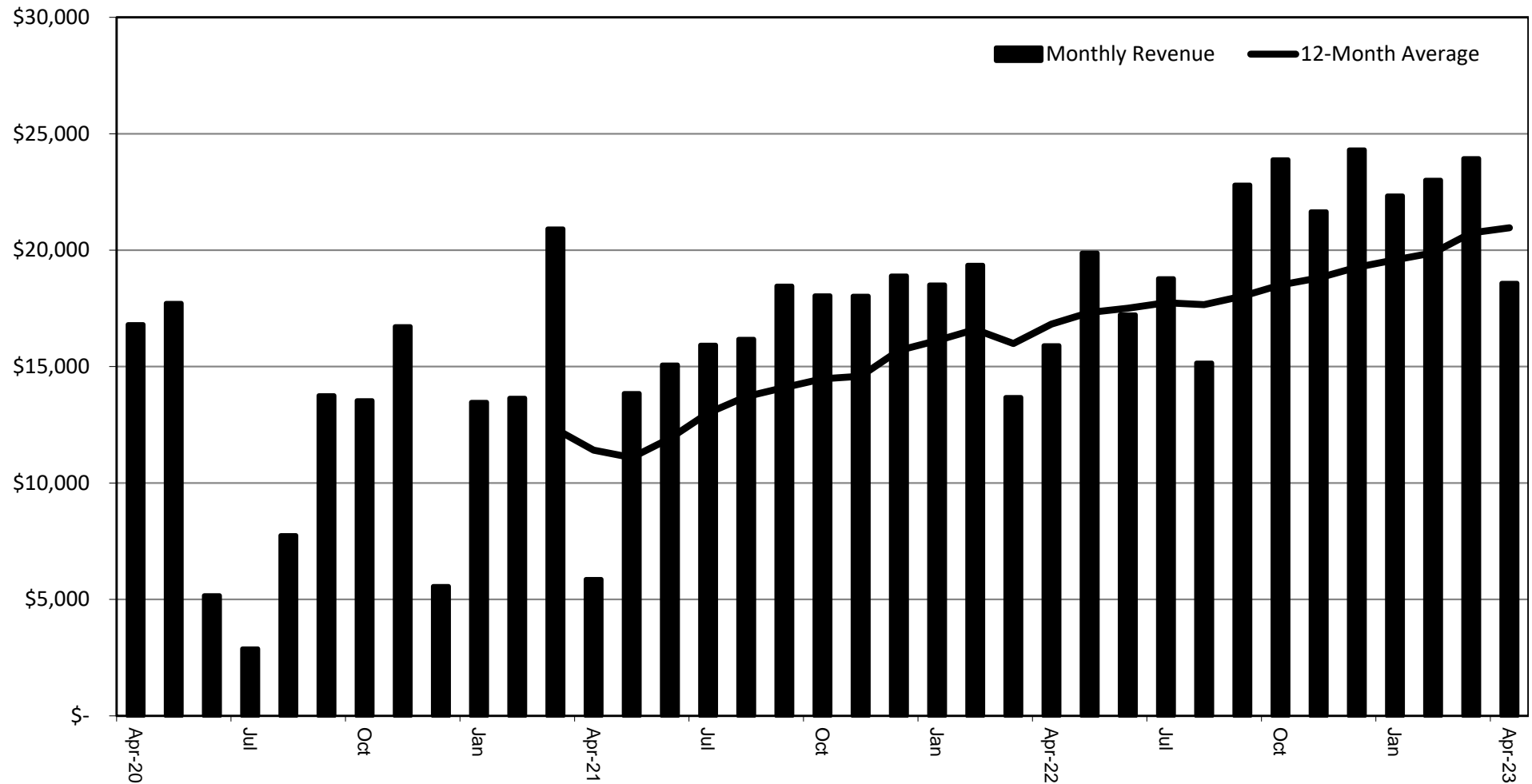
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



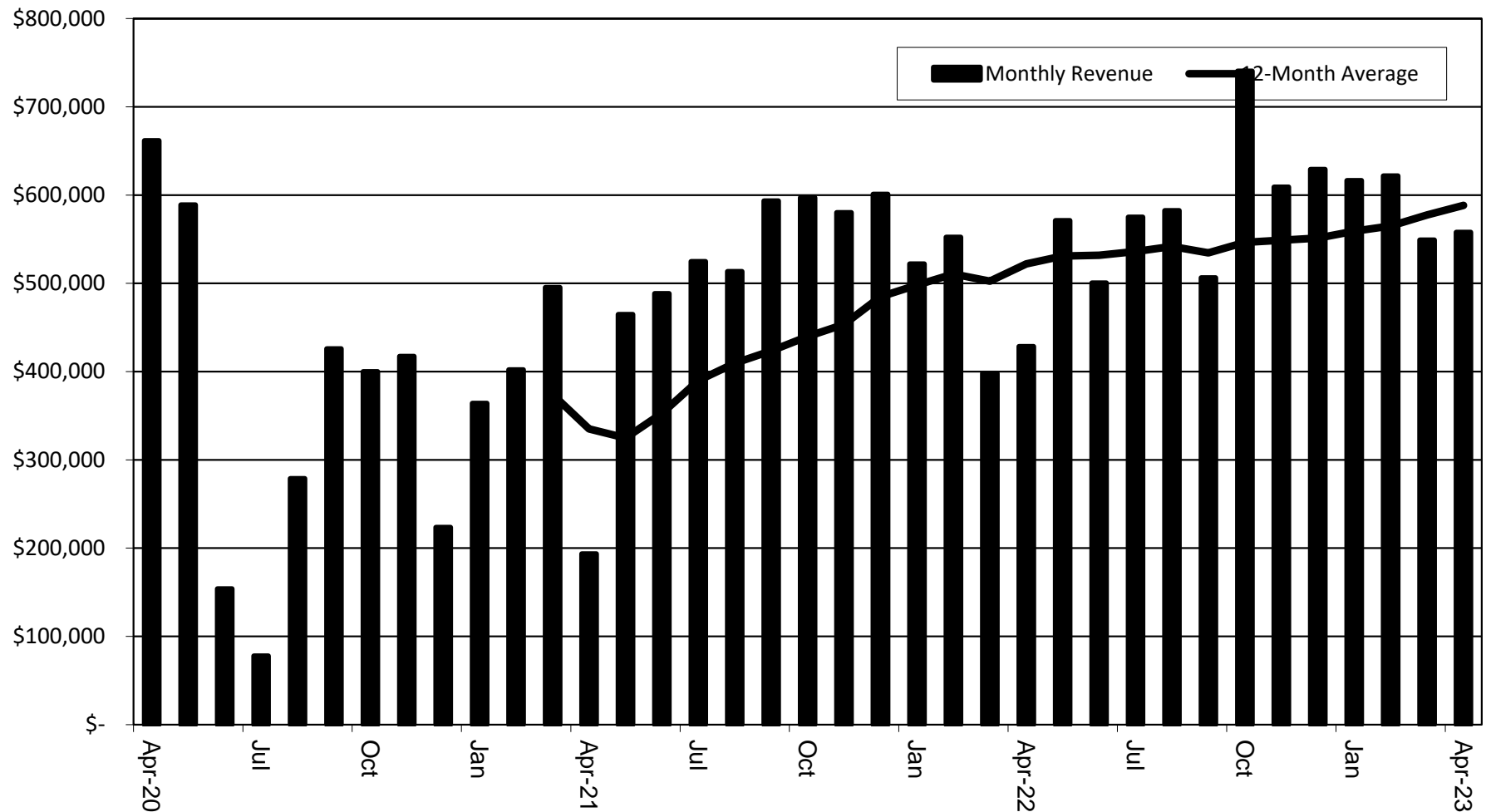
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.