



Commission Meeting Materials

May 4, 2023



novatransit.org

2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201 • (703) 524-3322

f facebook.com/NoVaTransit **t** twitter.com/NoVaTransit

Meeting Overview



NVTC's May 4, 2023 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

Action Items

- Letter to Certify Receipt of Certain Documents from WMATA Required by State Code
- Letter of Endorsement for the City of Alexandria's US Department of Transportation Charging and Fueling Infrastructure Discretionary Grant Program Application
- Agreements and Contracts for the Blue/Yellow Line Regional Marketing Campaign

Other Meeting Highlights

- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director
- Marketing Campaign Presentation
- Legislative Update
- I-395/95 Commuter Choice (FY 2024-FY 2025) Staff Recommendation of Program of Projects

Table of Contents

NVTC May 4, 2023 Meeting Agenda	3
Agenda Item 1 Opening Remarks	
Agenda Item 2 Minutes	5
Agenda Item 3 Consent Agenda	15
Agenda Item 4 Marketing Campaign	19
Agenda Item 5 Washington Metropolitan Area Transit Authority (WMATA)	22
Agenda Item 6 Report from the Chairs of the PAC and JCWG	34
Agenda Item 7 Legislative Update	43
Agenda Item 8 Virginia Railway Express (VRE)	46
Agenda Item 9 Department of Rail and Public Transportation (DRPT)	70
Agenda Item 10 Executive Director Report	72

**NVTC COMMISSION MEETING
THURSDAY, MAY 4, 2023
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd., Arlington, VA 22201
[Public Streaming Via YouTube](#)
7:00 p.m.**

AGENDA

6:00 p.m. Boxed Dinners Available for Commissioners Only
6:15 p.m. Executive Committee Meeting – NVTC Suite #230 Conference Room
7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))

*NVTC is also receiving general public comments. **The deadline for written general public comments is 3:00 p.m., Thursday, May 4, 2023 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the May 4 meeting.*

1. Opening Remarks
 - General Public Comments Received
2. **ACTION ITEM: Approve the Minutes of the March 2, 2023 NVTC Meeting**
3. **ACTION: Approve the Consent Agenda (subject to approval of chair)**
 - A. **ACTION: Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code**
 - B. **ACTION: 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**
4. **ACTION: Authorize the Executive Director to Execute Agreements and Contracts for the Blue/Yellow Line Regional Marketing Campaign**
5. Washington Metropolitan Area Transit Authority (WMATA)
 - A. Report from the Virginia WMATA Board Members
 - B. Report from the Chair of the NVTC WMATA Committee
 - C. Other WMATA News

6. Report from the Chairs of the Program Advisory Committee and the Joint Commission Working Group
 - A. Presentation: I-395/95 Commuter Choice (FY 2024 - FY 2025) Staff-Recommended Program of Projects
 - B. Transit Resource Center and Transit Technology Program Updates
7. Legislative Update
 - A. General Assembly Update
 - B. Federal Update
8. Virginia Railway Express (VRE)
 - A. VRE CEO Report and Minutes
 - B. VRE Promotional Reduced Fares for Zones 1, 2 and 3
9. Department of Rail and Public Transportation (DRPT)
10. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Reports

**MINUTES
NVTC COMMISSION MEETING –MARCH 2, 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 7:06 p.m.

Members Present

Canek Aguirre
Walter Alcorn
Sarah Bagley
Nick Clemente
Katie Cristol
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) (*via electronic participation*)
Adam Ebbin
John Foust
Libby Garvey
Matt Letourneau
Jeff McKay
Dalia Palchik
Catherine Read
Paul Smedberg
David Snyder
Mike Turner
James Walkinshaw

Members Not Present

Matt de Ferranti
John J. Bell
Aimee S. Gilroy
M. David Skiles
John C. Tuck III

Staff Present

Kate Mattice, Executive Director
Monique Blyther
Genoveva Cutrell
Allan Fye
Rhonda Gilchrest
Adam Hager
Scott Kalkwarf
Xavier Harmony
Ann McGrane
Tenley O'Hara
Ben Owen
Sophie Spiliotopoulos

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

Opening Remarks

Chair Palchik welcomed everyone to the March 2, 2023 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube.

Chair Palchik stated that Ms. DeBruhl is participating electronically from Richmond under the provision of a member living 60 or more miles away from the meeting location. Commission Secretary Rhonda Gilchrest confirmed an in-person quorum was present.

Mr. Letourneau stated that Commissioners may have already heard the announcement earlier in the day that fellow Commissioner Senator John Bell will not be seeking re-election due to health issues. Mr. Letourneau stated that he has worked with Senator Bell on many initiatives and wishes him well.

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

Minutes of the February 2, 2023 NVTC Meeting

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

Consent Agenda

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

- A. Authorize Additional Contract Funding for NVTC's WMATA Operating Funding and Reform Working Group
- B. Authorize the Chair to Send a Letter of Endorsement for the City of Alexandria's Application for the Federal Transit Administration's Low or No Emission Vehicle and Bus and Bus Facilities Discretionary Grant Programs
- C. Authorize the Chair to Send a Letter of Endorsement for a Dominion Energy Virginia Application to the U.S. Department of Energy's Grid Resilience and Innovation Partnership (GRIP) Discretionary Grant Program

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

Mr. Turner arrived at 7:08 p.m.

Washington Metropolitan Area Transit Authority (WMATA)

Chair Palchik asked the WMATA Board members to give their report.

Report from the WMATA Board Members. Mr. Letourneau stated that WMATA has opened the public comment period for the Proposed FY 2024 Operating and Capital Budget and FY 2024-2029 Capital Improvement Program (CIP) and associated fare and service changes. The \$4.8 billion capital and operating budget is intended to grow ridership and includes measures to increase service on bus and rail, launch the better bus network redesign, open the Potomac Yard Station, simplify Metrorail pricing, increase law enforcement support, and support a zero-emission bus transition. He stated that there are challenges related to the fare simplification. The budget proposes a max fare of \$6.50. Currently, about 3% of riders pay max fare off-peak rates. He noted that the WMATA Board is contemplating reducing the proposed max of \$6.50 to \$6.00. Mr. Letourneau stated that there will be an in-person public hearing at Meridian High School in Falls Church on March 7 at 6:00 p.m. WMATA staff will be available to answer questions starting at 5:00 p.m.

Mr. Letourneau also reported that the WMATA Board adopted the “Your Metro, The Way Forward,” Strategic Transformation Plan (STP). This plan is a long-term strategy to direct Metro’s day-to-day decision making over the next five years as Metro adapts to changing mobility patterns and the evolving needs of its customers and employees. He also noted that in early February, the WMATA Board approved the 2023A Dedicated Revenue Supplemental Bond Resolution and authorized the issuance of Series 2023A Dedicated Revenue Bonds. Additionally, WMATA staff is looking at additional future CIP funding options, including a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. TIFIA has a lengthy 8-12-month application period but could be a favorable financing mechanism for Metro’s capital program.

Mr. Letourneau stated that the WMATA Board also received a presentation on the FY 2023, Quarter 2 performance report. Metro ridership has been steadily increasing in FY 2023 and is above the budgeted forecast. In the first six months of FY 2023, customers made 91 million trips on all modes. On the new Silver Line extension, 330,000 passengers entered or exited the six new stations between November 15 to December 31, 2022 and 40% of Silver Line ridership was attributed to new trips. Tuesday, Wednesday and Thursday are the highest ridership days, with 10 to 20% more daily trips when compared to Mondays and Fridays.

Mr. Letourneau noted that crime continues to be a problem. On February 8, Metro announced a partnership between the Metro Transit Police Department and the DC Metropolitan Police Department (MPD) to enhance public safety and security on the system. This partnership began the week of February 13 and will go through June. Metro Transit officers will partner on patrols at stations with police officers working on assignment from MPD. These joint patrols will begin with five stations in the District of Columbia and allow transit police to ride more buses and trains. The extra patrols will be funded by Metro. Metro is expected to finalize agreements with additional police departments in other jurisdictions served by Metro.

Mr. Letourneau also announced that the WMATA Board marked the 50th anniversary of Metrobus and honored three original employees who still work at WMATA.

Mr. Smedberg reported that he and the general manager participated in oversight hearings in Washington, DC and Annapolis. He also noted that the National Transportation Safety Board (NTSB) opened the public docket for its ongoing investigation into the 2021 derailment at Rosslyn Station. This is not a final report and the documents provided do not state the root cause of the derailment. At a later date, NTSB will release a final report which will include findings, recommendations and determinations related to the derailment. While a root cause has not been formally announced by the NTSB, the documents released identified a technical issue -- microslip due to reduction in contact pressure. Based on the technical data, WMATA is planning to change the way it presses wheels on 7000-series rail cars, which will be addressed in a revised Return to Service Plan (version 4). The current return to service plan marks a move to measuring the wheels every seven days instead of every four days and will remain in effect until WMATA receives concurrence from the Washington Metrorail Safety Commission (WMSC) on the revised plan. Metro will continue its rigorous inspections of wheels with measurements for every 7000-series rail car until its wheels are reassembled at the new, higher standard. As a preliminary estimate, it will take up to 36 months at a cost of approximately \$55 million to repress all 7000-series wheels. Mr. Smedberg stated that this is all good news as WMATA has a path forward. In response to a question from Mr. Turner, both Mr. Smedberg and Mr. Letourneau provided more information about the safety inspection process.

In response to another question by Mr. Turner, Mr. Letourneau explained that there is no amount of ridership increase that would solve the upcoming budget gap problem. There is a structural budget issue at Metro that has been growing over time, which was probably accelerated by the COVID-19 pandemic. Basically, expenditures are exceeding revenue. WMATA will balance its budget, either through service reductions if needed, but before that point, a funding solution needs to be identified for a lasting solution. Mr. Smedberg noted that WMATA is the only major transit system in the country that does not have a dedicated funding source. This is not sustainable.

Mr. Snyder thanked the WMATA Board members for their focus on safety.

Report from the Chair of the WMATA Committee. Mr. Alcorn reported that since the February Commission meeting, he has worked with Chair Palchik and staff to refine NVTC's letter to WMATA on the FY 2024 Operating Budget and FY 2024 - 2029 CIP. The letter outlines the following NVTC priorities related to the budget:

- Continue the safe return of the 7000-series railcars and deliver budgeted service and ensure Metro makes safety and security priorities for customers and Metro staff.
- Continue fare simplification efforts that balance ridership and revenue, while also reviewing ways to lower the per-mile rate with consideration for suburban commuters, including the cost of parking in those calculations.
- Open the Potomac Yard Metrorail Station for full revenue service.
- Support the policy goals and concept of the proposed low-income fare program with effective implementation, avoiding overlap with existing programs and fair cost allocation to jurisdictions.
- Concern over flexing such a large amount of maintenance funding to the operating budget and starting a trend of over reliance on this budget tool.

- Continue progress on reducing the state of good repair backlog.
- Ensure close coordination with NVTC and jurisdictions for Summer 2023 maintenance work.
- Continue active engagement with NVTC and its jurisdictions on developing long-term solutions to address WMATA's future operational funding shortfall.

Mr. Alcorn moved, with a second by Mr. Snyder, to authorize the chair to send the letter to WMATA. The vote in favor was cast by Commissioners Aguirre, Alcorn, Bagley, Clemente, Cristol, Ebbin, Garvey, Foust, Garvey, McKay, Letourneau, Palchik, Read, Smedberg, Snyder, Turner and Walkinshaw. The motion passed.

Mr. Alcorn also announced that the next WMATA Committee meeting will be held on April 19 at 6:00 pm in NVTC's Suite #230 Conference Room. The topics for the meeting include an update by Metro staff on the Better Bus Redesign, an introduction to the scope of the NVTC Metro Operating Funding and Reform Working Group, and the schedule for the 2023 WMATA Annual Report. As always, all Commissioners are encouraged to participate.

Mr. Smedberg left the meeting at 7:34 p.m.

Legislative Update

Chair Palchik asked NVTC's Legislative Liaison Aimee Perron Siebert to give a General Assembly update followed by a federal update by the executive director.

General Assembly Update. Ms. Perron Siebert reported that the General Assembly Session concluded last Saturday, although there is still work being done on the budget. She noted that with redistricting and 18 announced retirements, there could be 40-50 new General Assembly members next session. She then reviewed transportation-related legislation that passed, including bills pertaining to WMATA and VRE.

Federal Update. Ms. Mattice reported that additional competitive grant opportunities under that Bipartisan Infrastructure Law were announced this month – many of which have deadlines this spring. She reviewed the different opportunities and eligible projects. The deadline for applications is April 13, 2023 and it is expected this will be an annual call for projects for this low and no-emission bus capital program over the next four years. Ms. Mattice also stated that NVTC recently launched its regional strategic plan for zero-emission bus implementation in Northern Virginia. It is possible that the outcome of this work could serve as a building block for the jurisdictions to seek this federal funding either alone or through a regional application.

Commuter Choice Program

Chair Palchik stated that Commuter Choice Senior Program Manager Ben Owen will give an update on the I-395/95 Commuter Choice program and the eligibility results from the FY 2024 – FY 2025 program. She noted that for this round, there is an estimated \$45-\$48 million available

and the funding requests far exceeds the funding and demonstrates a continuing need for transit investment in the I-395/95 corridor.

Mr. Owen stated that staff presented a list of submitted applications at the February meeting, which included 18 total applications from seven applicants totaling \$110 million – by far the largest overall funding request in the Commuter Choice program’s history in either corridor. NVTC advertised \$45-48 million in funding available for this round, a larger amount than usual due to carryover from the last two programs.

Mr. Owen stated that four of the applications are for more complex construction projects. Therefore, staff are conducting additional readiness reviews of these in terms of their ability to meet the program’s short funding obligation and expenditure deadlines. Staff will make final eligibility determinations on these four once the reviews are complete. On the service side, nine applications are for bus service improvements, all but one of which are continuations of service improvements funded in prior rounds (5 OmniRide, 2 DASH, 1 Fairfax Connector) and one for expansion of Metrobus service on Columbia Pike. Finally, one application is for a rail service improvement (an additional round-trip on the VRE Fredericksburg Line). On the capital side, three are rail capital expansions (improvements to the Crystal City, Alexandria and Franconia-Springfield VRE stations) and two are bus capital improvements (support for Fairfax County’s Richmond Highway BRT and purchase of articulated buses for use on DASH’s busiest route). There is one application for a transportation demand strategy (allowing VRE pass holders to use certain Amtrak trains serving the Fredericksburg Line to expand travel options).

Mr. Owen explained that 16 of the 18 applications, with a total funding request of \$89.5 million, were deemed eligible and will be carried into the technical evaluation process and public comment. NVTC and DRPT staff looked at each proposed project’s anticipated benefits to toll payers as well as consistency with established program policy.

Mr. Owen then reviewed next steps. The timing of the overall process is focused on getting the funded projects into the coming fiscal year’s Six-Year Improvement Program (SYIP) which is approved by the Commonwealth Transportation Board in June. Following the technical evaluation of the 16 eligible applications, staff will share the results with the Joint Commission Working Group (JCWG) at its April 20 meeting and seek endorsement of a draft Program of Projects at that time. The recommendation will come back to the Commission for action.

Mr. Owen explained that this funding round is going to be more competitive and complex than any to date. Besides that there is about \$90 million in requests for about half that much funding, several other issues need to be addressed. For operations, the Memorandum of Agreement allows for the allocation of no more than half of the funds transferred to NVTC over any nine years can be used for transit operations. Staff have estimated that \$16 million of the \$45-48 million is the most that can be put to transit operations in this round that would allow for growth in future funding rounds. Staff is taking a conservative approach so that operations support won’t have to be curtailed in future rounds to stay within the cap. For capital, the program policy allows for a split in funding commitments for larger construction projects over two consecutive two-year periods. These second funding installments would be the top programming priority in the next round. There may be a few such projects that may be in contention for funding for the first time.

Mr. Owen stated that these policy issues will be discussed at the April 20 JCWG meeting and staff is scheduling pre-brief meetings for those members. The public comment period will open in mid-April, with both English and Spanish versions of all materials available online. There will also be a modest amount of paid locally targeted advertising on social media. The jurisdictions and applicants will also help amplify the word about the comment opportunity through their channels, to help get as broad a base of input from communities along the corridor as possible. The Commissions will be briefed on the committee-endorsed draft Program of Projects and approvals will be requested in June. It will also go before the CTB in June. Thereafter distribution of project agreements and implementation of funded projects with the start of the new fiscal year.

In response to a question from Ms. Bagley, Mr. Owen explained that each applicant ranks their applications in priority order.

Transit Resource Center

Chair Palchik stated the Transit Resource Center team will be giving updates on the Envision Route 7 Bus Rapid Transit (BRT) project, followed by a presentation on analysis staff have been doing using NVTC's NoVATransit Data Dashboard.

Envision Route 7 BRT Project. Mr. Fye gave the update on the Envision Route 7 BRT project, including a project overview and timeline. Since its inception, NVTC has led the Envision Route 7 BRT project that when completed will provide high-quality, high-capacity transit service between Tysons and Mark Center in Alexandria, via Seven Corners, Falls Church and the East Falls Church Metrorail Station. There are currently two ongoing efforts for Envision Route 7, including a mobility study focusing on Falls Church and a strategic implementation plan that helps guide the project through to construction and operations. The mobility study includes an intense amount of data modeling and staff have been working with jurisdictional staff on different future year scenarios. Mr. Fye reviewed the next round of public outreach, which will have pop-up events and bus stop chats in April. Commissioners and jurisdictional staff will be provided with dates/times and communication materials to share the information with their constituents.

Mr. Fye stated that staff conducted a workshop last week with the four jurisdictions along the corridor (Fairfax County, City of Falls Church, City of Alexandria and Arlington County) on the strategic implementation plan, diving into what it looks like at the implementation phase. Other attendees included representatives from WMATA, Federal Transit Administration and Virginia Department of Rail and Public Transportation (DRPT), among others. He stated that at the workshop they discussed the four big questions moving forward: who is best suited to lead the design and construction of the project; who has the capacity and ability to be the operator; what's the best scenario for ownership and maintenance of the stations and right-of-way; and how might the lead agency advance the project to insure its timely and successful completion. Just as important will be key decisions in setting a timeline for when to start applying for different funding sources. He provided a high-level look at the different phases of the project, as well as milestones.

In response to a question from Ms. Garvey about options for who would operate the system, Mr. Fye stated that two options being considered are Metrobus and Fairfax Connector. Mr. Aguirre asked about when potentially service could begin. Mr. Fye stated that all the stakeholders are working as fast as they can, but it would be premature to estimate a starting date. Mr. Foust asked if there are scenarios being considered for the BRT system to open in phases. Mr. Fye stated that it is being considered as an option. Mr. Snyder thanked all the parties involved in this project and encouraged speedy implementation.

NoVATransit Data Dashboard. Ms. Mattice stated that last December staff debuted NVTC's NoVATransit Data Dashboard, an interactive tool that allows staff to visualize, compare and analyze the immense amount of transit data that is collected from DRPT, WMATA, VRE and each of the transit agencies. Now that the data is all in one place, staff can start to tell the stories and trends that they see emerging from the data. Tonight's presentation will look at bus stops through the lens of the types of service a rider can access at bus stops and what that means for mobility across the region. The NVTC team has created some great visuals that illustrate this, and they will explain it in more detail as well as dive into how Northern Virginia bus service compares to other peers across the greater DC metro area. She encouraged Commissioners to keep in mind that there are some really important bus planning efforts going on across the region:

- NVTC's Northern Virginia Regional Bus Analysis will pull together all of the strategic plans from local bus systems and look at the bus network from a regional perspective. The goal is to identify any gaps in the regional bus network and identify opportunities for partnerships to fill those gaps. NVTC is also looking for opportunities for regional collaboration when it comes to facilities as well as the projected financial needs to ensure the region maintains a robust bus transit network in Northern Virginia.
- WMATA's Better Bus Redesign effort kicked off last fall. Both NVTC and jurisdictional staff are closely engaged in this study with the focus on defining what Metrobus should look like in Northern Virginia.

Ms. Mattice stated that NVTC staff are working closely with their WMATA colleagues to make sure both of these efforts are complementary. She asked Mr. Harmony and Ms. Spiliotopoulos to give their presentation.

Mr. Harmony provided an overview of how the NoVATransit Data Dashboard has evolved since the last Commission presentation in December. He stated that the region has more access to late-night and weekend service than high frequency bus service. Zero-car households have the most access to all types of bus service. Non-white populations have less bus access than all population groups except the total population. In Northern Virginia, 19% of non-white populations have access to high frequency bus service. He noted that due to data limitations, City of Fairfax and CUE were excluded from the analysis.

Ms. Spiliotopoulos stated that as expected, staff found that not all bus access is created equal. The region as a whole has more access to late-night and weekend service than high frequency service. In fact, Northern Virginia's population has about three times more access to any bus than a frequent bus. High frequency access is the lowest at 18%, compared to 62% of the region's

residents having access to any kind of bus service. However, looking at specific demographic groups, the trends shift. Zero car households have the highest access to transit – that includes high frequency, late night and weekend service. This shows that those without cars have the ability to get around with transit outside of traditional peak periods. On the other hand, non-white populations have less access to bus service of the population subgroups.

Ms. Spiliotopoulos then looked at the data by zooming into a specific jurisdiction, where there is a much different story of bus access. Non-white populations in Alexandria have the most access to high frequency bus service compared to other Alexandria populations. The city's access to high frequency bus service in general is much higher. She stated that 93% of zero-car households in the city have access to late night and weekend service. DASH's recent network redesign focused on an increase in service to low-income, minority and senior residents.

Ms. Spiliotopoulos stated that there is a lot to absorb from this data and staff identified four main takeaways of this research. First, access must consider how people use the bus, beyond if there's a bus stop close. Second, goals and values that shape planning can have real impacts on the region. Third, there is good bus access in Northern Virginia, but there is more work to be done. The 2019 Bus Transformation Project produced similar data for the entire Washington DC region and found that 81% of the region's population has access to a bus stop and 48% of the region has access to high frequency bus service. This can be compared to the 62% of Northern Virginia with access to a bus and 18% with access to high frequency bus. With these stats, it's important to consider the differing land use between these two regions. Finally, the results are building blocks for the future regional bus planning work and will help us identify where there are network gaps and opportunities for improving the region's bus system. Ms. Spiliotopoulos then provided a demonstration of how this analysis was integrated into the dashboard itself.

Virginia Railway Express (VRE)

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

VRE CEO Report. Mr. Dalton encouraged Commissioners to read the VRE 2022 Annual Report. He reported that for the month of February overall on-time performance was 85%. Average daily ridership jumped another 300 trips. He also noted that the CEO Report now tracks data on how many riders are carrying bicycles on the trains.

Department of Rail and Public Transportation (DRPT)

DRPT Director DeBruhl encouraged Commissioners to read the written DRPT Report. She announced some staff changes: Clinton Edwards has left DRPT and taken a position at Arlington County; Tim Roseboom has relocated back to Michigan but will continue to work remotely for DRPT through the summer; and Amy Garbarini has been promoted as the new Northern Virginia Transit Planning Manager. Ms. DeBruhl also proudly announced that DRPT received a marketing award from the American Public Transportation Association (APTA) for growing ridership of Virginia Breeze intercity bus service.

Mr. Snyder commended DRPT for the Virginia Breeze service, which is a great way to get to Richmond.

Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events including Black History Month social media posts that include highlights of five of NVTC's previous Commissioners, highlights of the recent staff development and training day, preview of the regional collaboration and the transit marketing campaign, and information on NVTC's recent transit technology working group.

Ms. Mattice announced that the Transit Service Delivery Advisory Board (TSDAC) is reconvening on March 3 for a first look at the proposed allocations for FY 2024 capital and operating funds. She also reviewed upcoming NVTC meetings. She reminded Commissioners that NVTC does not meet in April, so the next meeting is 7:00 p.m. on May 4, 2023, with the Executive Committee meeting at 6:15 p.m. The next WMATA Committee meeting is scheduled for Wednesday, April 19 at 6:00 p.m. in Suite #230. The Joint Commission Working Group and the Program Advisory Committee are holding an all-virtual meeting on Thursday, April 20 at 4:00 p.m. Staff are currently scheduling a meeting of the Legislative and Policy Committee in mid-May to dive into the Value of Transit Study findings and talk strategy for next year's legislative agenda. WMATA General Manager/CEO Randy Clarke will join the Commission at the June 1, 2023 meeting.

The January Financial Report was provided in the written meeting materials. There were no questions from Commissioners.

Adjournment

Without objection, Chair Palchik adjourned the meeting at 8:36 p.m.

Approved this 4th day of May 2023.

Dalia Palchik
Chair

David F. Snyder
Secretary-Treasurer

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: April 27, 2023
SUBJECT: Consent Agenda

At the May meeting, the Commission will be asked to approve the Consent Agenda, which includes two action items including a certification letter regarding WMATA documents and a letter of support for an Alexandria grant application.

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

A. ACTION: Authorize the Executive Director to Send a Letter Certifying Receipt of Certain Documents from WMATA Required by State Code

The Commission is asked to authorize the executive director to send a [letter to the Comptroller of Virginia certifying receipt of certain documents from the Washington Metropolitan Area Transit Authority \(WMATA\)](#). All documents are anticipated to be received by the end of the fiscal year.

Background

State Code ([§33.2-3402](#)) requires that NVTC request certain documents and reports from WMATA related to the transit agency's system budget, financial performance and operating characteristics. Funding from the Commonwealth Mass Transit Fund to support WMATA is contingent upon NVTC providing an annual certification to the Comptroller that such documents and reports have been received. NVTC must certify to the Virginia Comptroller receipt of the following:

- WMATA's Annual Capital Budget
- WMATA's Annual Independent Financial Audit
- WMATA's National Transit Database Annual Profile
- WMATA's Single Audit Reports – issued in accordance with the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (2 C.F.R. Part 200)

The WMATA Board [approved the FY 2024 Capital Budget](#) on April 14, 2023. NVTC will post the approved FY 2024 budget book when it is received later this year. WMATA's annual [National Transit Database profile for FY 2021](#) was posted on the Federal Transit Administration's (FTA) website in late 2022. WMATA also provided its most recent [Annual Comprehensive Financial Report](#) (ACFR). The most recent Independent Auditor's report starts on page two of the report. [The Single Audit Report](#) for the fiscal year ended June 30, 2022, and issued in accordance with

the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200) is also available on WMATA's website. Received documents have been added to [NVTC's WMATA Oversight webpage](#). Once all required documents are received, NVTC's executive director will send the letter to the Comptroller of Virginia certifying receipt of all documents in accordance with state code.

NVTC will continue the certification process annually on a schedule to match WMATA's fiscal year.

B. ACTION: Authorize the Chair to Send a Letter of Endorsement for the City of Alexandria's US Department of Transportation's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Application

The Commission is asked to authorize the chair to send a [letter of endorsement for the City of Alexandria's U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Application](#).

The proposed application will support the implementation of the city's Electric Vehicle Charging Infrastructure Readiness Strategy (EVRIS), which includes 31 recommendations that will build an effective, innovative and sustainable electric vehicle ecosystem that supports the charging demand of the community, workforce development, and equity, which will be accelerated by the CFI Program. This project will also feature a resilience effort to explore vehicle-to-building (V2B) capabilities. The V2B effort will utilize a DASH battery electric bus and a bi-directional DC Fast Charger to provide power to a city facility that may be used as a shelter or aid center during a power outage. The successful demonstration of this technology could advance the use of electric transit buses as mobile generators during emergencies, providing another critical service to the community and first responders.



DRAFT
June XX, 2023

Chair
Hon. Dalia A. Palchik

Vice-Chair
Hon. Matt de Ferranti

Secretary-Treasurer
Hon. David F. Snyder

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

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

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

City of Fairfax
Hon. Catherine Read

City of Falls Church
Hon. David F. Snyder

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

Commonwealth of Virginia
Hon. Paul C. Smedberg

Virginia General Assembly

Senate
Hon. John J. Bell
Hon. Adam Ebbin

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

Executive Director
Katherine A. Mattice

Mr. Lewis R. McCabe
Comptroller of Virginia
Office of the Comptroller
Department of Accounts
P.O. Box 1971
Richmond, Virginia 23218-1971

Re: Request for Documents under Virginia Code § 33.2-3402

Dear Mr. McCabe,

The Northern Virginia Transportation Commission (NVTC) certifies receipt of certain documents and reports from the Washington Metropolitan Area Transit Authority (WMATA) as detailed in Section 33.2-3402 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly.

These documents include the following:

- WMATA's Annual Capital Budget;
- WMATA's Annual Independent Financial Audit;
- WMATA's National Transit Database Annual Profile; and
- WMATA's Single Audit Reports – issued in accordance with the Uniform Administrative Requirements, Cost Principals, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

We have provided links to the documents on our website:
<http://www.novatransit.org/wmata/wmata-oversight/>

The Commonwealth provides transit capital and operating funding from the Commonwealth Mass Transit Fund to support WMATA. Access to this funding is contingent upon NVTC providing this annual certification indicating receipt of these documents.

Best regards,

Katherine A. Mattice
Executive Director

cc: Jen Debruhl, DRPT
Greg Potts, WMATA



DRAFT
May XX, 2023

Chair
Hon. Dalia A. Palchik

Vice-Chair
Hon. Matt de Ferranti

Secretary-Treasurer
Hon. David F. Snyder

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

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

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

City of Fairfax
Hon. Catherine Read

City of Falls Church
Hon. David F. Snyder

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

Commonwealth of Virginia
Hon. Paul C. Smedberg

Virginia General Assembly

Senate
Hon. John J. Bell
Hon. Adam Ebbin

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

Executive Director
Katherine A. Mattice

The Honorable Shailen Bhatt
Administrator, Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Administrator Bhatt,

I am writing to share the Northern Virginia Transportation Commission's support for the City of Alexandria's application to the 2023 U.S. Department of Transportation Charging and Fueling Infrastructure Discretionary Grant Program. The proposed application will bring critical charging infrastructure that is needed in the region to support the growing adoption of electric vehicles.

The City of Alexandria is a leader in advancing transportation electrification in the region and has developed an Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS). The EVRS includes 31 recommendations that will build an effective, innovative and sustainable electric vehicle ecosystem that supports the charging demand of the community, workforce development, and equity, which will be accelerated by the CFI Program.

The City of Alexandria residents are adopting electric vehicles at a rate faster than the national average. The proposed community project will support the installation of publicly accessible Level 2 and DC Fast Chargers at multiple sites across the city, such as: public parks, libraries and on-street locations; areas that benefit disadvantaged communities; areas with a high concentration of multi-unit dwellings and limited off-street parking; and near transit centers. This project will also feature a resilience effort to explore vehicle-to-building (V2B) capabilities. The V2B effort will utilize a DASH battery electric bus and a bi-directional DC Fast Charger to provide power to a city facility that may be used as a shelter or aid center during a power outage. The successful demonstration of this technology could advance the use of electric transit buses as mobile generators during emergencies, providing another critical service to the community and first responders.

Over the years, NVTC and the City of Alexandria have successfully partnered on various transportation projects. NVTC is committed to continuing our support for the City of Alexandria to bring this project to completion to deploy charging infrastructure and support the electrification of our transportation systems, which will improve air quality; mitigate the impacts of climate change; and benefit the region's communities, residents and stakeholders.

Thank you for your full and fair consideration of the City of Alexandria's grant application.

Sincerely,

Dalia Palchik
NVTC Chair

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Monique Blyther and Mathew Friedman
DATE: April 27, 2023
SUBJECT: Marketing Campaign

At the May meeting, the Commission will receive a presentation and be asked to take action on contracts to support a regional marketing campaign that will encourage transit use following the reopening of Metrorail's Blue and Yellow Lines and the Yellow Line bridge. This campaign and related funding was [approved at the June 2, 2022 Commission meeting](#).

ACTION: Authorize the Executive Director to Execute Agreements and Contracts for the Blue/Yellow Line Regional Marketing Campaign

The Commission will be asked to authorize the executive director to execute six marketing agreements and contracts necessary to support the marketing campaign that follows the reopening of the Yellow Line bridge/tunnel, the grand opening of the Potomac Yard Metro Station, and overall promotion of public transit use in the region. This effort is funded by the Department of Rail and Public Transportation (DRPT) through a grant that provides 80% of the \$500,000 project cost. The local match of \$100,000 will be provided to NVTC from cities of Alexandria, the counties of Arlington, Fairfax, the 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.

NVTC staff received seven proposals for radio, broadcast, digital streaming and social media advertising. Staff followed NVTC's Administrative Regulations and the Virginia Public Procurement Act to procure these services.

Under this opportunity, NVTC will implement a multi-pronged marketing effort that will include radio and audio streaming, podcasts, video streaming, targeted social media and website display ads, targeted email ads, dedicated advertising on the Waze mobile app and broadcast sponsorship of the Washington Commanders opening season events. 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.

This effort is being done in concert with planned marketing efforts by WMATA and other local transit systems with a specific emphasis on engaging diverse Northern Virginia communities. NVTC jurisdictions and transit agencies will amplify the messaging via their websites and social media. Messaging for this new campaign is being developed in concert with jurisdictional staff and DRPT.

NVTC staff seek Commission approval for the following agreements and contracts necessary to support the marketing campaign:

Contractor	Value of Contract
Audacy (El Zol)	\$90,840
Alpha Media	\$66,173
iHeart Media	\$84,870
Radio One	\$40,000
WAMU	\$68,000
WTOP	\$134,500
Reserve (incl. website redesign)	\$15,617
TOTAL	\$500,000

Audacy: \$90,840

This contract would fund digital audio streaming in Spanish language and over-the-air broadcast in English and Spanish on three stations, El ZOL 107.9 FM, WPGC 95.5 FM and The DRIVE 94.7 FM. The campaign includes 936 commercials over eight weeks, for an estimated total of reach of 5.6 million impressions. El Zol radio boasts the largest Spanish-language listenership in the region, while WPGC 95.5 FM and “The DRIVE” 94.7 FM collectively serve a listening audience of 78% African American and other minority communities.

Alpha Media: \$66,173

This contract would fund social media advertising on YouTube; video advertising on connected televisions and streaming devices that include a 20% target of reaching Spanish-speakers; and Waze mobile app advertising buys from Alpha Media. The campaign includes an estimated 1,907,450 impressions on video and digital advertising; and an estimated 250,000 impressions per month on Waze.

iHeart Media: \$84,870

This contract would fund over-the-air broadcast, digital audio streaming in English and Spanish that includes advertising on Total Traffic & Weather Network, a sponsorship with the Washington Commanders and pre, mid and post audio ads on IAN Podcast Network. The campaign includes over 300 broadcast messages over eight weeks with an estimated reach of 3.5 million and an estimated 1.9 million impressions for digital audio streaming.

Radio One: \$40,000

This contract would fund over-the-air broadcast on two radio stations, WKYS 93.9 FM and WMMJ Majic 102.3 FM which collectively serve an audience of 79% Black and 8% Hispanic listeners. The campaign includes 560 broadcast messages over eight weeks with an estimated reach of 4.1 million impressions.

WAMU-FM: \$68,000

This contract would fund over-the-air broadcast via WAMU 88.5 FM (a National Public Radio station) and digital audio streaming via the weekly Kojo Politics Hour podcast. The campaign includes 168 broadcast messages over eight weeks with an estimated reach of 8.3 million impressions.

WTOP-FM: \$134,500

This contract would fund over-the-air broadcast and WTOP.com display advertising; online display ads, social media ads on Twitter and LinkedIn and targeted email campaign buys that include a 30% target of reaching Spanish-speakers from WTOP/2060 Digital. The campaign includes 480 broadcast messages over 12 weeks with 8.9 million estimated impressions: an estimated 3.2 million impressions for display advertising and a potential audience of 1.1 million Twitter users.

The Commission will be provided updates throughout the campaign, expected to conclude by September 2023.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Andrew D’huyvetter and Ronnetta Zack-Williams
DATE: April 27, 2023
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

7000-Series Railcar Update

In early April 2023, Metro announced concurrence from the Washington Metrorail Safety Commission (WMSC) to move forward with the final phase of its 7000-series Return-to-Service Plan. Under the plan, Metro will implement a 15-day manual measurement interval with a path to progress to a longer measurement interval in the future. The 15-day plan will allow more trains to be in service as the Yellow Line reopens on May 7. In January 2023, [National Transportation Safety Board and all parties to the investigation](#) identified the October 2021 derailment can be mitigated by “increasing interference fit and by increasing press tonnage of the 7000 series wheelsets.” Metro will continue to work with the WMSC to advance use of the Automated Wayside Inspection System and develop a plan to fix the wheels and return the 7000-series fleet to normal service. WMATA has created a [web page for service updates and a blog on the 7000-series railcars](#).

At the May 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

- Adoption of FY 2024 Budget

On April 14, the WMATA Board [approved the FY 2024 Operating Budget and FY 2024-2029 Capital Improvement Program](#). The FY 2024 budget “seeks to expand service on Metrorail and Metrobus, provide more equitable fares, implement a low-income fare program, enhance public safety and maintain a safe and reliable system through capital investments.” The \$4.8 billion operating and capital budget is intended to increase ridership and includes measures to: increase service on Metrorail and Metrobus, launch the Better Bus Network Redesign and simplify Metrorail pricing. At its budget work session in March, the WMATA Board opted to maintain the maximum Metrorail fare at \$6.00, rather than the proposed \$6.50, which was supported by [NVTC’s budget comments](#).

New fare changes approved 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.
- Reducing the maximum fare on MetroAccess to \$4.00 per trip.
- Introducing a regional low-income fare program.

New bus and rail service changes include:

- Optimizing rail frequency by increasing Green and Yellow Line train frequency to 6 minutes all day and 7.5 minutes at 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.
- Improvements to several bus lines that restructure existing routes into the 16M connecting Skyline to Crystal City and restore the 11Y between Mt. Vernon and Potomac Park.

The FY 2024 budget completely exhausts federal pandemic aid, which has supported the onset of the pandemic since FY 2020. One tool that WMATA used to close the operating budget gap in the FY 2024 budget was to transfer additional preventive maintenance operating expenses from the FY 2024 Operating Budget to the FY 2024 Capital Budget (\$199.1 million from \$60 million the prior year) and the use of Federal Transit Administration grant and local funds for the payment of eligible preventive maintenance expenditures that were transferred.

The FY 2024 budget will begin July 1, 2023. With the approval of this budget, Metro staff, the Board and greater regional partners will swiftly begin to focus on the FY 2025 Operating Budget which is projected to have an operating budget deficit of \$738 million that will continue to grow to \$924 million by FY 2029. This long-term operating funding gap is the result of many factors related to the structural challenges of Metro's operating budget, which have been accelerated by the pandemic.

▪ Potomac Yard Station Opening

On April 19, the mayor of the City of Alexandria and Metro general manager announced the Potomac Yard Metro Station will open on May 19. The Potomac Yard Station will be an infill station between Ronald Reagan Washington National Airport and Braddock Road Stations on the Blue and Yellow Lines. On November 6, Metro concluded work to tie in the station and new tracks with the rest of the Metrorail system. The station will be Metro's 98th station and is expected to support 26,000 new jobs and 13,000 new residents, as well as new developments including the new Virginia Tech Innovation Campus.

- Approval of Clear Lanes Reimbursable Project

On April 14, the WMATA Board [approved and launched its Clear Lanes program](#), which is a partnership with the District of Columbia to use automated cameras on Metrobuses to capture unauthorized vehicles in bus-only lanes and bus stop zones. Metro will fund the capital and preventive maintenance costs of the equipment installed onboard Metrobus vehicles and the District of Columbia will fund expenses associated with operating the system. Last year, the NVTC WMATA Committee received an update on WMATA's Bus Priority Program. Expansion of the program into Maryland and Virginia would require legislation.

- Approval of Seven Joint Development Solicitations

On April 14, the WMATA Board approved staff to [issue joint development solicitations](#) at several stations in the region, including the Eisenhower Metro Station in the City of Alexandria. The Board also approved holding compact public hearings for the Maryland and District of Columbia stations. A compact hearing is not required at the Eisenhower location because there are no changes to the capacity of, or access to, transit facilities. Near the Eisenhower Metro Station, Metro owns undeveloped property adjacent to the new Virginia headquarters office building on Mill Road that could support 295,000 square feet of future development. This effort is a part of Metro's 10-year strategic plan for joint development, which establishes a goal to execute 20 new joint development agreements by 2032.




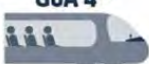
- Metrorail Ridership and Faregates

On March 23, the WMATA Board received a presentation on [Metrorail ridership and Metrorail fare evasion mitigation efforts](#). Metro had its highest ridership day since the pandemic on March 22, 2023, with a total of 405,328 trips. As ridership numbers trend upwards, Metro has continued testing retrofitted faregates to address fare evasion on the system. Metro's newest faregates, which were installed systemwide as of December 2022 offer improved customer experience, operational reliability, and the ability to record instances of fare evasion, continue to cause major concerns is that these faregates are easy to jump over. Metro has conducted faregate retrofit testing of single swing doors and two swing doors at the Fort Totten Station. Since these faregates have been installed, there has been a reduction in fare evasion and jumping the fare gates at this station. The Metro team will continue installing single door standard gates at Fort Totten and the rest of the system. The total cost will be between \$35-\$40 million and will take about 15 months to complete systemwide.

- Rail Signal Systems Update

On March 9, the WMATA Board received an update on Metro's efforts [to restore Automatic Train Operations](#) (ATO). Through initial planning and inception, Metro was designed to operate utilizing ATO. Beginning in 2009, WMATA began using manual operations after the Fort Totten collision that took place the same year. WMATA intends to go back to ATO (GoA 2 in the figure below), where starting and stopping are automated, but the driver operates the doors, drives the train if needed and handles emergencies.

Figure 1: Grade of Automation

GRADE OF AUTOMATION	TRAIN OPERATION	SETTING TRAIN IN MOTION	DRIVING AND STOPPING	DOOR CLOSURE	OPERATION IN EVENT OF DISRUPTION
GoA 1 	Automatic Train Protection with Driver			Driver	
GoA 2 	Automatic Train Protection + Automatic Train Operation with Driver				
GoA 3* 	Driverless Train Operation	Automatic		Attendant	
GoA 4* 	Unattended Train Operation				Attendant

* Platform doors required

Source: WMATA December 8 Safety and Operations Committee

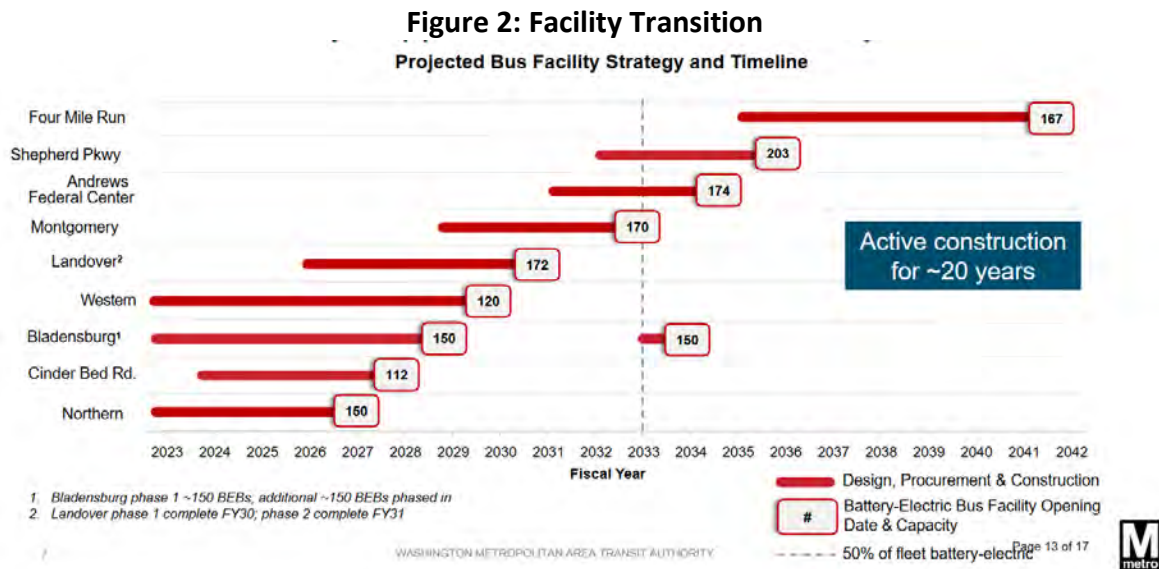
ATO will likely lead to a decrease in red signal overturns which are the result of human errors. In November 2022, Metro requested a review from the American Public Transportation Association (APTA) to assess its readiness to restore ATO. APTA assembled a team of experts in the areas of safety, operations and signal system design and maintenance to perform a comprehensive review of the program. Metro provided a transparent review of its operations, policy and data. Furthermore, interviews were conducted with representatives from the WMSC and union leadership to understand concerns with the program. The review concluded that Metro is ready for ATO utilization. The review team recommended that Metro capitalize on the strong labor support that exists to support ATO utilization as well as incorporate additional time into the program schedule for rule updates in the training curriculum. Advanced training and testing on ATO have been initiated on the Red Line and systemwide integration is scheduled to be implemented in December 2023. Metro has also worked closely with the WMSC to coordinate the safety certification review and in November 2022, the WMSC closed the corrective action plan regarding proper implementation safety certification for the project.

- Acceptance of Virginia Compact Public Hearing Staff Reports

On March 23, the WMATA Board received a presentation to [approve the compact public hearing staff reports and amendments to the Mass Transit Plan](#) for proposed changes to the East Falls Church, Franconia-Springfield and West Falls Church Stations. The proposed changes to these stations will allow for increased multimodal connectivity, resolve operating issues and enable joint development. The capital costs and contractual delivery of these projects will be funded externally, and Metro's role will be with coordination of the final design and construction activities.

▪ Zero-Emission Bus Transition

On March 23, the WMATA Board received a presentation on [Metro's Zero-Emission Bus \(ZEB\) Transition Plan](#). The transition plan provides a baseline to meet Metro's zero-emission transition and climate goals in the region as well as outline Metro's strategy to convert its fleet and facilities to 100% zero-emission. The plan will act as a living document and continue to be updated periodically as new technologies emerge, service needs change, and additional opportunities are identified to accelerate the transition. Construction is underway at two of Metro's nine bus facilities, Northern and Bladensburg, to support ZEBs (Figure 2). Staff are also working on the planning and design work for the Western facility and Cinder Bed Road facility in Fairfax County.



[March 23 Safety and Operations Committee Meeting](#)

Metro has ordered 12 battery electric buses and additional procurements are underway. The plan outlined that battery electric buses can provide about 90% of Metro's current service. Additionally, Metro staff has reached out to regional partners and external stakeholders to identify opportunities to coordinate efforts. The initial estimate of a full transition to ZEBs is \$2.3 billion. These costs are associated with the ZEB fleet and facilities as well as investing and maintaining the existing fleet of conventional buses and associated infrastructure. The completion of Metro's transition plan allows the agency to apply for the FTA Low or No Emission Vehicle Program, which is expected to grant \$1.7 billion dollars in Fiscal Year 2023 to support efforts to modernize buses, improve bus facilities and support workforce development. On April 27, 2023, the WMATA Board approved the adoption of an [accelerated timeline for its zero-emission bus goals](#), accelerating the transition to a 100% zero-emission bus fleet from 2045 to 2042 and accelerating 100% zero emission bus purchases from 2030 to 2027.

- Public Safety Initiatives

On April 17, the Safety and Operations Committee received an update on [public safety initiatives](#). The issuance of body worn cameras began on March 28 and is scheduled for completion by August 1, 2023. MTPD has also entered into agreements with certain local law enforcement agencies, so that local police officers may work in seven targeted Metrorail stations to provide law enforcement assistance to MTPD during rush hour. MTPD is working to staff another 25 stations with two special police officers during rush hours. As of April 12, these efforts have resulted in a 20% decrease in total crime at stations with these additional personnel. MTPD also continues to enhance its community relations and is expanding its staffing of crisis intervention specialists.

WMATA staff also reviewed the performance of the new faregates at Fort Totten Station. These gates have higher barriers with saloon style doors and staff installed higher fencing and emergency swing gates. Since the retrofit, fare evasion at Fort Totten Station was reduced by approximately 50%. WMATA staff will evaluate the improvements to barrier height and begin retrofitting the new faregates across the system.

B. Report from the Chair of the NVTC WMATA Committee

The NVTC WMATA Committee met on April 19. The committee received a presentation from WMATA staff on the Better Bus Network Redesign and presentations from NVTC staff on preliminary results of the Value of Transit to the Commonwealth Study and an overview of the NVTC Metro Operating Funding and Reform Working Group. NVTC staff are working to schedule the next NVTC WMATA Committee meeting.

- WMATA Presentation on the Better Bus Network Redesign

At the April meeting, the NVTC WMATA Committee received a presentation from Metro staff on the [Better Bus Network Redesign](#). After collaboration with various stakeholders, including NVTC and jurisdictional staff, Metro has produced a draft visionary bus network for Metrobus, Fairfax City's CUE, and Prince George's County's The Bus, that responds to the region's needs and could be implemented over time as additional resources are available. 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 crosstown and cross-county connections. Metro kicked off the bus network redesign in the fall of 2022. Since then, the study team performed a comprehensive technical evaluation of existing bus service and conducted public outreach that led to the creation of this draft visionary bus network.

The visionary network could generate 40,000 – 45,000 more bus trips on weekdays (a 9% increase compared to pre-pandemic ridership) across all bus providers in the region. The draft network does not specify which bus provider will operate the service nor does it identify stops or route patterns, like limited stop service. The draft visionary network represents a 35% increase in resources devoted to buses in the region overall. Metro 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.

Figure 3: Better Bus Network Redesign Roadmap



[April 14 Safety and Operations Committee Meeting](#)

Additional information and resources on the [draft vision plan maps](#) is available on the [Better Bus website, which contains a trip planner tool and other visualizations.](#)

- [Draft Vision Network for VA](#)

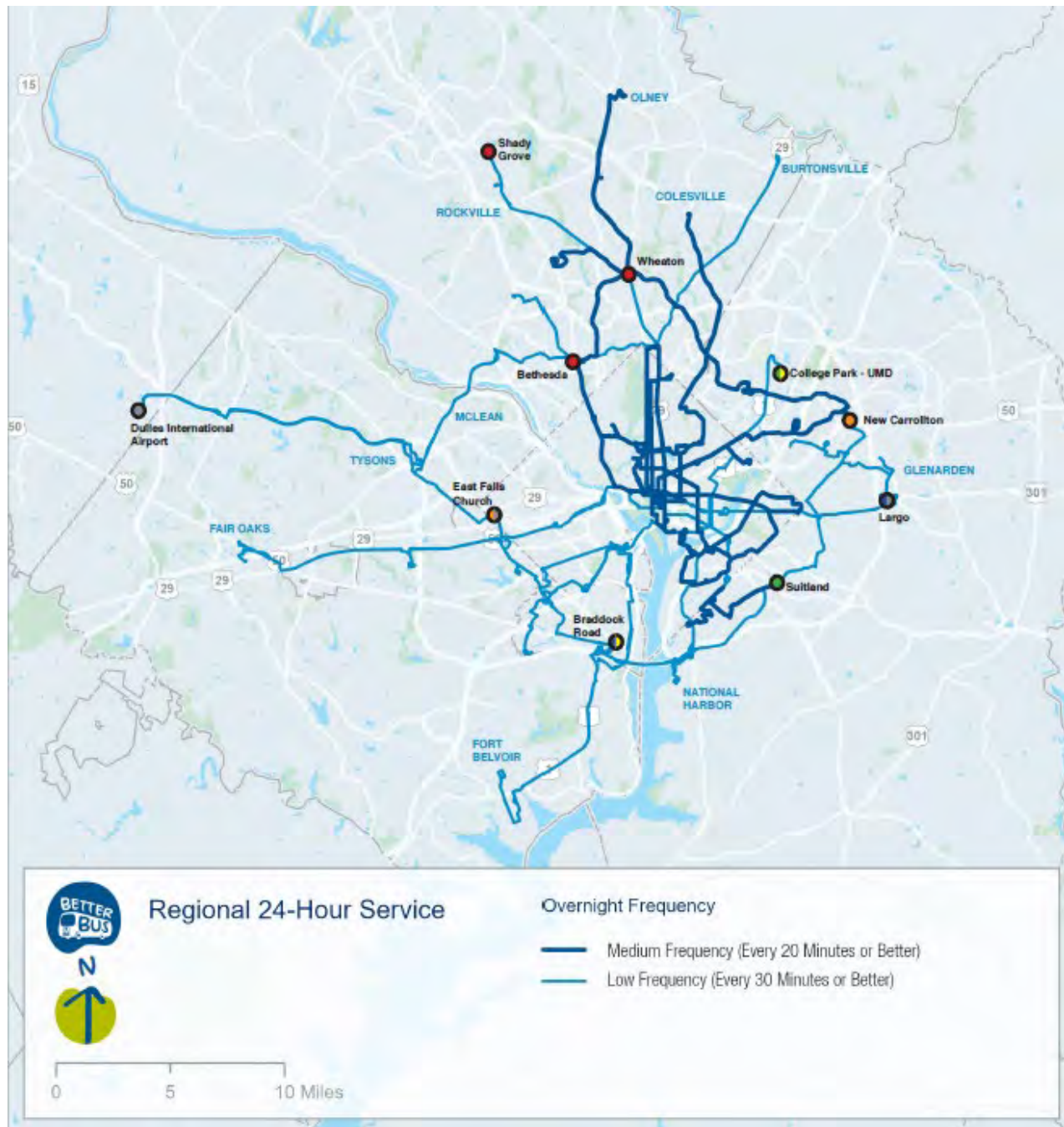
Figure 4: Draft Visionary Network For Virginia



Map by WMATA

- [Draft Regional 24-hour Service Network](#)

Figure 5: Draft Regional 24-hour service Network For Virginia

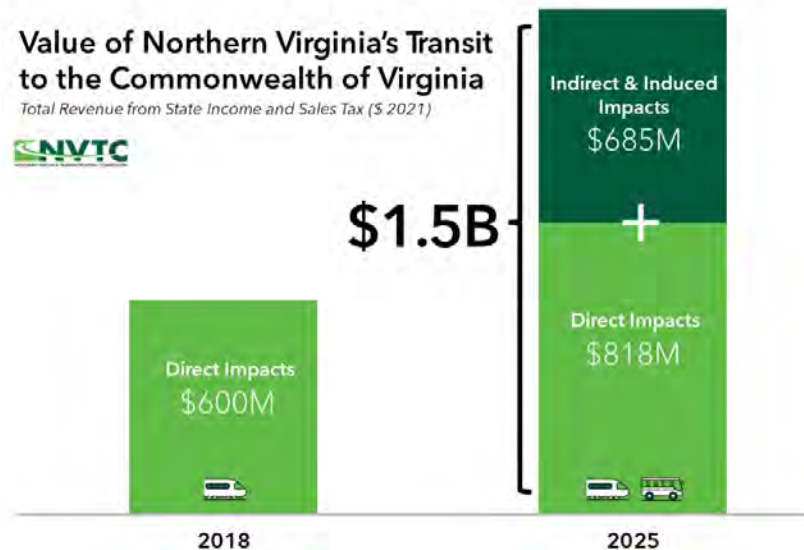


Map by WMATA

- Value of Transit to the Commonwealth – Preliminary Results

NVTC staff presented the preliminary results of the Value of Northern Virginia's Transit Network to the Commonwealth study at the April 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 income and sales tax revenues to the Commonwealth. The analysis found that NoVA's transit system contributes \$1.5 billion to Virginia's total revenues in 2025, which is about 5% of total revenue.

Figure 6: Value of Northern Virginia's Transit to the Commonwealth



Source: NVTC [staff presentation to the NVTC WMATA Committee](#), April 19, 2023

These results are critical to demonstrating the Commonwealth's return on investment in transit in Northern Virginia, especially as discussions about stable, sustainable funding sources for transit occur. There will be another presentation of the results of the Value of Northern Virginia's Transit Network to the Commonwealth study at the NVTC Legislative and Policy Committee on May 17, with a final presentation to the Commission on June 1.

- Overview of the NVTC Metro Operating Funding and Reform Working Group

NVTC staff presented an overview of the NVTC Metro Operating Funding and Reform Working Group whose purpose 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.

The formation of the working group is in response to the direction given by the WMATA Committee and the Commission last year to address the structural operating funding challenges at WMATA that will result in a projected operating funding gap of over \$700 million in FY 2025.

Given the complicated governance and funding relationship Virginia has with WMATA, NVTC is uniquely positioned to explore solutions that work within the Virginia context. NVTC's effort is strategically created to seamlessly fit into a broader conversation about Metro operating funding with Maryland and the District of Columbia.

Figure 7: Timeline for NVTC's WMATA Operating Funding and Reform Working Group



Source: NVTC [staff presentation to the NVTC WMATA Committee](#), April 19, 2023

NVTC staff will seek policy and legislative guidance on the working group through the NVTC WMATA Committee and the Legislative and Policy Committee for inclusion of any recommendations into the NVTC Legislative Agenda. The working group will meet multiple times, and there will be staff level strategic touchpoints with stakeholders in DC, MD, and at WMATA. The approach will be similar to the dedicated capital funding solution the regional developed in 2018, with this process aiming to solve Virginia's share of WMATA's operating budget gap and integrate into any regional efforts. The working group will examine 1) revenue sources, 2) revenue structures, and 3) their associated policy considerations and deliver a report to the Commission in the fall with a menu of revenue options for consideration.

C. Other WMATA News

▪ WMATA Board Welcomes New Maryland Board Member

On April 14, the WMATA Board welcomed Joe McAndrew, Assistant Secretary of Transportation at the Maryland Department of Transportation, who will serve as a Principal Director from Maryland, replacing Secretary of Transportation Paul Wiedefeld. Mr. McAndrew previously served as the Vice President for Government Affairs & Infrastructure with the Greater Washington Partnership.

▪ Office of the Inspector General 31st Semiannual Report

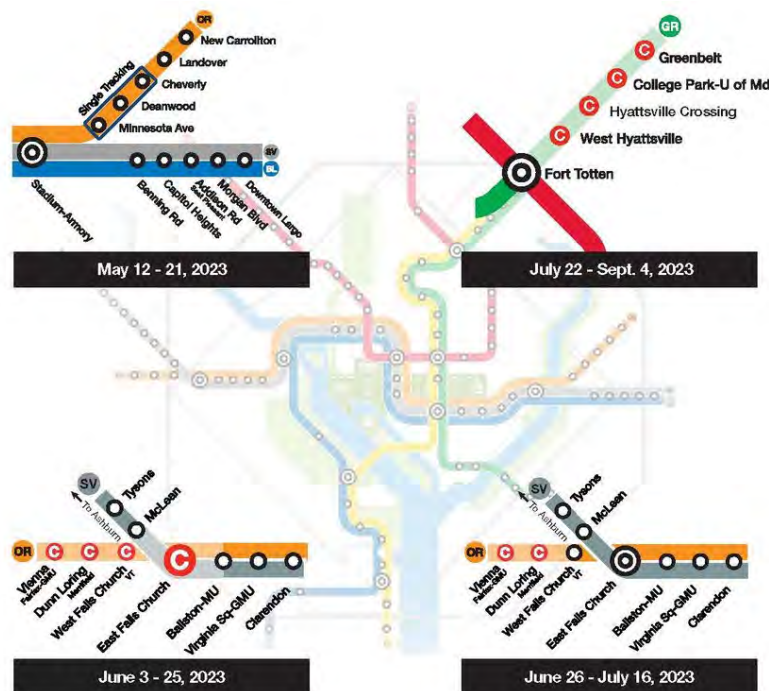
The Office of the Inspector General recently released its [31st Semiannual Report](#) to the WMATA Board, which covers achievements for a six month period from July 1, 2022 to December 31, 2022. During this period, the OIG's investigative work resulted in one criminal incident, three

reports of investigation, two management alerts, two management assistant reports, one response to a congressional inquiry and one response to an ethics matter as part of a request from the Board. The OIG also referred four companies to the Metro procurement office for debarment. Furthermore, audit work led to the identification of \$1.9 million in possible savings.

- Travel Alternatives for Summer 2023 Major Construction Projects

On April 17, Metro released [travel alternatives for Orange, Silver and Green Line 2023 Major Construction project](#) this summer (Figure 3). Beginning on May 12, Metro will begin a four-part construction effort focusing on system maintenance and modernization- including rail replacement, fiber optic cable installation, and improved station facilities. From June 3 - 25, stations will be closed from Vienna to East Falls Church and stations from Vienna to West Falls Church will continue to be closed from June 26 - July 16. There will be free local and express shuttles available, as well as limited-stop service between Washington Dulles International Airport, McLean and Rosslyn. From June 3 - July 16, Orange and Silver Line service will vary from 12- 15 minutes dependent on peak weekday, off-peak weekday, all other times of day and weekend hours. Furthermore, stations where the lines overlap will receive even shorter wait times. From June 3 – 25, Silver Line trains between Ashburn and McLean will run every 8 minutes and every 10 minutes after 9:30 p.m. On April 27, the WMATA approved [waiving all parking fees at effected stations](#) while they are closed.

Figure 8: Summer 2023 Major Construction Travel Alternatives



[Source: Metro 2023 Major Construction](#)

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice, Ben Owen and Adam Hager
DATE: April 27, 2023
SUBJECT: Report from the Chairs of the Program Advisory Committee and the Joint Commission Working Group

At the May meeting, the NVTC-PRTC Joint Commission Working Group (JCWG) Chair Jeff McKay and Program Advisory Committee (PAC) Chair Sarah Bagley will provide an overview of their groups' April 20 joint meeting. Staff will also brief the Commission on a proposed I-395/95 Commuter Choice FY 2024-2025 Program of Projects.

A. Presentation: I-395/95 Commuter Choice FY 2024-2025 Staff-Recommended Program of Projects

The Commission will receive a briefing on the staff-recommended and JCWG-endorsed [I-395/95 Commuter Choice](#) FY 2024-2025 Program of Projects (Table 1, ordered by proposed award amount).

**Table 1: Staff Recommended and JCWG-Endorsed Program of Projects:
I-395/95 Commuter Choice FY 2024-2025 Funding**

Applicant	Application Title	Score (100 Points)	Proposed FY 2024-2025 Award
Capital Projects			
Virginia Railway Express	Crystal City Station Expansion Relocates and expands the commuter rail station to enable simultaneous boarding of two full-length trains and allows Amtrak trains to serve the station.	73	\$10,786,281 *
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station Constructs a seven-mile, nine-station bus rapid transit line operating in new median lanes along U.S. Highway 1.	77	\$10,000,000 *
DASH	DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon Deploys two additional 60-foot electric buses to meet anticipated ridership growth.	45	\$3,452,000

Applicant	Application Title	Score (100 Points)	Proposed FY 2024-2025 Award
Service Improvement Projects			
DASH	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation) Continues 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.	72	\$7,290,000
Arlington County	Metrobus 16M Service Enhancement: Skyline to Crystal City Expands peak-period local bus service along Columbia Pike from every 12 minutes to every 6 minutes on weekdays.	50	\$5,000,000
DASH	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation) Continues 15-minute all-day service, seven days per week, between the Mark Center, Shirlington and the Potomac Yard area.	56	\$3,774,000
Fairfax County	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation) Continues peak-period express bus service between Springfield and the Pentagon operating every 15 to 20 minutes via the 395 Express Lanes.	65	\$1,750,915
OmniRide	OmniRide Route 942: Staffordboro to the Pentagon (Continuation) Continues commuter express service between Stafford County and the Pentagon and adds three morning and three evening trips to meet demand.	73	\$1,638,926
Virginia Railway Express	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line Allows VRE multi-ride pass holders to travel between Northern Virginia and D.C. on select Amtrak Northeast Regional trains serving VRE's Fredericksburg Line at no additional charge. Subsidizes Amtrak per-boarding fees for 24 months.	72	\$1,477,065
OmniRide	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation) Continues commuter express service between Stafford County and downtown Washington, DC.	88	\$1,025,441
OmniRide	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation) Continues expanded peak-period local bus service along U.S. Highway 1 in Prince William County.	51	\$755,020

Applicant	Application Title	Score (100 Points)	Proposed FY 2024-2025 Award
OmniRide	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation) Continues expanded peak-period service between Woodbridge, Potomac Mills, the Horner Road Commuter Lot and the Franconia-Springfield Station.	65	\$671,678
OmniRide	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation) Continues two additional morning and evening commuter express trips between Dale City and the Pentagon, Rosslyn and Ballston.	96	\$304,626
Program Administration			
NVTC	Program Administration for FY 2024-2025 **	--	TBD

* Larger capital project that would be funded across the FY 2024-2025 and FY 2026-2027 Programs of Projects. The amount shown in Table 1 is the portion that would be awarded in FY 2024-2025. See Table 2 below for the FY 2026-2027 portion.

** Program administration costs include individual project oversight and administration, public outreach, contracted technical support and staff expenses over the FY 2024-2025 period. Staff will provide the figure for these activities in June. The costs are additional to the \$48 million proposed to be allocated to projects.

The staff-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 upon their full implementation. 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, shown in Table 1, includes:

- Construction of a new Crystal City commuter rail station to help anchor continued redevelopment of the area and support the Commonwealth's 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;
- 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;
- 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;
- A 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 peak-period local bus service along Columbia Pike between the Skyline area of Fairfax County and Crystal City.

The staff-recommended Program of Projects would fully allocate the \$48 million available for new projects and, within that amount, the \$16 million available specifically for transit operating costs. The total recommended award for transit service improvements, approximately \$23.7 million, includes costs allocated to other budget categories that are not subject to the operating cost cap.

Figure 1 shows the overall proposed distribution of funding among the five applicants with projects under consideration for funding.

**Figure 1: Staff Recommended Program of Projects:
Distribution of Awards by Applicant**



Proposed Programming for FY 2026-2027

The programming action would also allocate \$18 million of the \$35 to \$37 million expected to be available in the FY 2026-2027 Program of Projects to complete the Commuter Choice funding awards for the two larger capital projects, as shown in Table 2.

The Commissions [adopted policy allowing such split awards](#) in 2020 as a means of encouraging and accommodating larger capital efforts. Staff look to exercise the approach for the first time to support two transformative efforts that will help to shape travel in the corridor for decades to come and maximize the support that can be provided to a range of compelling transit improvements in this funding round.

The 95 and 395 Express Lanes concessionaire payments that provide the revenue for I-395/95 Commuter Choice over the 68-year life of the program are stipulated in the [program MOA](#) and underlying comprehensive agreement between Transurban and the Commonwealth to operate the Express Lanes. Further, NVTC has received all payments on time and in full since I-395/95 Commuter Choice began in late 2019, including during the pandemic, when Express Lanes quarterly revenue dropped by as much as 90% from late 2019 levels.

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

Applicant	Application Title	Score (100 Points)	Proposed FY 2026-2027 Award
Capital Projects			
Virginia Railway Express	Crystal City Station Expansion	73	\$8,000,000
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	77	\$10,000,000

Next Steps

Public comment on the 16 proposals under consideration for funding opened on April 14 and remains open through May 15. Staff produced all materials, including welcome videos featuring Chair Palchik, in both [English](#) and [Spanish](#). NVTC is advertising the comment period through social media advertising over [Facebook](#) and [Twitter](#) and has encouraged jurisdictions and agencies in the corridor, particularly those with proposals under consideration for funding, to spread the word to their residents and riders. All input received will be shared with Commissioners in advance of seeking adoption of a Program of Projects at the June Commission meetings.

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. DRPT staff will include the set of projects adopted by the Commissions in June within the CTB's approval of the Commonwealth-wide Six-Year Improvement Program (SYIP) later in the month.

Following the Commissions' adoption of a Program of Projects in June and the CTB's subsequent approval of the SYIP inclusive of the new I-395/95 Commuter Choice projects, staff will distribute Standard Project Agreements so that implementation of funded projects may begin with the start of the new fiscal year on July 1, 2023.

Background

NVTC received a total of 18 applications seeking a total of \$110 million in funding under the call for projects that concluded in January. Sixteen applications with a total funding request of \$88 million met eligibility criteria and were subsequently evaluated. These 16 applications under

consideration for funding as well as their technical evaluation scores are shown in the attached [I-395/95 Commuter Choice Technical Evaluation Results](#).

Up to \$48 million is available for new projects in the FY 2024-2025 period. Within this amount, \$16 million is available for transit operating costs, as the [I-395/95 Commuter Choice Memorandum of Agreement](#) (MOA) limits the overall share of program funds that may be allocated to this category of expense. To maximize the program's support for transit service improvements, NVTC defines transit operating costs narrowly, to comprise the labor and materials costs directly related to operating service.

B. Transit Resource Center and Transit Technology Program Updates

At the April meeting, the Program Advisory Committee received updates on three ongoing projects: 1) Envision Route 7 BRT, 2) Northern Virginia Regional Bus Analysis and 3) Northern Virginia Regional Zero-Emission Bus Strategic Plan.

▪ Envision Route 7 BRT

Senior Program Manager Xavier Harmony provided a brief update on the Phase 4-1 Mobility Study of the Envision Route 7 Bus Rapid Transit (BRT) project. There are currently two ongoing efforts for Envision Route 7, including a mobility study focusing on Falls Church (Phase 4-1) and a Strategic Implementation Plan that will guide the project through to construction and operations.

Phase 4-1 work evaluates bus and traffic mobility between I-66 and Seven Corners. As part of this effort, the project team has developed three different scenarios for what BRT might look like. At the PAC meeting, staff focused on the public outreach efforts where this mobility work will be shared with the public. The table below summarizes the upcoming events, culminating with a public meeting in Falls Church on May 16.

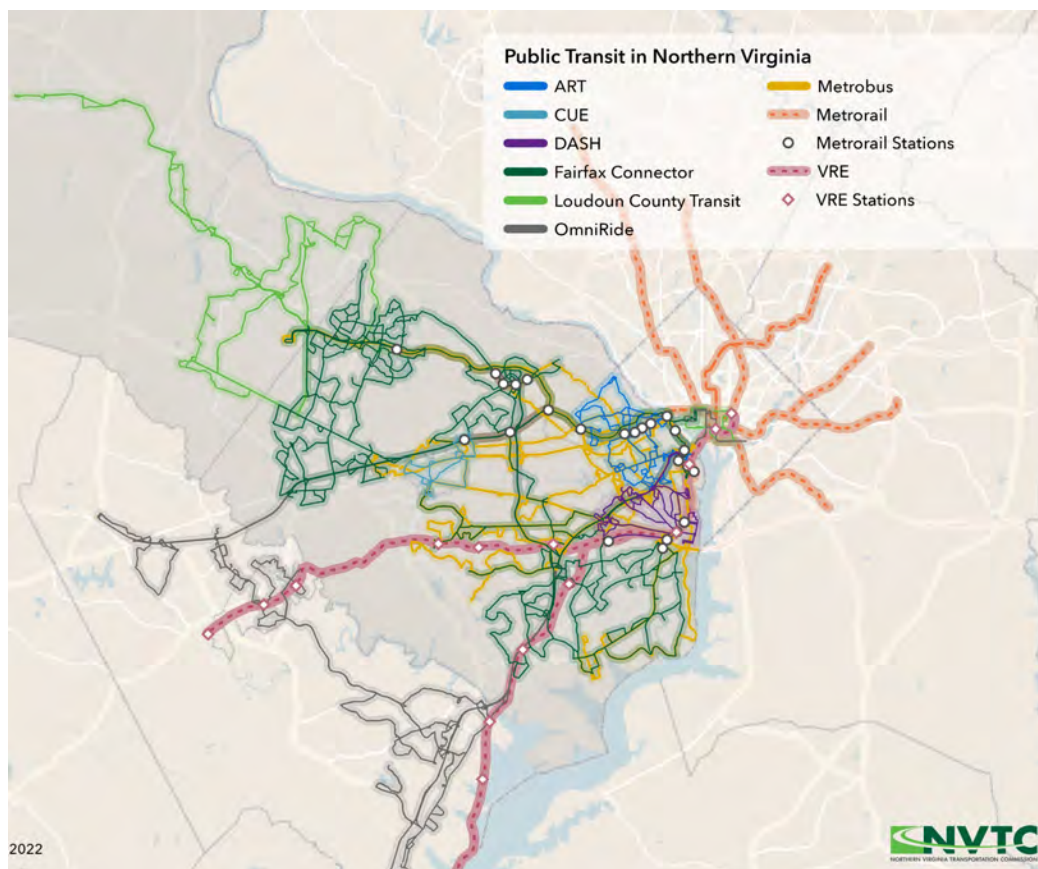
Event	Place	Date	Time
Public Meeting	Mary Riley Styles Public Library, 120 N. Virginia Avenue, Falls Church, VA 22046 (Lower-Level Conference Room)	Tuesday, May 16	6:30 - 8 p.m. with 7 p.m. presentation
Pop-up Events	Falls Church Farmers Market City Hall Parking Lot, 300 Park Ave, Falls Church	Saturday, May 13	8:00 a.m. – Noon
	Good Fortune Supermarket Eden Center, 6751 Wilson Boulevard, Falls Church	Sunday, May 7	11:00 a.m. – 3:00 p.m.
	West Falls Church Metro Station	Thursday, May 11	3:00 – 7:00 p.m.
Bus Stop Chat	West Broad Street & South Maple Ave, Eastbound direction	Wednesday, May 3	3:00 – 7:00 p.m.
	East Falls Church Metro Station, Route 28A bus bay	Wednesday, May 10	3:00 – 7:00 p.m.

Staff noted the Strategic Implementation Plan is mostly complete with the consultant team working on the final report. The final products for both efforts will be presented to the Commission in September.

- Northern Virginia Regional Bus Analysis

Senior Program Manager Xavier Harmony provided a brief overview and update on the Northern Virginia Regional Bus Analysis. This effort will provide a regional context and analysis of existing and planned services by Northern Virginia's six bus transit providers and serve as a complementary strategic planning resource for the Commission and its jurisdictional members. This project kicked off in March and is expected to take 12 months to complete. The project team is coordinating with related efforts by WMATA (Better Bus) and NVTB (Bus Rapid Transit Regional Deployment Plan) throughout the study period.

Map of Transit Services Included in the Northern Virginia Regional Bus Analysis



- Northern Virginia Regional Zero-Emission Bus (ZEB) Strategic Plan

Senior Program Manager Ann McGrane provided a status update on NVTC's Regional ZEB Strategic Plan. The research team is in the discovery phase of the project and has gathered fleet and infrastructure data from the five transit agencies in the NVTC district, OmniRide and WMATA to better understand the baseline conditions in Northern Virginia. The team also conducted individual interviews with each agency and Dominion Energy to learn more about future goals for zero-emission fleets.

Of the high-level takeaways so far, funding remains the biggest concern but also one of the main opportunities. Regional partners agree that identifying opportunities for shared infrastructure, including charging, as well as coordinating on interoperability and standards are important goals going forward. The next steps will be to finalize existing conditions and industry trends analyses and draft preliminary regional recommendations for discussion before the Commission in the fall.

Northern Virginia Regional Zero-Emission Bus Strategic Plan Timeline





I-395/95 Commuter Choice

FY 2024-2025 Technical Evaluation Results

Applicant	Application Title	Application Type	Technical Merit (75 Points)	Annualized Cost Effectiveness (20 Points)	Applicant Preference (5 Points)	Application Score (100 Points)	Funding Request
Arlington County	Metrobus 16M Service Enhancement: Skyline to Crystal City	Bus Service	38	7	5	50	\$5,000,000
DASH	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	Bus Service	60	7	5	72	\$7,290,000
DASH	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	Bus Service	49	7	0	56	\$3,774,000
DASH	DASH Line 35 Bus Fleet Capacity Expansion: Van Dorn Street Station to the Pentagon	Bus Capital	38	7	0	45	\$8,630,000
Fairfax County	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	Bus Service	53	7	5	65	\$1,750,915
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	Bus Capital	64	13	0	77	\$20,000,000
OmniRide	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	Bus Service	71	20	5	96	\$304,626
OmniRide	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	Bus Service	45	20	0	65	\$671,678
OmniRide	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	Bus Service	38	13	0	51	\$755,020
OmniRide	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	Bus Service	68	20	0	88	\$1,025,441
OmniRide	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	Bus Service	60	13	0	73	\$1,638,926
Virginia Railway Express	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	TDM	54	13	5	72	\$1,477,065
Virginia Railway Express	VRE Fredericksburg Line Service Enhancement	Rail Service	68	7	0	75	\$4,858,805
Virginia Railway Express	Crystal City Station Expansion	Rail Capital	60	13	0	73	\$18,786,281
Virginia Railway Express	Alexandria Station Expansion	Rail Capital	38	20	0	58	\$5,710,322
Virginia Railway Express	Franconia-Springfield Station Expansion	Rail Capital	45	20	0	65	\$6,449,948

NVTC staff evaluated all eligible applications based on the information provided in submitted applications and any subsequent technical clarifications. The evaluations follow the current, Commission-adopted evaluation process reflected in the most recent version of the [Commuter Choice Recipient Handbook](#).

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice and Aimee Perron Seibert
DATE: April 27, 2023
SUBJECT: Legislative Update

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

A. General Assembly Update

NVTC Legislative Liaison Aimee Perron Seibert will provide an update on this year's veto session.

On April 12, the General Assembly reconvened for one day for their annual veto session to deal with Governor Youngkin's various proposed legislation amendments and vetoes. Overall, there were [fewer amendments](#) and vetoes made by the governor this year and all vetoes, and most of the amendments, were accepted by the House and Senate. Of the bills that NVTC was tracking during regular session, the only ones that were amended were TRIP bills [SB 1326](#) (McClellan) and [HB 2338](#) (McQuinn) where transition to zero-emission funding was replaced with crime prevention funding. These amendments were accepted by both chambers and then signed by the governor. In addition, budget negotiations are still ongoing and the deadline for completion is June 30, 2023.

DRPT TRIP Program Bills

[SB 1326](#) Transit Ridership Incentive Program; funds; improving accessibility; use of funds, improving accessibility. Senator Jennifer L. McClellan (D) - Senate District 9 and Senator Jeremy S. McPike (D) - Senate District 29. Companion to HB 2338 | 04/12/23 Governor: Governor's recommendation adopted - 04/12/23 Governor: Approved by Governor-Chapter 759 (effective 7/1/23)

[HB 2338](#) Transit Ridership Incentive Program; funds; improving accessibility; use of funds, improving accessibility. Delegate Delores L. McQuinn (D) - House District 70. Companion to SB 1326 | 04/12/23 Governor: Governor's recommendation adopted - 04/12/23 Governor: Approved by Governor-Chapter 759 (effective 7/1/23)

Summary (including governor amendments): Directs CTB to use up to 30% of available funds of TRIP to support local, regional and state entities in improving the accessibility of transit bus passenger facilities and improving crime prevention and public safety for transit passengers, operator and employees.

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

The Legislative and Policy Committee will hold an ALL-VIRTUAL meeting on Wednesday, May 17 at 6:00 p.m. All Commissioners are invited to participate. Topics to be covered include preliminary results from the Value of Northern Virginia's Transit Network to the Commonwealth study, an introduction to the scope of the NVTC Metro Operating Funding and Reform Working Group, and future strategies for the 2024 legislative session.

B. Federal Update

Executive Director Kate Mattice will provide a federal legislative update.

Proposed Bill for Zero-Fare Transit

On April 26, 2023, Senator Edward J. Markey (D-Mass) and Representative Ayanna Pressley (MA-07) announced the reintroduction of the [Freedom to Move Act](#). This legislation would provide competitive grants to support state and local efforts to establish zero-fare public transportation. The Freedom to Move Act would support state and local efforts to promote zero-fare public transportation by:

- Establishing a \$25 billion competitive grant program over five years to support state and local efforts to implement fare-free public transportation systems;
- Investing in efforts to improve the safety and quality of public transportation services, particularly in low-income and historically underserved communities; and
- Ensuring grantees use funds to address and close equity gaps in current transit systems.

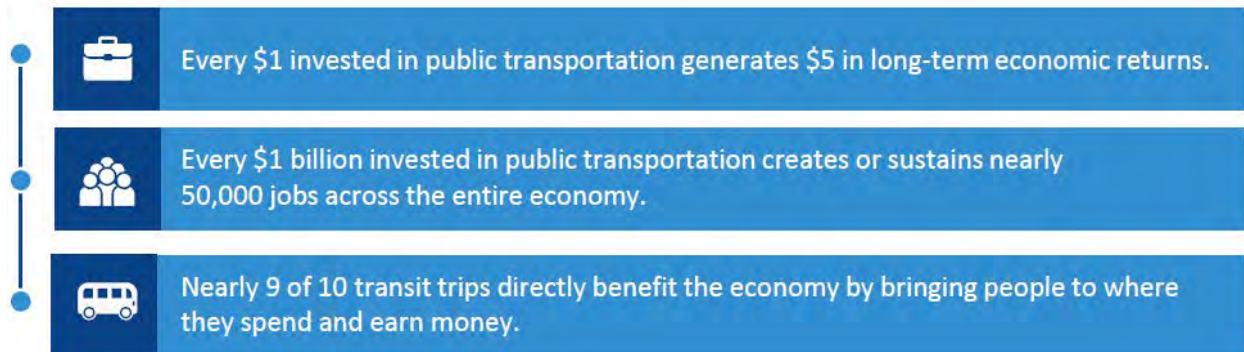
The prospects of passage of the Freedom to Move Act in either the House or Senate are unclear.

FY 2024 Appropriations

Congress continues debate on the FY 2024 appropriations bills including the Transportation Housing and Urban Development (THUD). Through NVTC's membership in the American Public Transportation Association, we are urging Congress to provide at least \$21.6 billion for public transit and \$20.2 billion for passenger rail in the THUD Appropriations bill (when combined with the advance appropriations of the Bipartisan Infrastructure Law). These investments will help bring public transportation systems to a state of good repair and meet the mobility demands of communities.

NVTC staff are also watching the annual FY 2024 appropriation for the dedicated state of good repair capital funding for the Washington Metropolitan Area Transit Authority (WMATA). 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.

For Capital Investment Grants (CIG), APTA requests that Congress provide at least \$4.6 billion to help communities begin to address the backlog of demand for more mobility choices. Projects in the pipeline in our region include the Richmond Highway BRT and the Alexandria West End Transitway. Future projects such as the Envision Route 7 BRT and Long Bridge construction could also be candidates for funding under that program. Today, 81 projects across the nation are seeking almost \$46 billion of CIG funds. APTA is also urging Congress to streamline project delivery by enacting commonsense regulatory reforms (e.g., expediting CIG review; simplifying commercial driver's license requirements).



Graphic courtesy American Public Transportation Association

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: April 27, 2023
SUBJECT: Virginia Railway Express (VRE)

At the May meeting, VRE CEO Rich Dalton will update the Commission on recent VRE activities. There are no VRE action items this month.

A. VRE CEO Report and Minutes

VRE CEO Rich Dalton will provide his report. The [VRE CEO Report for April 2023](#) and the [Minutes of the April 21, 2023 VRE Operations Board meeting](#) are attached. The minutes and VRE CEO Report for the month of March can be viewed on [VRE's website](#).

B. VRE Promotional Reduced Fares for Zones 1, 2 and 3

At its April 21 meeting, the VRE Operations Board authorized the Chief Executive Officer to extend the promotional offer for reduced fares for Zones 1, 2 and 3 from May 8, 2023, until November 8, 2023. Back in October 2022, the Operations Board authorized the CEO to offer a temporary reduced fare for riders traveling between Zones 1, 2 and 3 until WMATA Metrorail Yellow Line service resumes on May 7, 2023, to help mitigate the impacts to the region of the Metrorail shutdown.

The temporary reduced fare is based on a \$5.00 single ride fare, and only rides that both start and end in Zones 1, 2, or 3 are eligible. The reduced fares are only offered through VRE Mobile with paper ticket fares remaining at the regular price. An analysis of mobile ticket sales for Zones 1, 2, and 3 in February 2023, was completed and compared to a similar analysis performed in November 2022. In both February and November, tickets sales volumes more than doubled (up 155%) and revenue was up about 60% compared to July 2022 (i.e., prior to putting the promotional fares in effect).

By extending the promotional fare at the same reduced price-point to November 8, 2023, VRE staff can analyze the impact of the Yellow Line closure on the significant increase in ticket sales. Analyzing sales during this period will allow staff to judge how much impact closure of the Yellow Line had on the increased sales volumes seen since November 2022 and – given the significant increase in sales volume – whether a recommendation to make this a permanent price point aligns with VRE's business objectives. Such a recommendation could be part of the proposed mid-year FY 2024 Budget Amendment and FY 2025 Budget and would require a Title VI/Environmental Justice analysis.

CEO REPORT

APRIL 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 | APRIL 2023

TABLE OF CONTENTS

PERFORMANCE AT A GLANCE 3

ON-TIME PERFORMANCE 4

AVERAGE DAILY RIDERSHIP 6

SUMMONSES ISSUED 7

TRAIN UTILIZATION 8

PARKING UTILIZATION 9

FACILITIES UPDATE.....10

UPCOMING PROCUREMENTS11

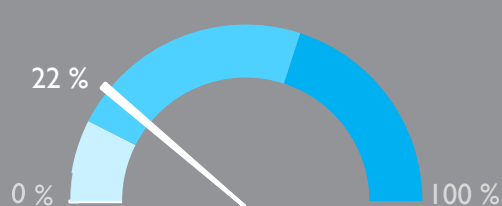
CAPITAL PROJECTS UPDATES.....12



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

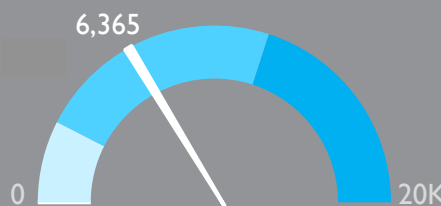


PERFORMANCE AT A GLANCE



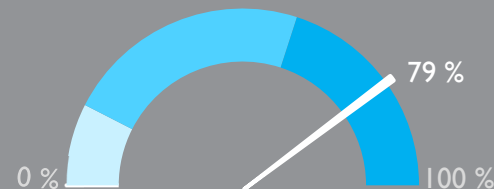
PARKING UTILIZATION

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



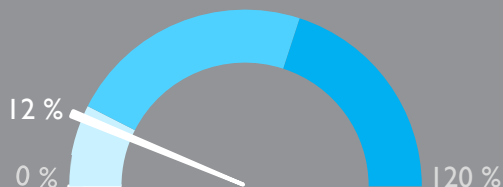
AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings and reduced, "S" schedule, service.
Same month, previous year: 3,889



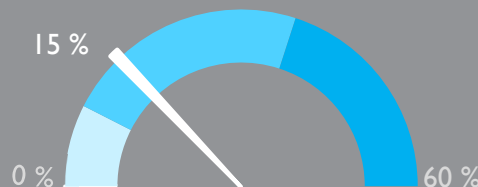
ON-TIME PERFORMANCE

Percent of trains arriving at their destination within 5 minutes of the schedule.
Same month, previous year: 93%



SYSTEM CAPACITY

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



OPERATING RATIO

Through February 2023

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

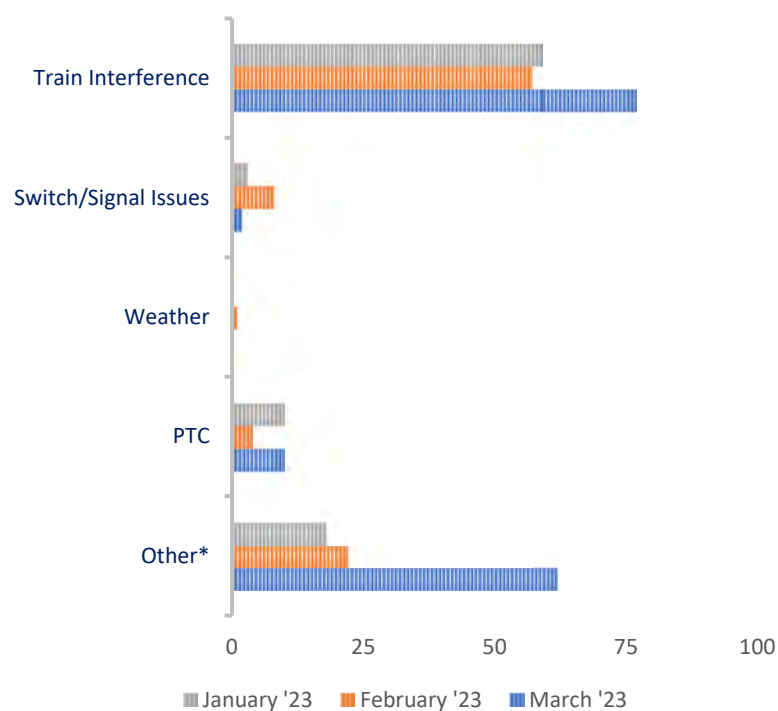
March 2023

ON-TIME PERFORMANCE

OUR RECORD

	March 2023	February 2023	March 2022
Manassas Line	85%	88%	92%
Fredericksburg Line	72%	82%	94%
Systemwide	79%	85%	93%

PRIMARY REASON FOR DELAY



VRE operated 732 trains in March. The on-time rate for the month was 79 percent.

One hundred fifty-six trains arrived more than 5 minutes late to their final destinations. Of those late trains, 54 were on the Manassas Line (35 percent), and 102 were on the Fredericksburg Line (65 percent).

Train interference continues to lead all categories. There was a significant jump in the “other” category due mainly to right-of-way work, which necessitated speed restrictions on the Fredericksburg Line.

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

LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.	Jan.	Feb.	Mar.
Total late trains	90	92	156	42	54	102	48	37	54
Average minutes late	17	19	19	19	20	19	16	17	19
Number over 30 minutes	12	14	24	6	8	17	6	6	7
Heat restrictions	0	1	0	0	1	0	0	0	0

ON-TIME PERFORMANCE

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



AVERAGE DAILY RIDERSHIP

VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



RIDERSHIP UPDATES

Average daily ridership for the month was 6,365, a 2 percent increase over February. There were 23 service days in March.

	March 2023	February 2023	March 2022
Monthly Ridership	146,391	118,181	89,455
Average Daily Ridership	6,365	6,220	3,889
Bicycles on Trains	1,431	1,142	N/A
Full Service Days	23	19	23
"S" Service Days	0	0	0

SUMMONSES ISSUED

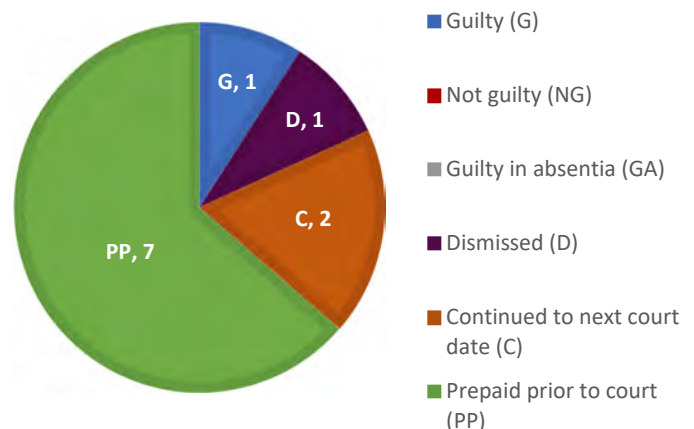
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

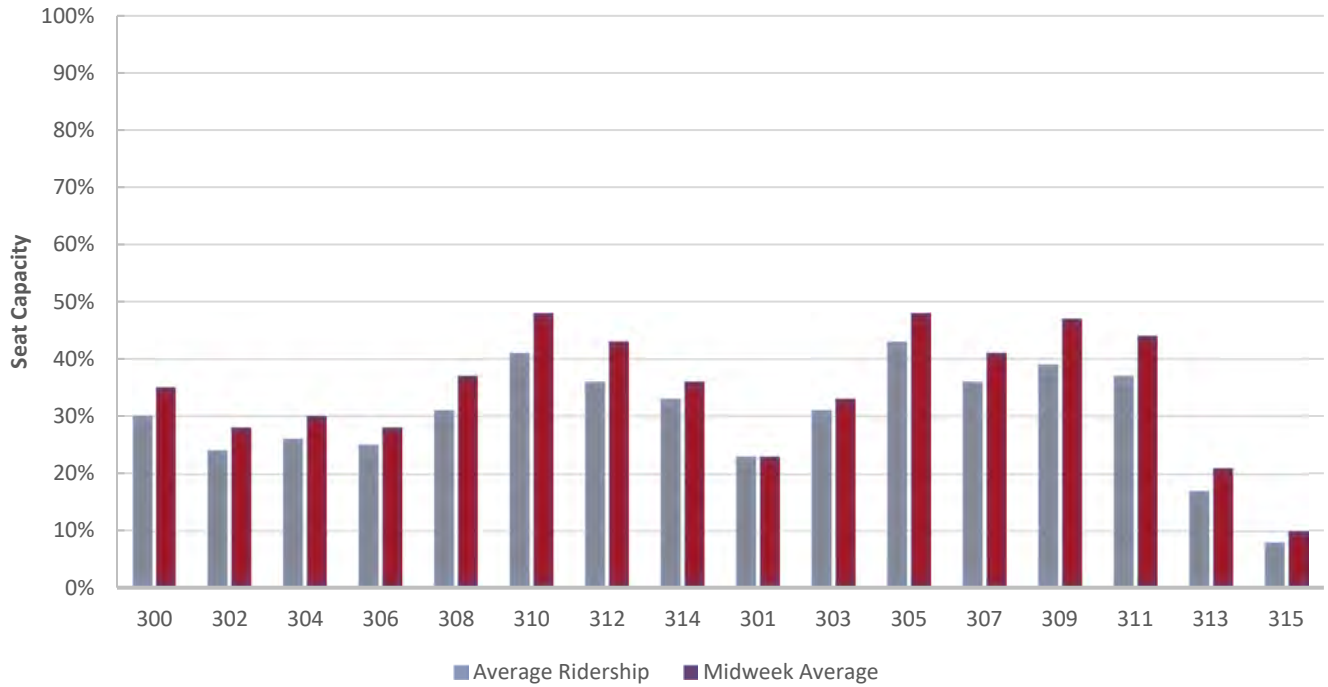
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	1
One-time courtesy	3
Per the request of the conductor	1
Defective ticket	0
Per ops manager	0
Unique circumstances	2
Insufficient information	0
Lost and found ticket	0
Other	7
Total Waived	14

MONTHLY SUMMONSES COURT ACTION

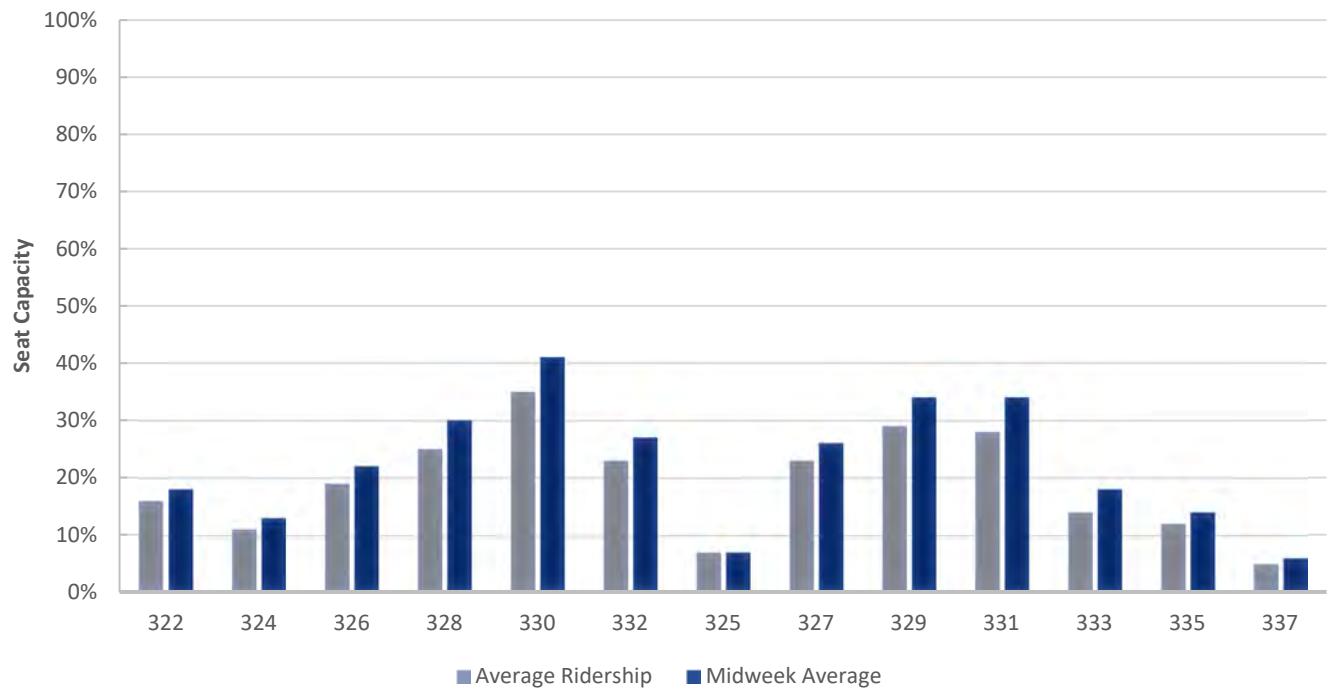


TRAIN UTILIZATION

FREDERICKSBURG LINE

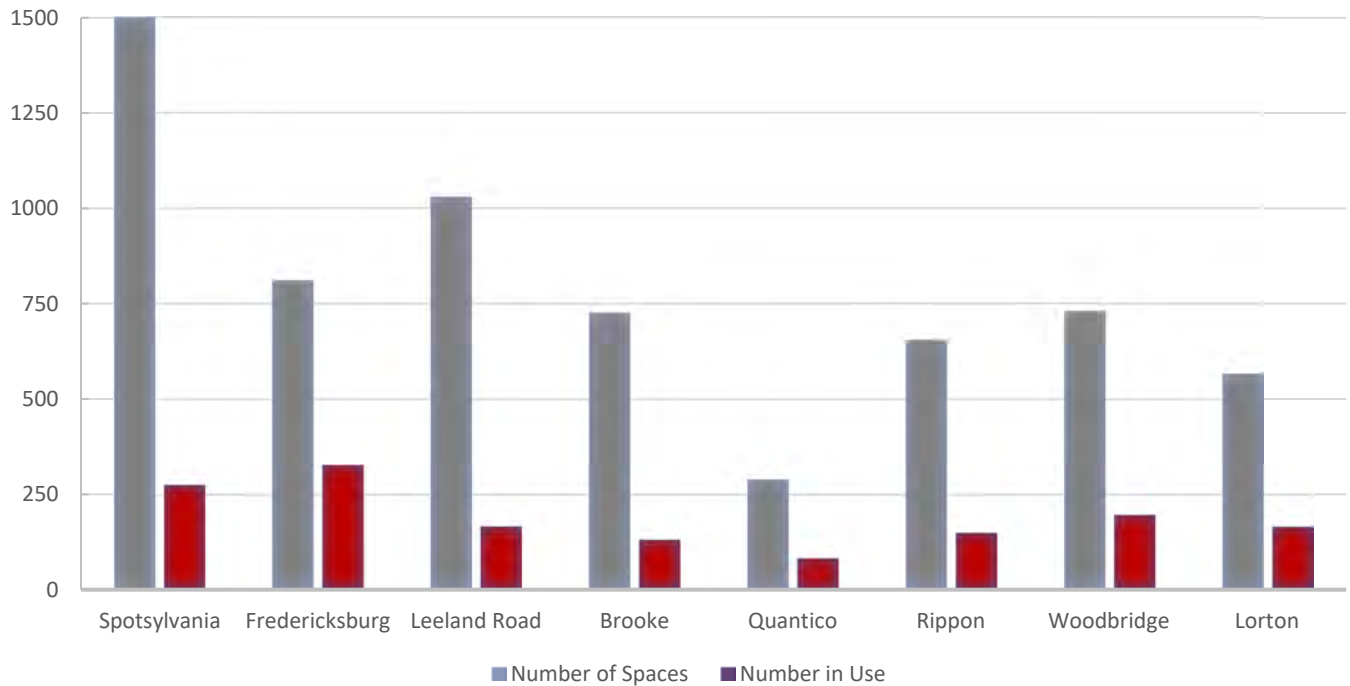


MANASSAS LINE

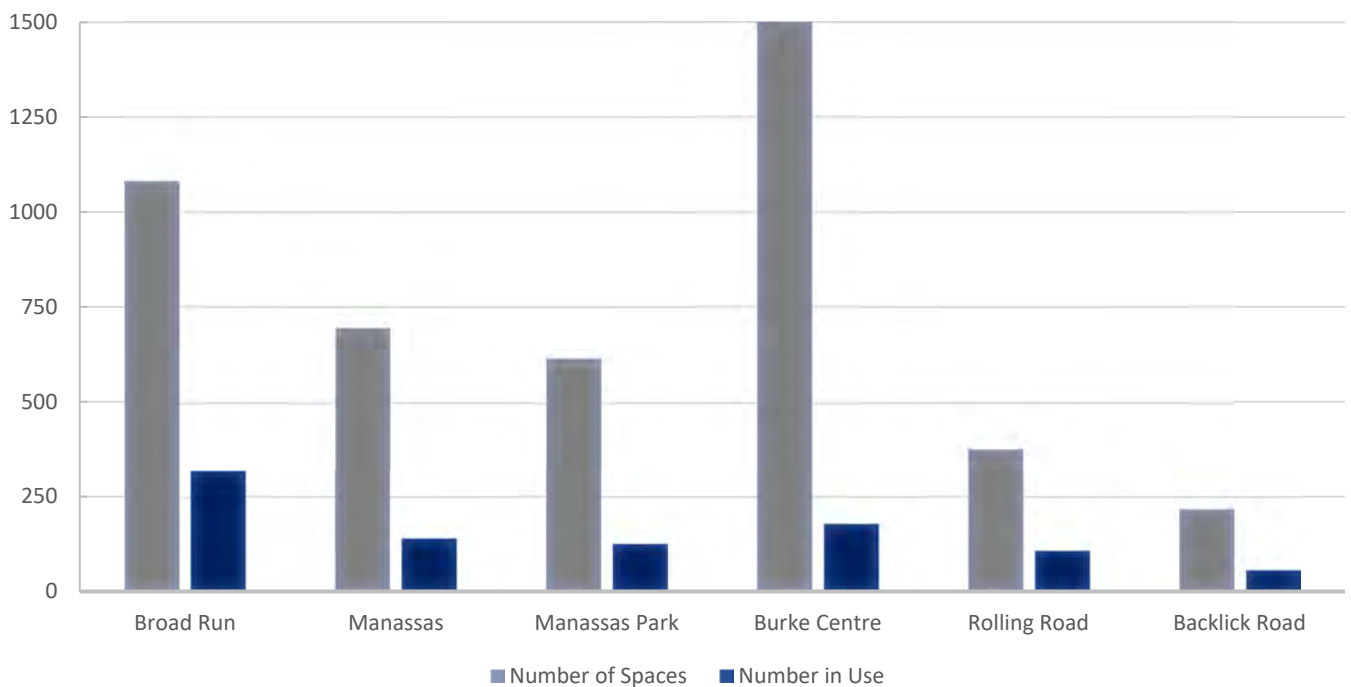


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Emergency repairs to Quantico station pedestrian crossing
2. Minor repairs to concrete platform at Burke Centre station
3. Replacement of ceiling tiles at Fredericksburg office



Emergency repairs to Quantico pedestrian crossing

Projects scheduled to be completed this quarter:

1. Replacement of LED lighting at Woodbridge station parking garage
2. Minor repairs to steel elements at Leeland Road station
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. 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
7. Installation of 988 Suicide & Crisis Lifeline signage on station inter-track fences, pending availability of CSX protection
8. Installation of “No Trespassing” signage at Rippon, Spotsylvania and Broad Run station parking lots



Ceiling tile replacement at Fredericksburg office

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. Sealcoating and restriping of parking lots at Woodbridge and Rippon stations
5. Improvements to various elements of Quantico station building
6. Replacement of electrical cabinet at Rolling Road station
7. Replacement of existing lighting with LED lighting at Manassas station parking garage
8. Installation of electrical service for oil storage building at Broad Run MASF
9. Replacement of parking lot entrance signs at various stations

Ongoing projects:

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

UPCOMING PROCUREMENTS

1. 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. Engineering and environmental services for VRE L'Enfant track and station improvements
6. Hosted back-office services for positive train control
7. Ticket vending machine technical support services
8. Central diagnostic cloud services for VRE locomotives
9. Variable messaging system

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Alexandria Station Improvements	Passenger safety will be improved by replacing an at-grade pedestrian track crossing with elevators to connect the two platforms. The elevators and the current and proposed stairs, will connect to the existing tunnel between the two platforms. Adjustments to platform elevation will eliminate the need for step-boxes to access VRE and Amtrak trains. The center platform will be widened and lengthened to accommodate trains on both tracks.	Final Design	\$ 37,288,433.00	CSXT 60% track plans and 30% bridge plans review period complete. No significant changes to track geometry anticipated. VRE plans to be updated accordingly. (Apr) CSXT 60% track plans and 30% bridge plans under review by VRE. Coordination meeting scheduled for 03/21/23. (Mar)
Broad Run Expansion	To accommodate forecasted ridership growth and increase service reliability, improvements are needed at both the Maintenance and Storage Facility (MSF) and station. An enlarged MSF can store longer trains and additional equipment. That requires shifting the existing platform and adding a pedestrian tunnel between the platform and existing and proposed parking lots. A second, 600-space lot and third main track will be constructed.	Final Design	\$ 139,381,862.00	Coordination continues with all stakeholders as we advance to 60% with our southern parking design alternative. (Apr) With the formal endorsement by VRE board of southern parking, expansion design is underway to update layout for 60% design deliverable. (Mar)
Brooke Station Improvements	Design and construction of a platform extension up to 700 feet to accommodate full-length VRE trains.	Development	\$ 9,461,455.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Mar & Apr)
Crystal City Station Improvements	Improved station access and service reliability will result from a new station. The platform at the relocated station will allow for the simultaneous boarding of two full-length trains. The station's design will accommodate a future pedestrian/bicycle connection between the station and the airport.	Development	\$ 68,900,900.00	CSXT 4th track 60% design review is complete. VRE preparing to advance station design to 60%, based on that track design. Coordination ongoing with JBG and Amtrak. (Apr) CSXT 4th track 60% design under review by VRE. VRE will advance station design to 60%, based on track design following review. Coordination ongoing with JBG and Amtrak. (Mar)
Franconia-Springfield Station Improvements	Extended platforms will be able to accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. The longer platforms will increase operational flexibility and capacity. The design will allow for a future third mainline track.	Final Design	\$ 25,351,100.00	VRE working through NEPA Section 106 process. Coordinating with CSXT to perform survey and soil borings. (Apr) VRE coordinating NEPA Section 106 questions with FTA. Coordinating with CSXT to perform survey and soil borings. (Mar)

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Fredericksburg Station Rehabilitation	The rehabilitation of platforms, stairs and bridges will improve passenger safety and better accommodate the boarding and disembarking of riders from VRE and Amtrak trains. New stairs will allow passengers to move between the platform and a parking lot without crossing the street at grade level. New signage, sidewalks, lighting and paint are included, as is installation of a low-clearance warning sign to a bridge that has experienced numerous vehicle strikes.	Construction	\$ 11,480,622.00	Preliminary soundings and bridge repair surveys accomplished Feb/Mar. Bridge repair began in April. (Apr) CSX field pre-con accomplished Jan. Preliminary soundings and bridge repair surveys accomplished Feb/Mar. Bridge repair schedule anticipated to begin March. (Mar)
HQ Office Renovations	The project will improve employee safety and security and maximize workspace efficiency at VRE Headquarters, and will include modifications to kitchen, supply room, mail room, bathroom/shower, office and cubicle areas in the north and south wings. The east wing will be modified to include additional offices.	Construction	\$ 250,000.00	Planning glass wall-enclosed work/meeting spaces adjacent to communications room. (Mar & Apr)
Leeland Road Parking Improvements	This project will expand the surface parking lot at the Leeland Road station by approximately 225 spaces to accommodate future demand.	Development	\$ 12,044,433.00	The project is funded through Virginia SMART SCALE. Funding is allocated for FY20 and 22. A funding agreement is pending. (Mar & Apr)
Leeland Road Station Improvements	Design and construction of a platform extension to accommodate full-length VRE trains.	Development	\$ 10,361,037.00	VRE has reengaged this project and returned it to the CIP budget for future years. Project schedule updates pending input from various stakeholders. (Mar & Apr)
L'Enfant Station Waiting Area	The existing platform at the L'Enfant station experiences overcrowding during the evening service period. The proposed project will create an additional paved area behind the existing platform, currently landscaped with shrubs and grass, for riders to wait for trains or to bypass riders waiting on the platform.	Final Design	\$ 350,000.00	Awaiting Boston Properties (BP) agreement for temporary use of adjacent property during construction, for VRE electronic signature. (Apr) BP agreement for temporary use of adjacent property during construction signed by VRE. Awaiting BP's' signature. (Mar)
L'Enfant Track and Station Improvements	Expansion of the VRE L'Enfant Station to provide two platform edges and serve full-length trains. Add a new mainline track between LE and VA interlockings.	Development	\$ 110,857,683.00	Operations Board approved a preferred alternative in Nov. 2022. (Mar & Apr)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Lifecycle Overhaul and Upgrade (LOU) Facility	Featuring 33,000 square feet of maintenance space, the LOU will allow VRE to cost-effectively maintain rolling stock, as well as systems and components, in a state of good repair. It will optimize maintenance and reduce costs by allowing the in-house replacement of items before they fail. The LOU will house two tracks that can hold up to four cars at one time and be equipped with a drop table and wheel truing machine. To maintain storage capacity within Crossroads Yard three new tracks are being constructed to provide enhanced flexibility to our operations crews for train movements and storage.	Construction	\$ 52,783,632.00	Testing and commissioning has begun on various systems in and around the facility. County certificate of occupancy pending. (Apr) Building electrical switch gear and transformers and are installed and pending County inspection later this month to allow facility to be energized (Mar)
Manassas Park Parking Expansion	A new garage will nearly double the 600 spaces currently available in the existing surface lot. A pedestrian bridge will provide grade-separated access to the existing platform and lot. The VRE station and garage are an integral part of the City Center Redevelopment District, the proposed transit-accessible high-density mixed-use town center of Manassas Park.	Final Design	\$ 31,779,600.00	Notice to proceed anticipated in April/May. (Apr) IFB issued in January. Bids received in Feb. Board Authorization received in March. (Mar)
Manassas Station Improvements	The project expands the VRE Manassas Station platform to serve full length trains and enhances pedestrian access to the station. Alternatives to increase the platform length to enable boarding and alighting from all passenger cars will be evaluated.	Development	\$ 9,125,000.00	This project is funded with I-66 OTB funding. Initiation of project planning pending completion of a Force Account Addendum with Norfolk Southern Railway. (Mar & Apr)
New York Avenue Midday Storage Facility	This new facility will store trains currently located in Amtrak's Ivy City coach yard, as Amtrak now has need for the storage tracks. The New York Avenue site, which is proximate to Washington Union Station, will be able to accommodate additional VRE trains.	Development	\$ 137,362,557.00	March meeting with Amtrak to discuss draft MOU rescheduled for 4/26/23. (Apr) Meeting scheduled at Amtrak offices on 3/28/23 to review the draft memorandum of understanding (MOU). (Mar)
Potomac Shores Station	This new station, in a master-planned community in Prince William County, is being funded, designed, and constructed by the developer of Potomac Shores in consultation with VRE and other stakeholders. The station will be just a short walk from the town center. A new side platform will be constructed which is designed to be converted into an island platform in the future when the 3rd track is added to corridor operations.	Final Design	\$ -	Virginia Passenger Rail Authority and Biddle Real Estate Ventures signed a framework agreement bringing the project a step closer to construction. (Apr) Developer design team addressing final round of CSX comments along with finalizing design using adjacent property. (Mar)

- continued next page -

CAPITAL PROJECTS UPDATE

Project Name	Project Description	Current Phase	Budget	Project Notes
Quantico Station Improvements	Service and safety will be enhanced through the construction of a new center platform, ADA-compliant pedestrian bridges, existing platform extension, and third track. These improvements will allow the station to accommodate additional passengers and more frequent and longer trains and operations flexibility with three boardable platform edges.	Construction	\$ 25,573,060.00	Soil nail wall and ballast retainer wall both progressing. Station tower/ped bridge/utilities completion on going. (Apr) Soil nail wall progressing. Platform concrete and canopy installation completed for both platforms. Station tower/ped bridge completion on going. (Mar)
Real-Time Multimodal Traveler Information System	The passenger experience will be enhanced through the provision of real-time train arrivals. Software upgrades are required to provide these real-time data feeds and integrate them with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and other locations along the I-66 corridor.	Development	\$ 3,481,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Apr) This project has been allocated I-66 OTB funding. A funding agreement is pending. (Mar)
Rolling Road Station Improvements	An extended platform will accommodate eight-car trains, eliminating the need for passengers near the rear to move to a different railcar when disembarking. Enhanced passenger safety and reduced station dwell times will result. Rehabilitation and repair of the existing platform, replacement of stairs and the existing canopy roof, and an upgrade of the lighting and communication systems are planned.	Construction	\$ 5,000,000.00	Final completion package received. Retainage release in process. (Apr) Construction work is complete. Final construction amendment executed. Final construction invoice paid. Retainage release in process. (Mar)
Security Cameras	Safety and security will be improved through the modernization and expansion of VRE's security camera system. New cameras will be placed at 22 locations.	Final Design	\$ 1,939,305.00	Bids received April 5. Contract will be submitted for approval at April 2023 Operations Board meeting. (Apr) VRE project manager is working with the procurement to finalize invitation-for-bids documentation for public advertisement. (Mar)
Variable Messaging System Replacement	The effectiveness of VREoperations will be enhanced through the installation of new variable message signs (VMS) throughout the rail system. The new VMS system will allow VRE to communicate multi-modal transit data and general transit feed specification data to VDOT for use in its VMS system.	Final Design	\$ 1,000,000.00	Scope of work with procurement. Drawings to be complete by 3/31/23. Contractor updating DIV specs. (Apr) VMS Phase I work from Fanconia-Springfield to Spotsylvania 90% complete. Engineering work began on the Manassas Line on 1/9/23. (Mar)
Woodbridge Station Improvements	Expanded platforms will allow passengers to access trains from all station tracks.	Development	\$ 2,740,618.00	The scope and schedule for this project is being coordinated with the commonwealth's Transforming Rail in Virginia initiative, post-Phase 2 project. (Mar & Apr)

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



VIRGINIA RAILWAY EXPRESS

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

VRE.ORG





MINUTES

VIRGINIA RAILWAY EXPRESS

April 21, 2023

14700 Potomac Mills Road, Woodbridge, VA 22192

Members Present

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

Jurisdiction

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

Members Absent

Monica Gary (PRTC)

Stafford County

Alternates Present

Alternates Absent

Canek Aguirre (NVTC)
 Victor Angry (PRTC)
 Pete Candland (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
 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

Karen Finucan Clarkson – VRE
Rich Dalton – VRE
John Duque – VRE
Sarah Higgins – VRE
Eric Johnson - VRE
John Kerins – Keolis
Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel
Kate Mattice - NVTC
Kristin Nutter - VRE
Dallas Richards – VRE
Mark Schofield – VRE
Joe Stainsby - PRTC
Joe Swartz – VRE

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

Chair Walkinshaw stated the Member Michael McLaughlin requested approval to participate remotely due to being out of town. Mr. Alcorn moved, with a second by Ms. Bailey, to approve Mr. McLaughlin's participation by electronic means. The vote in favor was cast Alcorn, Bagley, Bailey, Bohmke, Cristol, Franklin, Hayes, Kelly, Lawson, Mensing, 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

Chair Walkinshaw requested amending the agenda to hold the closed session prior to taking up the action items. Ms. Lawson moved, with a second by Ms. Bohmke, to amend and approve the agenda. There was no discussion on the motion. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Cristol, Franklin, Hayes, Kelly, Lawson, McLaughlin, Mensing, Smith, and Walkinshaw.

Approval of the Minutes of the March 17, 2023 VRE Operations Board Meeting – 5

Ms. Bailey moved, with a second by Ms. Cristol, to approve the Minutes from March 17, 2023. The vote in favor was cast by Members Alcorn, Bagley, Bailey, Bohmke, Franklin, Hayes, Kelly, Lawson, McLaughlin, Mensing, Smith, and Walkinshaw.

Chair's Comments – 6

Chair Walkinshaw welcomed everyone to the April VRE Operations Board meeting and asked the members to save the date of June 18, 2023 from 11:00 a.m. to 1:00 p.m. for a reception to be held at the Lifecycle Overhaul and Upgrade Facility. The Chair asked members to watch for an email invitation to take a survey in preparation for the Board's retreat in June.

[Mr. Stork arrived at 9:09 a.m.]

Chief Executive Officer's Report – 7

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

- Safety
 - VRE's Risk-based Hazard Management Program
- - Performance
 - Ridership

[Ms. Franklin left the room at 9:20]

Public Comment Time – 8

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

Closed Session – Amended 9

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(7) and (8) of the Code of Virginia), Vice Chair Bohmke moved, with a second by Mr. Smith that the VRE Operations Board convene a closed meeting for the purpose of consultation with legal counsel concerning probable litigation where discussion in public could adversely affect the negotiating and litigating posture of the Board, and for consultation with legal counsel concerning a specific legal matter requiring the provision of legal advice.

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

The VRE Operations Board convened its closed session at 9:23 a.m.

[Ms. Franklin returned to the room during the closed session.]

At 9:46 a.m. concluded 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 Alcorn, Bagley, Bailey, Bohmke, Franklin, Hayes, Kelly, Lawson, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

Action Items – 10

[Ms. Franklin left the room at 9: 49 a.m.]

Authorization to Execute a Contract and Task Order for Maintenance Services for VRE Facilities – 10A

Ms. Cristol moved, with a second by Mr. Kelly, to authorize the Chief Executive Officer to execute a contract with U.S. Facilities, Inc. of Chesapeake, Virginia for Maintenance Services for VRE Facilities; and to authorize the Chief Executive Officer to issue an initial task order under the Maintenance Services for VRE Facilities contract to U.S. Facilities, Inc. of Chesapeake, Virginia for comprehensive on-call services, including miscellaneous repair, installation and inspection services, electrical, generator and plumbing service and repairs, HVAC service and repairs, and elevator service and repairs.

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

[Ms. Franklin returned to the room at 9:53 a.m.]

Authorization to Execute a Contract and Task Order for Custodial and Seasonal Services for VRE Facilities – 10B

Ms. Bailey moved, with a second by Ms. Cristol, to authorize the Chief Executive Officer to execute a contract with Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland for Custodial and Seasonal Services for VRE Facilities; and to authorize the Chief Executive Officer to issue an initial task order under the Custodial and Seasonal Services for VRE Facilities contract to Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland for comprehensive on-call services, including miscellaneous repair and installation services, custodial, landscaping, additional facility cleaning, trash removal and painting services.

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

Authorization to Execute a Contract Amendment for Mobile Ticketing Services – 10C

[Ms. Cristol left the room at 9:57 a.m.]

Vice Chair Bohmke moved, with a second by Ms. Mensing, to authorize the Chief Executive Officer to execute an amendment to the contract with SVANACO, Inc., DBA Americaneagle.com, of Des Plaines, Illinois for Mobile Ticketing Services.

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

Authorization to Execute a Contract Amendment for Website Management Services – 10D

Ms. Bagley moved, with a second by Ms. Bailey, to authorize the CEO to authorize the Chief Executive Officer to execute an amendment to the contract with SVANACO, Inc., DBA Americaneagle.com, of Des Plaines, Illinois for Website Management Services.

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

[Ms. Cristol returned to the room at 9:59 a.m.]

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

Vice Chair Bohmke moved, with a second by Ms. Bailey, to authorize the Chief Executive Officer (CEO) to execute amendments to the contracts with James River Solutions of Ashland, Virginia and Griffith Energy Services, Inc. of Columbia, Maryland, for the Delivery of Diesel Fuel for VRE Locomotives by increasing the total authorized amount for fuel deliveries for the current contract year (FY 2023), which ends June 30, 2023.

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

Authorization to Execute a Contract Amendment for Construction of the Lifecycle Overhaul and Upgrade Facility -10F

[Vice Chair Bohmke left the room at 10:02 a.m. and returned at 10:04 a.m.]

Ms. Bailey moved, with a second by Ms. Mensing, to authorize the Chief Executive Officer to execute an amendment to the contract with Clark Construction Group, LLC of Bethesda, Maryland for Construction of the Lifecycle Overhaul and Upgrade (LOU) Facility.

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

Authorization to Execute a Contract Amendment for Construction Management Services for the Lifecycle Overhaul and Upgrade Facility Project – 10G

[Ms. Lawson left the meeting at 10:09 a.m.]

Ms. Bagley moved, with a second by Ms. Bailey, to authorize the Chief Executive Officer to execute an amendment to the contract with Gannett Fleming, Inc. of Fairfax, Virginia, for Construction Management Services for the Lifecycle Overhaul and Upgrade (LOU) Facility Project.

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

Authorization to Offer a Promotional Reduced Fare Between Zones 1, 2, and 3 – 10H

Ms. Bagley moved, with a second by Mr. Alcorn, to authorize the Chief Executive Officer to offer a promotional reduced fare for Zones 1, 2, and 3 from May 8, 2023, until November 8, 2023.

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

Authorization to Provide a Letter of Support for VPRA's Application for Federal-State Partnership for Intercity Passenger Rail Program Funding for the Transforming Rail in Virginia Phase 2 Project – 10I

Ms. Bailey moved, with a second by Ms. Bagley to authorize the Chief Executive Officer to provide a letter of support to the Virginia Passenger Rail Authority's application to the Federal-State Partnership for Intercity Passenger Rail Program for its Transforming Rail in Virginia (TRV) Phase 2 Project.

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

Information Items – 10

Spending Authority Report – 10A

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

On March 3, 2023, VRE issued a Task Order in the amount of \$106,538 to STV Incorporated under the Mechanical Engineering Consulting Services contract to provide oversight for the ongoing overhaul of the railcar trucks being performed by VRE's contractor, UTCRAS, which includes the teardown of the truck assemblies, inspection, repair, and replacement of components and other material as well as reassembly and painting.

On March 21, 2023, VRE issued a Task Order in the amount of \$53,080 to Keolis Rail Services Virginia under the Maintenance Services for Commuter Rail Operations contract to repair the fiberglass nose cone on locomotive V60. The nose cone was damaged as the result of a tree strike. In addition to repair costs, the Task Order also includes the labor effort associated with installing the spare nose cone on V60.

On March 29, 2023, VRE executed a Roof Lease Agreement in an amount not to exceed \$129,090 for a term of up to fifteen years with King I Associates, LLC to maintain the two satellite dish antennae and related equipment used to support VRE's two-way radio communication system on the roof of the building at 1800 Diagonal Road in Alexandria. The initial term of the agreement is five years, with two additional five-year renewal provisions.

Members Time – 12

Mr. McLaughlin covered news from the Virginia Passenger Rail Authority.

Without objection Chair Walkinshaw adjourned the meeting at 10:20 a.m.

Approved this 19th day of May 2023

James Walkinshaw
Chair

Ralph Smith
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the April 21, 2023 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Leslie M. Lamb

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: April 27, 2023
SUBJECT: Department of Rail and Public Transportation (DRPT)

At the May 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: April 25, 2023

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

The Commonwealth Transportation Board (CTB) met on April 18 and 19 in Bristol. There were no transit related items on the [action meeting agenda](#). At the [workshop](#), the CTB received briefings on the [draft FY24 DRPT budget](#) and the [draft FY24-29 Six Year Improvement Program](#) (SYIP). 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 FY24. Additionally, the NVTC WMATA allocation, which provides state aid for jurisdictional capital and operating subsidies, is \$209.7 million for FY24 in the draft SYIP, an increase of \$8.9 million from FY23. Transit providers in the NOVA 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 FY24 budget.

DRPT is able to fund 95% of statewide State of Good Repair requests and a major expansion project for the Virginia Railway Express (VRE) in FY24. The VRE Manassas Park parking garage expansion is recommended for \$6.1 million in state capital funding and is one of two major expansion projects recommended for funding in FY 24. Additionally, Fairfax Connector and Loudoun County Transit fare equipment replacements are recommended for funding from the Transit Ridership Incentive Program (TRIP) along with continuation funding for the City of Alexandria DASH and City of Fairfax CUE zero fare programs, Loudoun County Silver Line bus connections, and the Fairfax County student fare buydown. All of the projects are available for viewing in DRPT's [Open Data Portal](#), which is searchable by transit service provider and construction district.

Public comment on the draft FY24-29 SYIP is being accepted through May 24. In addition to using the [online comment form](#), interested citizens can email DRPTPR@drpt.virginia.gov or submit a letter addressed to Public Information Officer, Virginia Department of Rail and Public Transportation, 600 East Main Street, Suite 2102, Richmond, VA 23219.

Public hearings for the draft FY24-29 SYIP began on April 20 and are continuing through May 17. The Northern Virginia (NOVA) District hearing will be Monday, May 1 at 5 p.m. at the VDOT NOVA District Office located at 4975 Alliance Drive in Fairfax. It will also be the required annual joint public meeting with NVTC, the Northern Virginia Transportation Authority (NVTa) and VRE. The Transportation Planning Board (TPB) will also participate in the joint meeting for the first time this year. The meeting will be [live streamed](#) on VDOT's YouTube channel.

Finally, DRPT is pleased to announce that Amy Friedenberger has been promoted to Manager of External Affairs. Amy served as our External Relations Specialist and Communications since September 2021.

TO: Chair Palchik and NVTC Commissioners
FROM: Kate Mattice
DATE: April 27, 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 May 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 [February 2023 Financial Report](#) and the [March 2023 Financial Report](#) are provided as information.

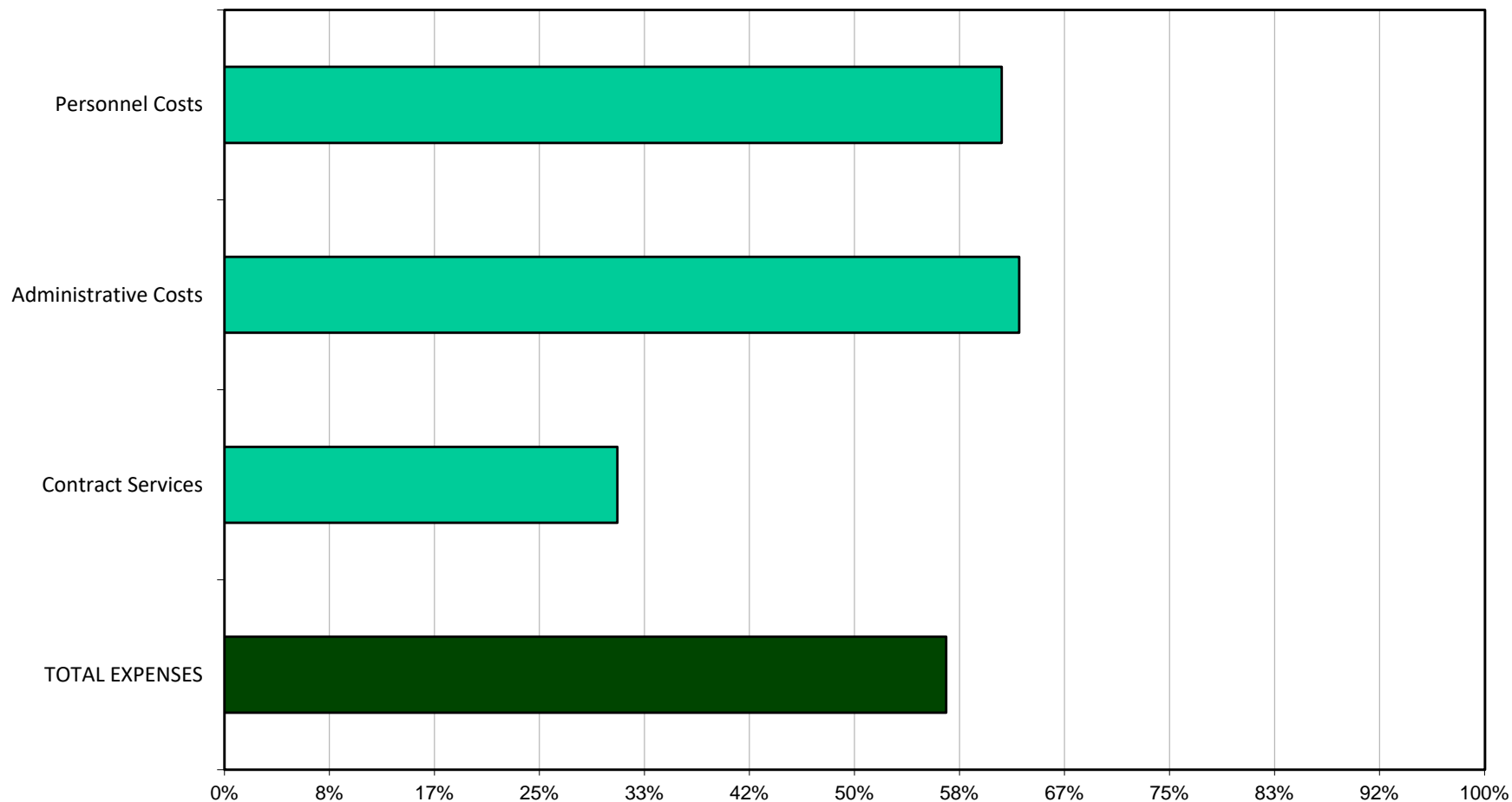


Northern Virginia Transportation Commission

Financial Reports
February 2023

PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED

February 2023
(TARGET 66.7% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 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	\$ 173,922.54	\$ 1,417,834.18	\$ 2,296,500.00	\$ 878,665.82	38.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>173,922.54</u>	<u>1,417,834.18</u>	<u>2,296,500.00</u>	<u>878,665.82</u>	<u>38.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	12,527.02	107,362.69	155,300.00	47,937.31	30.9%
Group Health Insurance	12,797.09	97,124.70	200,400.00	103,275.30	51.5%
Retirement	14,167.00	117,056.00	170,000.00	52,944.00	31.1%
Workmans & Unemployment Compensation	219.21	3,926.35	5,100.00	1,173.65	23.0%
Life Insurance	175.01	2,876.02	6,600.00	3,723.98	56.4%
Long Term Disability Insurance	1,091.56	8,810.41	12,500.00	3,689.59	29.5%
Total Benefit Costs	<u>40,976.89</u>	<u>337,156.17</u>	<u>549,900.00</u>	<u>212,743.83</u>	<u>38.7%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,000.00	9,600.00	14,700.00	5,100.00	34.7%
<i>Rents:</i>	<i>33,177.53</i>	<i>278,363.26</i>	<i>419,100.00</i>	<i>140,736.74</i>	<i>33.6%</i>
Office Rent	32,216.43	265,191.36	394,900.00	129,708.64	32.8%
Parking & Transit Benefits	961.10	13,171.90	24,200.00	11,028.10	45.6%
<i>Insurance:</i>	<i>567.35</i>	<i>5,171.26</i>	<i>7,300.00</i>	<i>2,128.74</i>	<i>29.2%</i>
Public Official Bonds	100.00	1,900.00	2,300.00	400.00	17.4%
Liability and Property	467.35	3,271.26	5,000.00	1,728.74	34.6%
<i>Travel:</i>	<i>6,607.33</i>	<i>37,309.92</i>	<i>65,800.00</i>	<i>28,490.08</i>	<i>43.3%</i>
Conference / Professional Development	5,607.55	25,765.28	47,100.00	21,334.72	45.3%
Non-Local Travel	632.40	1,857.00	2,500.00	643.00	25.7%
Local Travel, Meetings and Related Expenses	367.38	9,687.64	16,200.00	6,512.36	40.2%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<i>Communication:</i>	1,735.05	12,575.69	17,200.00	4,624.31	26.9%
Postage	582.43	924.13	1,400.00	475.87	34.0%
Telephone and Data	1,152.62	11,651.56	15,800.00	4,148.44	26.3%
<i>Publications & Supplies</i>	578.46	16,923.83	28,900.00	11,976.17	41.4%
Office Supplies	103.21	691.64	2,500.00	1,808.36	72.3%
Duplication and Paper	475.25	4,638.05	8,900.00	4,261.95	47.9%
Public Engagement	-	11,594.14	17,500.00	5,905.86	33.7%
<i>Operations:</i>	1,763.33	21,084.60	53,300.00	32,215.40	60.4%
Furniture and Equipment (Capital)	-	2,764.58	25,500.00	22,735.42	89.2%
Repairs and Maintenance	116.90	2,844.15	1,000.00	(1,844.15)	-184.4%
Computer Operations	1,646.43	15,475.87	26,800.00	11,324.13	42.3%
<i>Other General and Administrative:</i>	1,235.55	7,498.02	10,000.00	2,501.98	25.0%
Memberships	85.67	985.36	1,600.00	614.64	38.4%
Fees and Miscellaneous	1,149.88	6,193.66	6,900.00	706.34	10.2%
Advertising (Personnel/Procurement)	-	319.00	1,500.00	1,181.00	78.7%
Total Administrative Costs	<u>46,664.60</u>	<u>388,526.58</u>	<u>616,300.00</u>	<u>227,773.42</u>	<u>37.0%</u>
<u>Contracting Services</u>					
Auditing	-	17,055.00	27,600.00	10,545.00	38.2%
Contract Services and Support					
Commuter Choice	4,525.08	51,257.59	234,700.00	183,442.41	78.2%
Research Support	-	45,885.40	200,000.00	154,114.60	77.1%
Other Technical	13,930.00	58,235.52	120,000.00	61,764.48	51.5%
Legal	<u>2,500.00</u>	<u>20,000.00</u>	<u>35,000.00</u>	<u>15,000.00</u>	<u>42.9%</u>
Total Contract Services	20,955.08	192,433.51	617,300.00	424,866.49	68.8%
 Total Gross G&A Expenses	<u><u>\$ 282,519.11</u></u>	<u><u>\$ 2,335,950.44</u></u>	<u><u>\$ 4,080,000.00</u></u>	<u><u>\$ 1,744,049.56</u></u>	<u><u>42.7%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
February 2023

February 2023			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
1	DMV	Motor Vehicle Fuels Sales tax					\$ 2,186,845.65
1	DMV	CROC			1,250,000.00		
3	DRPT	Capital grant receipt - Arlington					38,134.00
6	DRPT	Intern grant receipts			9,626.00		
6	DRPT	Capital grants receipts - Arlington					518,520.00
6	DRPT	Capital grant receipt - Fairfax					223,854.00
14	DRPT	Capital grants receipts - Fairfax					254,109.00
15	DRPT	Operating assistance - VRE			6,119,223.00		
15	DRPT	Operating assistance - City of Fairfax					342,458.00
15	DRPT	Operating assistance - Fairfax					7,227,637.00
15	DRPT	Operating assistance - Arlington					1,571,509.00
15	DRPT	Operating assistance - Alexandria					1,807,467.00
23	VRE	Staff support		7,263.10			
27	DRPT	Capital grant receipt - Arlington					1,182,870.00
27	DRPT	Capital and operating assistance - WMATA					16,736,688.00
28	Banks	Investment earnings		120.20	6,843.47	211,843.81	1,412,258.50
TOTAL RECEIPTS			-	7,383.30	7,385,692.47	211,843.81	33,502,350.15

NVTC
RECEIPTS and DISBURSEMENTS
February 2023

February 2023

			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-28	Various	G&A expenses	(226,490.54)				
1	VRE	CROC			(1,250,000.00)		
9	Kimley-Horn	Consulting - Regional Fare project	(4,645.08)				
9	Kimley-Horn	Consulting - Commuter Choice program	(4,218.83)				
11	Alexandria	Cost incurred			(11,555,736.00)		
15	VRE	Grant revenue			(6,119,223.00)		
28	Banks	Service charges		(254.55)			
TOTAL DISBURSEMENTS			(235,354.45)	(254.55)	(18,924,959.00)	-	-
TRANSFERS							
2	Transfer	From LGIP to LGIP (NTD Project)			154,305.43		(154,305.43)
NET TRANSFERS			-	-	154,305.43	-	(154,305.43)
NET INCREASE (DECREASE) FOR MONTH			\$ (235,354.45)	\$ 7,128.75	\$ (11,384,961.10)	\$ 211,843.81	\$ 33,348,044.72

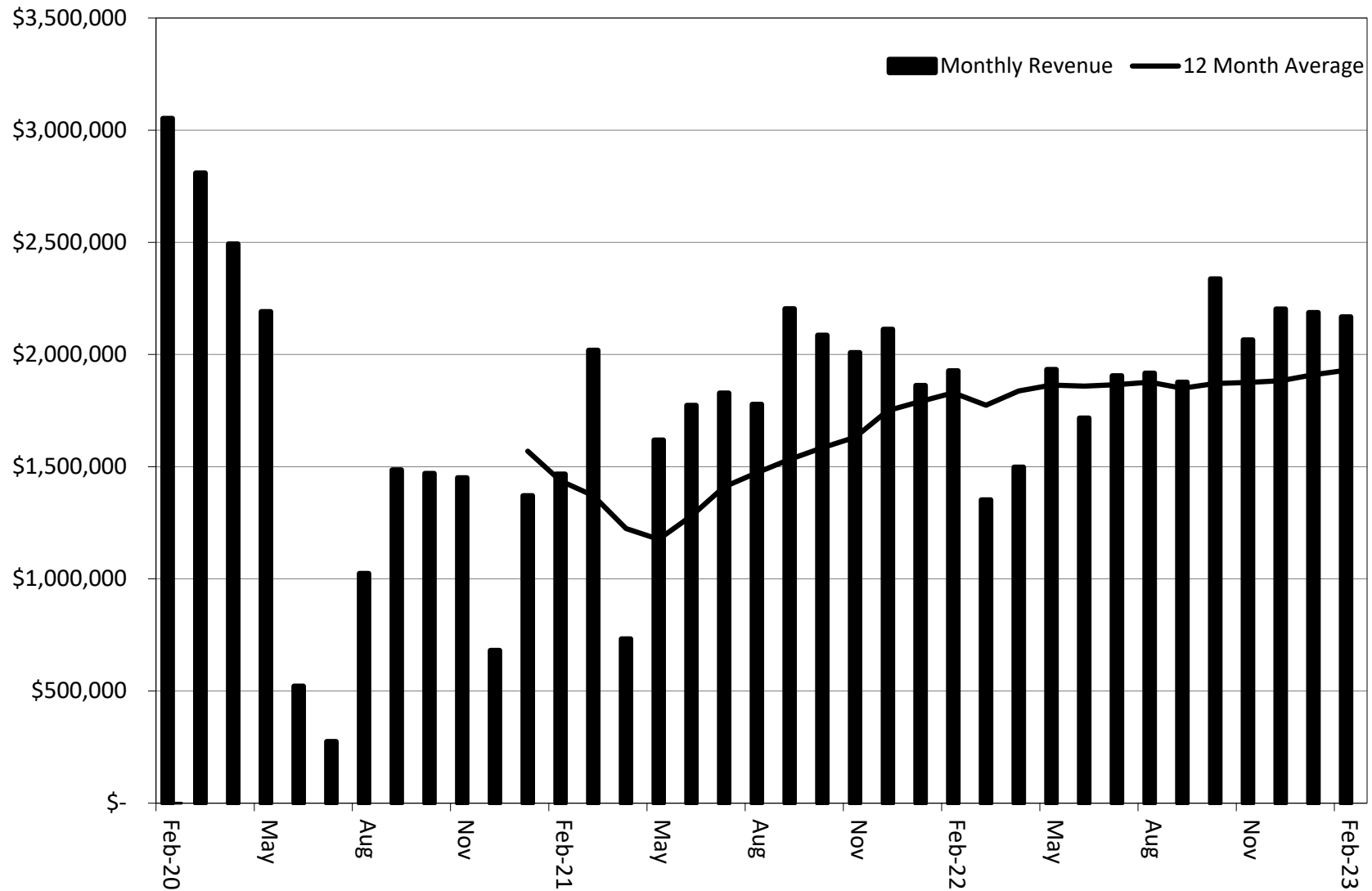
**NVTC
INVESTMENT REPORT
February 2023**

Type	Rate	Balance 1/31/2023	Increase (Decrease)	Balance 2/28/2023	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	\$ 250,354.04	\$ (235,354.45)	\$ 14,999.59	\$ 14,999.59	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.800%	195,258.81	7,128.75	202,387.56	202,387.56	-	-	
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool	4.806%	453,478,955.40	22,174,927.43	475,653,882.83	1,444,389.58	58,939,121.95	358,934,986.68	56,335,384.62
		<u>\$ 453,924,568.25</u>	<u>\$ 21,946,701.73</u>	<u>\$ 475,871,269.98</u>	<u>\$ 1,661,776.73</u>	<u>\$ 58,939,121.95</u>	<u>\$ 358,934,986.68</u>	<u>\$ 56,335,384.62</u>

NVTC MONTHLY GAS TAX REVENUE

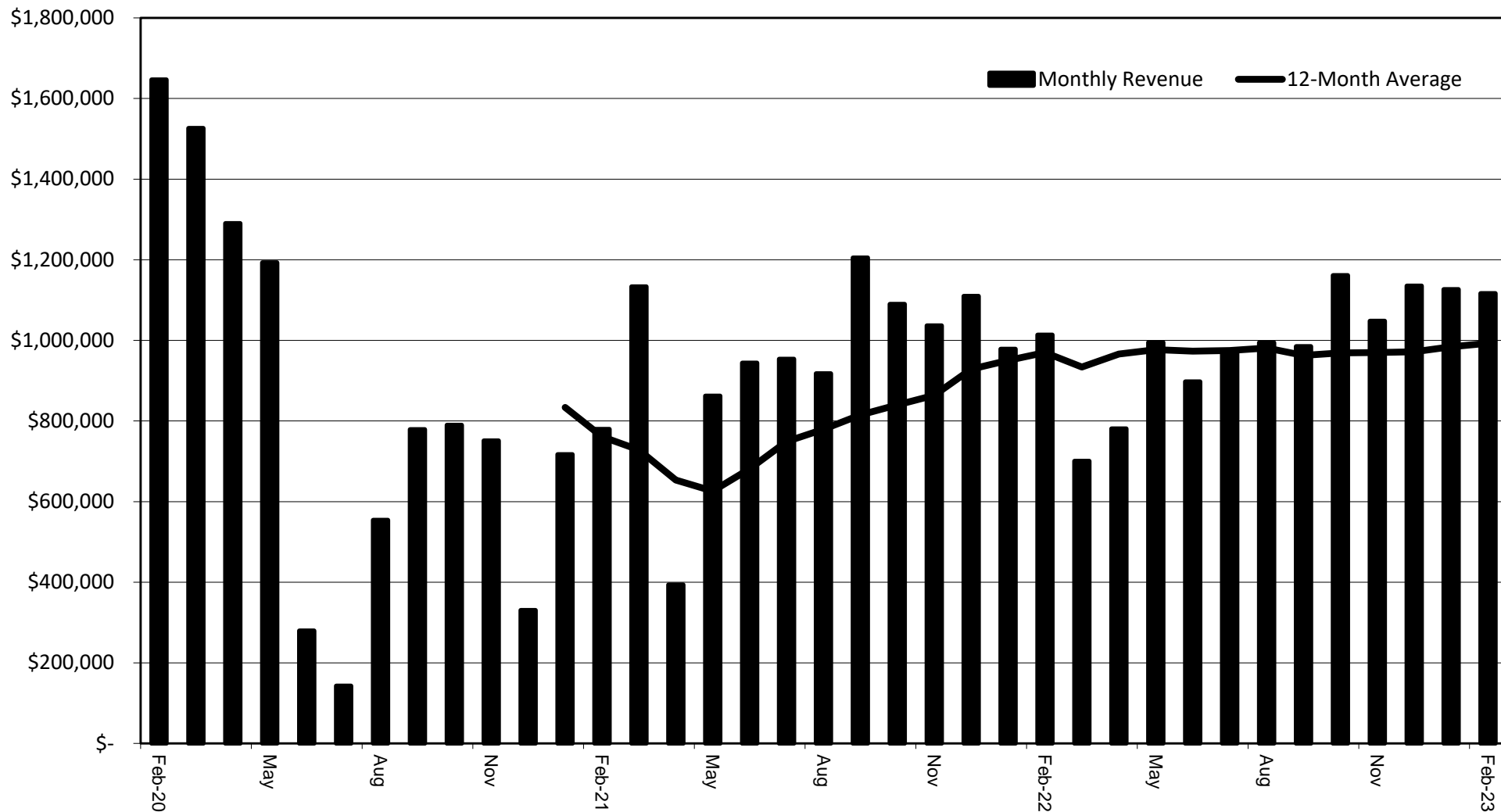
ALL JURISDICTIONS

FISCAL YEARS 2020-2023



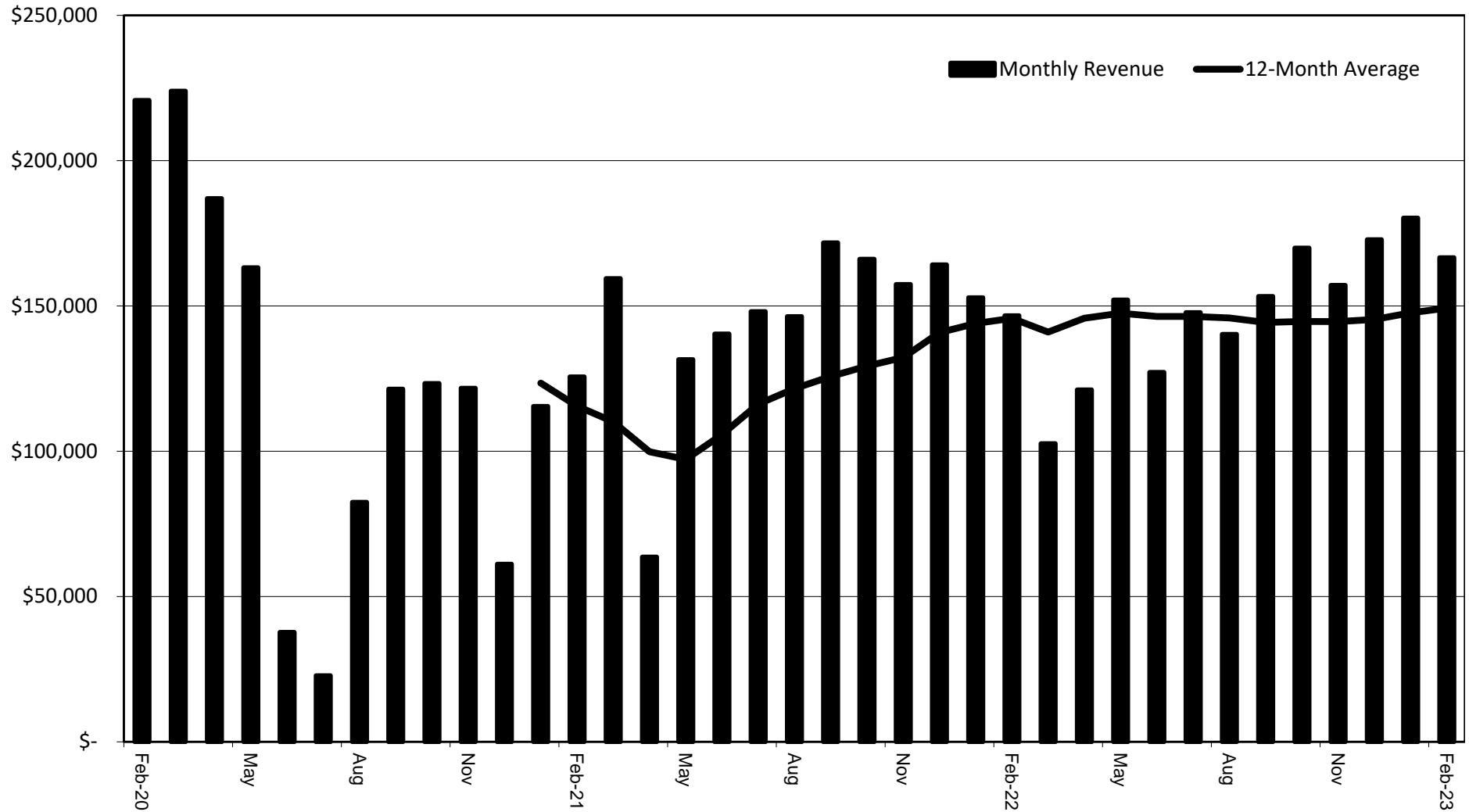
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



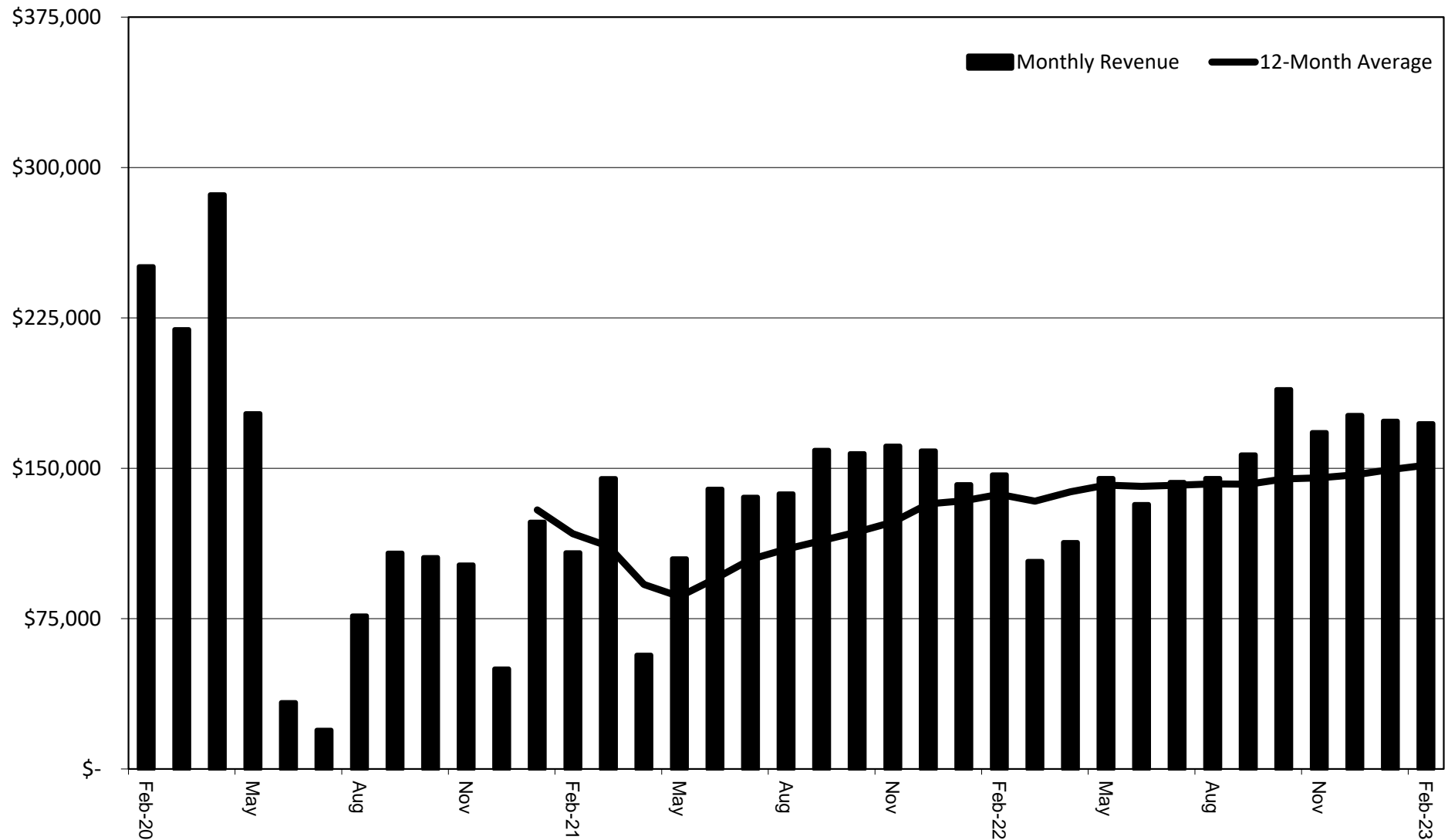
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



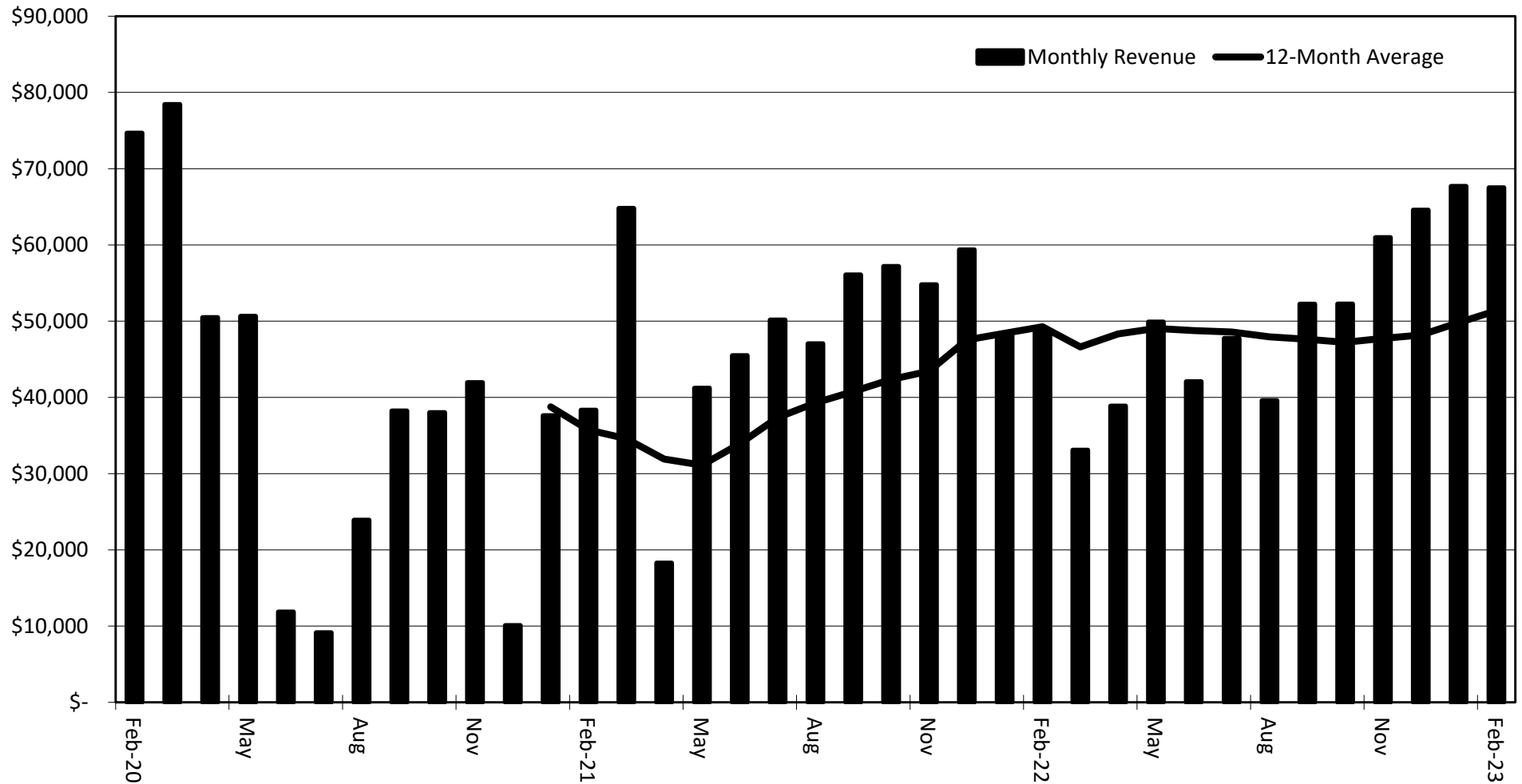
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



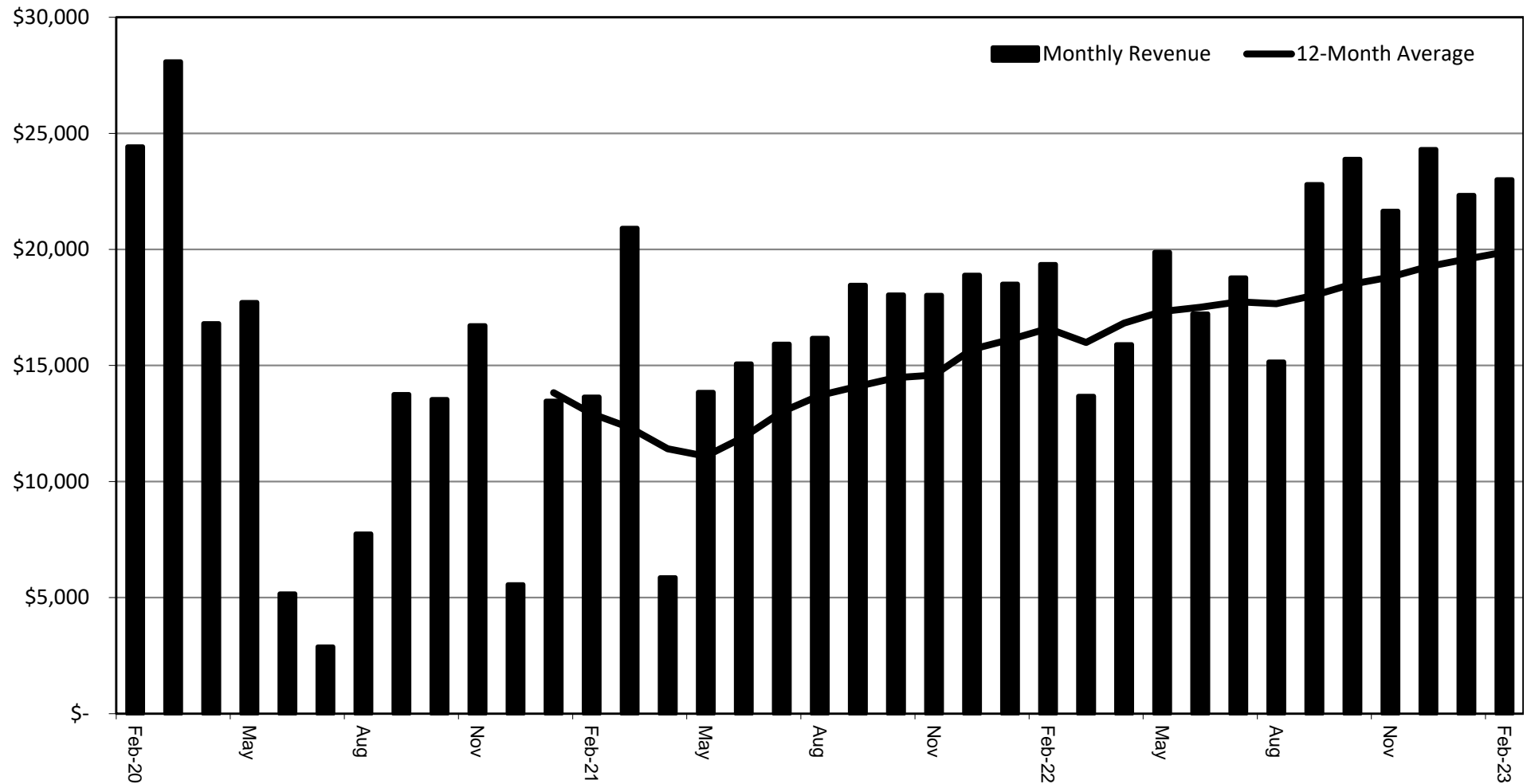
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



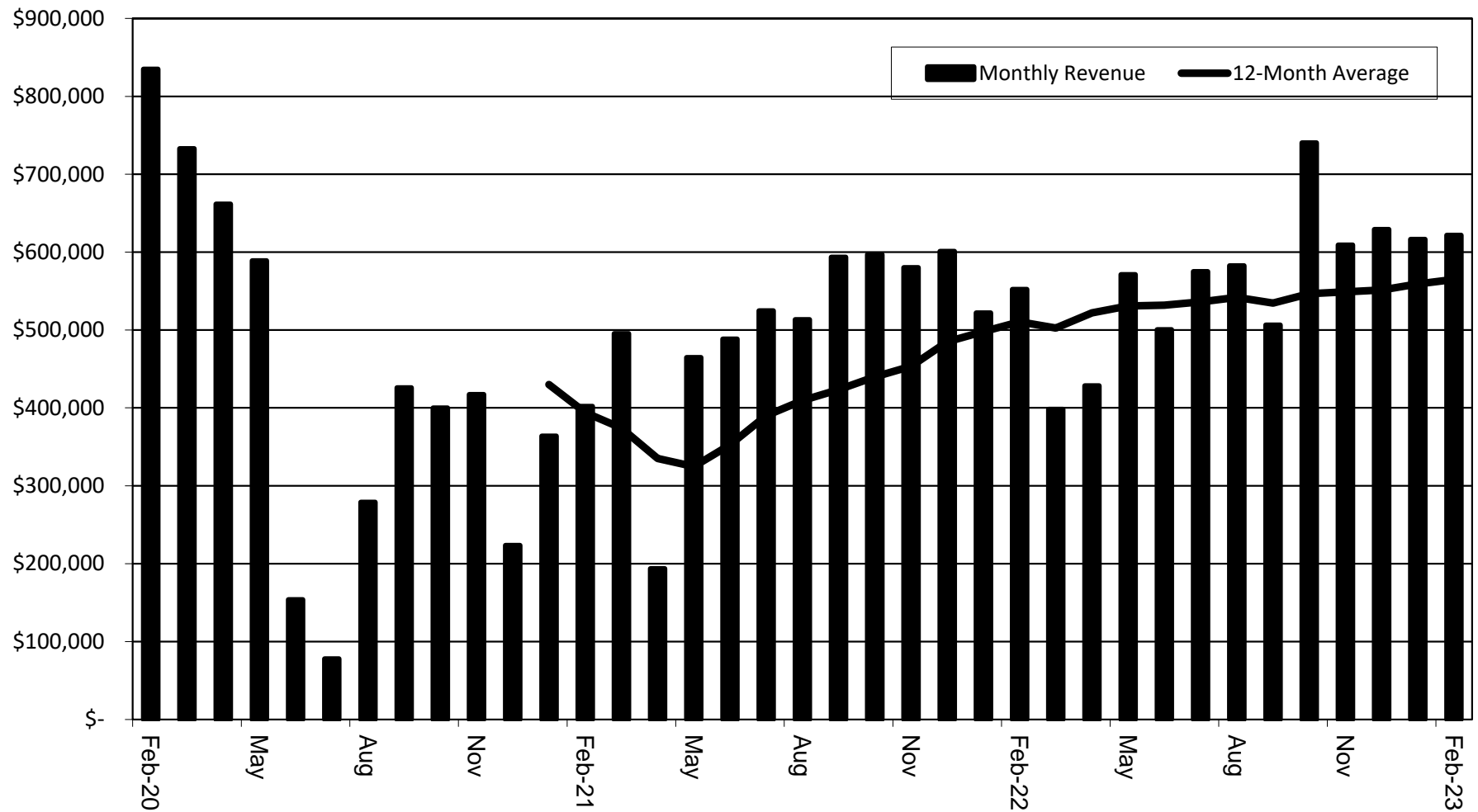
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.

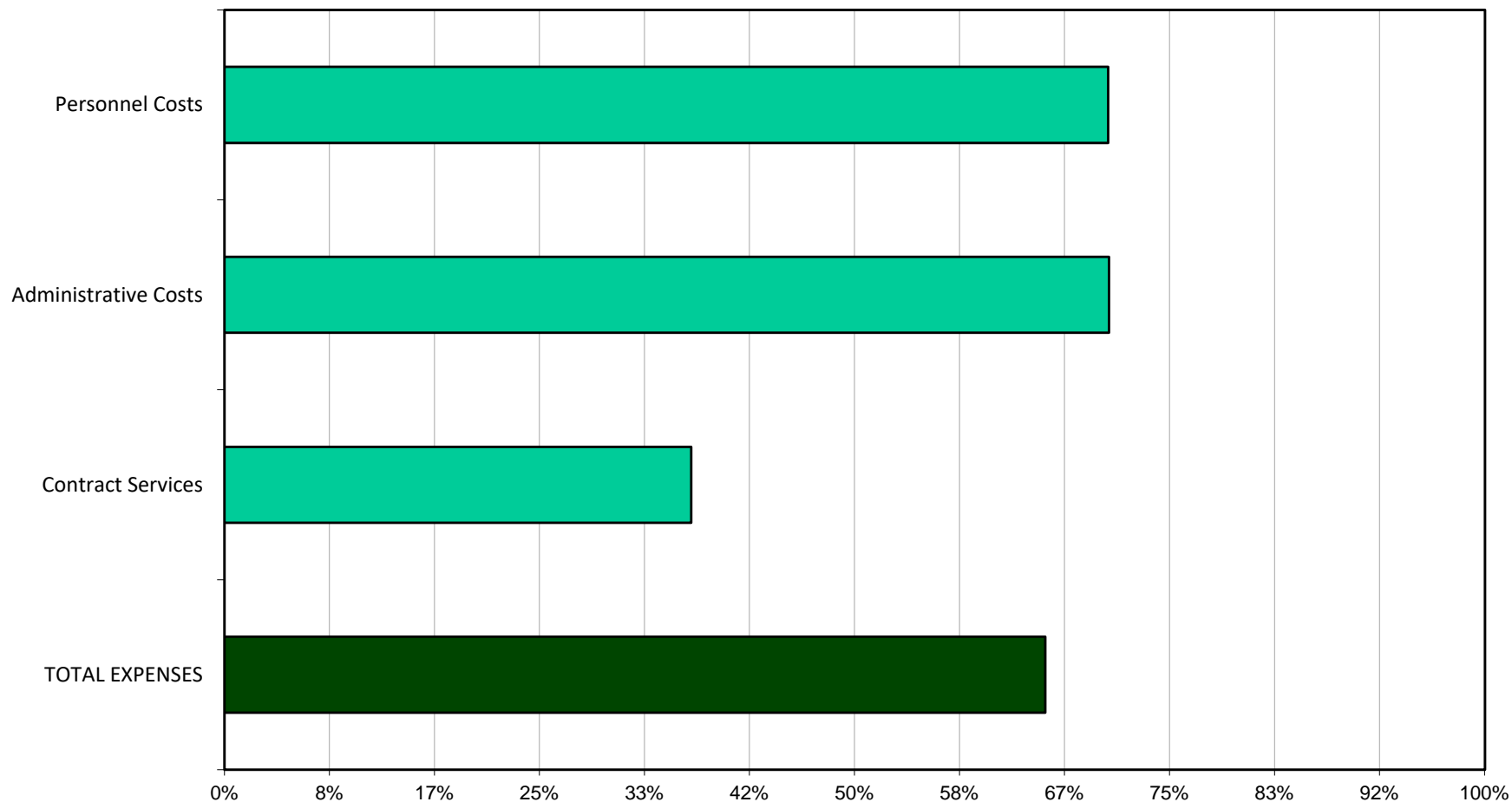


Northern Virginia Transportation Commission

Financial Reports

March 2023

PERCENTAGE OF FY 2023 NVTC ADMINISTRATIVE BUDGET USED
March 2023
(TARGET 75% OR LESS)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
March 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	\$ 200,752.07	\$ 1,618,586.25	\$ 2,296,500.00	\$ 677,913.75	29.5%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>200,752.07</u>	<u>1,618,586.25</u>	<u>2,296,500.00</u>	<u>677,913.75</u>	<u>29.5%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	12,544.46	119,907.15	155,300.00	35,392.85	22.8%
Group Health Insurance	12,517.87	109,642.57	200,400.00	90,757.43	45.3%
Retirement	14,167.00	131,223.00	170,000.00	38,777.00	22.8%
Workmans & Unemployment Compensation	(414.83)	3,511.52	5,100.00	1,588.48	31.1%
Life Insurance	(82.39)	2,793.63	6,600.00	3,806.37	57.7%
Long Term Disability Insurance	1,101.11	9,911.52	12,500.00	2,588.48	20.7%
Total Benefit Costs	<u>39,833.22</u>	<u>376,989.39</u>	<u>549,900.00</u>	<u>172,910.61</u>	<u>31.4%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,000.00	10,600.00	14,700.00	4,100.00	27.9%
<i>Rents:</i>	<i>35,909.07</i>	<i>314,272.33</i>	<i>419,100.00</i>	<i>104,827.67</i>	<i>25.0%</i>
Office Rent	33,741.22	298,932.58	394,900.00	95,967.42	24.3%
Parking & Transit Benefits	2,167.85	15,339.75	24,200.00	8,860.25	36.6%
<i>Insurance:</i>	<i>687.35</i>	<i>5,858.61</i>	<i>7,300.00</i>	<i>1,441.39</i>	<i>19.7%</i>
Public Official Bonds	200.00	2,100.00	2,300.00	200.00	8.7%
Liability and Property	487.35	3,758.61	5,000.00	1,241.39	24.8%
<i>Travel:</i>	<i>1,384.89</i>	<i>38,694.81</i>	<i>65,800.00</i>	<i>27,105.19</i>	<i>41.2%</i>
Conference / Professional Development	1,025.90	26,791.18	47,100.00	20,308.82	43.1%
Non-Local Travel	-	1,857.00	2,500.00	643.00	25.7%
Local Travel, Meetings and Related Expenses	358.99	10,046.63	16,200.00	6,153.37	38.0%

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

	<u>Current</u> <u>Month</u>	<u>Year</u> <u>To Date</u>	<u>Annual</u> <u>Budget</u>	<u>Balance</u> <u>Available</u>	<u>Balance</u> <u>%</u>
<i>Communication:</i>	1,334.78	13,910.47	17,200.00	3,289.53	19.1%
Postage	151.17	1,075.30	1,400.00	324.70	23.2%
Telephone and Data	1,183.61	12,835.17	15,800.00	2,964.83	18.8%
<i>Publications & Supplies</i>	519.45	17,443.28	28,900.00	11,456.72	39.6%
Office Supplies	113.45	805.09	2,500.00	1,694.91	67.8%
Duplication and Paper	406.00	5,044.05	8,900.00	3,855.95	43.3%
Public Engagement	-	11,594.14	17,500.00	5,905.86	33.7%
<i>Operations:</i>	1,971.86	23,056.46	53,300.00	30,243.54	56.7%
Furniture and Equipment (Capital)	-	2,764.58	25,500.00	22,735.42	89.2%
Repairs and Maintenance	53.05	2,897.20	1,000.00	(1,897.20)	-189.7%
Computer Operations	1,918.81	17,394.68	26,800.00	9,405.32	35.1%
<i>Other General and Administrative:</i>	1,161.48	8,659.50	10,000.00	1,340.50	13.4%
Memberships	190.67	1,176.03	1,600.00	423.97	26.5%
Fees and Miscellaneous	970.81	7,164.47	6,900.00	(264.47)	-3.8%
Advertising (Personnel/Procurement)	-	319.00	1,500.00	1,181.00	78.7%
Total Administrative Costs	<u>43,968.88</u>	<u>432,495.46</u>	<u>616,300.00</u>	<u>183,804.54</u>	<u>29.8%</u>
<u>Contracting Services</u>					
Auditing	-	17,055.00	27,600.00	10,545.00	38.2%
Contract Services and Support					
Commuter Choice	13,921.87	65,179.46	234,700.00	169,520.54	72.2%
Research Support	13,794.70	59,680.10	200,000.00	140,319.90	70.2%
Other Technical	5,930.00	64,165.52	120,000.00	55,834.48	46.5%
Legal	<u>2,500.00</u>	<u>22,500.00</u>	<u>35,000.00</u>	<u>12,500.00</u>	<u>35.7%</u>
Total Contract Services	36,146.57	228,580.08	617,300.00	388,719.92	63.0%
Total Gross G&A Expenses	<u>\$ 320,700.74</u>	<u>\$ 2,656,651.18</u>	<u>\$ 4,080,000.00</u>	<u>\$ 1,423,348.82</u>	<u>34.9%</u>

NVTC
RECEIPTS and DISBURSEMENTS
March 2023

March 2023			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
RECEIPTS							
1	AIG	Insurance refund		\$ 105.65			
3	DMV	Motor Vehicle Fuels Sales tax receipt					2,167,751.74
3	DMV	CROC			1,250,000.00		
7	DRPT	Commuter Choice I-395/95 ATI payment				16,153,359.00	
13	DRPT	Capital grant receipt - Fairfax					29,892.29
17	DRPT	Capital grant receipt - Arlington					226.11
22	DRPT	Capital grant receipt - Arlington					8,449,428.00
24	DRPT	Capital and operating assistance - WMATA					16,736,688.00
24	DRPT	Capital grant receipt - City of Fairfax					205,193.00
27	DRPT	Capital grants receipts - Arlington					211,528.00
29	DMV	Motor Vehicle Fuels Sales tax receipt					1,926,094.31
29	DMV	CROC			1,250,000.00		
31	Banks	Investment earnings		143.60	5,478.15	294,126.76	1,740,280.32
TOTAL RECEIPTS			-	249.25	2,505,478.15	16,447,485.76	31,467,081.77

NVTC
RECEIPTS and DISBURSEMENTS
March 2023

March 2023			Virginia LGIP				
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	NVTC G&A / Project	Commuter Choice	Trusts
DISBURSEMENTS							
1-31	Various	G&A expenses	(269,523.01)				
1	NVRC	Commuter Choice I-395/95 project reimbursement				(4,975.00)	
2	Arlington	Commuter Choice I-66 projects reimbursements				(249,337.00)	
2	Kimley-Horn	Consulting - Route 7 project	(13,795.00)				
2	Kittelson	Consulting - Route 7 project	(33,204.20)				
2	Stantec	Consulting - NTD project	(18,025.18)				
3	VRE	CROC			(1,250,000.00)		
20	Kimley-Horn	Consulting - Commuter Choice	12,267.02				
29	VRE	CROC			(1,250,000.00)		
31	Banks	Service charges		(60.43)			
TOTAL DISBURSEMENTS			(322,280.37)	(60.43)	(2,500,000.00)	(254,312.00)	-
TRANSFERS							
2	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
2	Transfer	From LGIP to LGIP (NTD project)			18,025.18		(18,025.18)
23	Transfer	From LGIP to checking	200,000.00		(200,000.00)		
NET TRANSFERS			400,000.00	-	(381,974.82)	-	(18,025.18)
NET INCREASE (DECREASE) FOR MONTH			\$ 77,719.63	\$ 188.82	\$ (376,496.67)	\$ 16,193,173.76	\$ 31,449,056.59

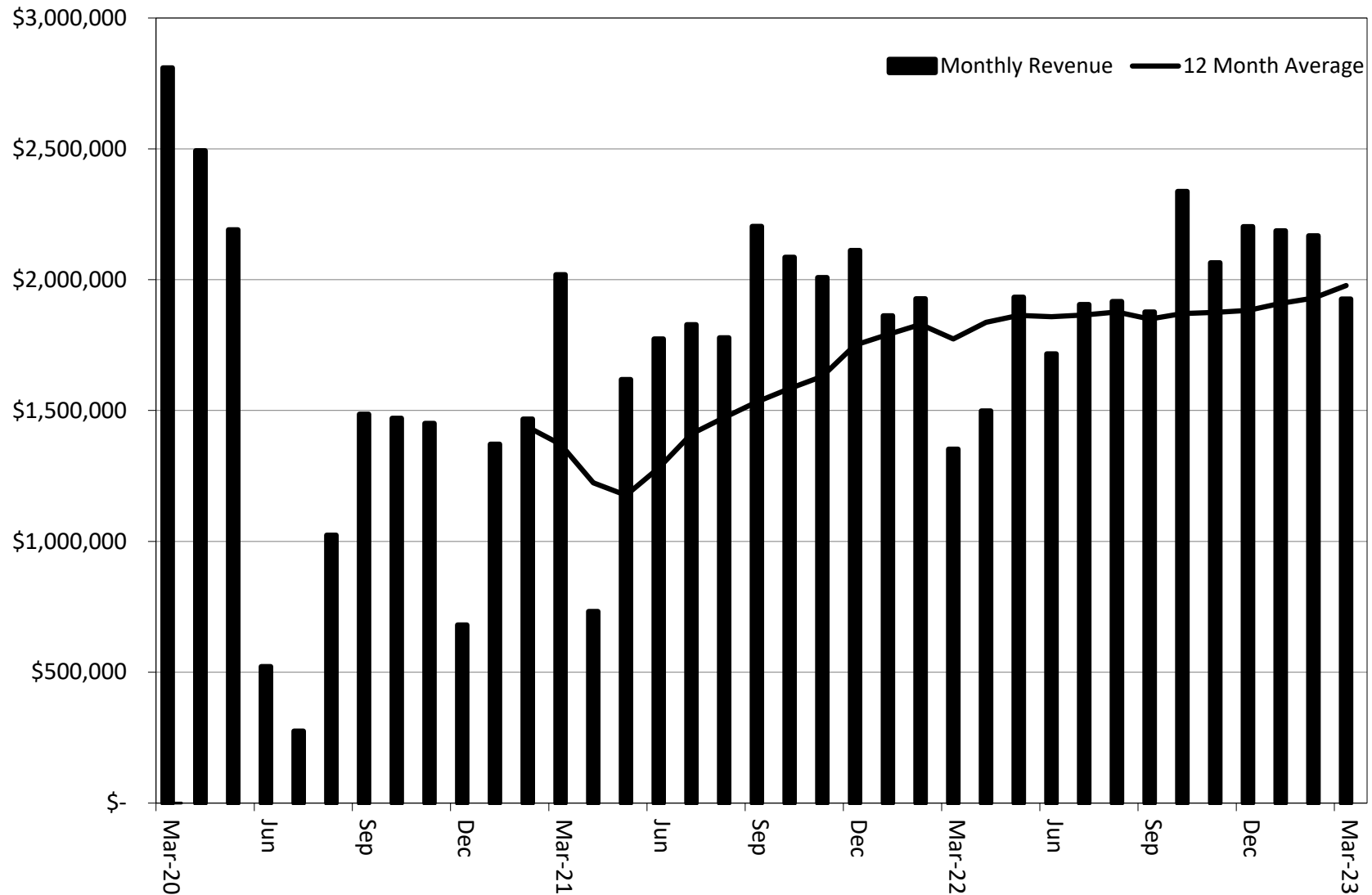
**NVTC
INVESTMENT REPORT
March 2023**

Type	Rate	Balance						
		Balance 2/28/2023	Increase (Decrease)	Balance 3/31/2023	NVTC G&A/Project	Commuter Choice	Jurisdictions Trust Fund	Loudoun Gas Tax Trust Fund
Cash Deposits								
Wells Fargo: NVTC Checking	N/A	\$ 14,999.59	\$ 77,719.63	\$ 92,719.22	\$ 92,719.22	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.840%	202,387.56	188.82	202,576.38	202,576.38	-	-	
Investments								
Bank of America: Virginia Local Government Investment Pool	4.933%	475,653,882.83	47,265,733.68	522,919,616.51	1,067,892.91	75,132,295.71	388,979,574.85	57,739,853.04
		\$ 475,871,269.98	\$ 47,343,642.13	\$ 523,214,912.11	\$ 1,363,188.51	\$ 75,132,295.71	\$ 388,979,574.85	\$ 57,739,853.04

NVTC MONTHLY GAS TAX REVENUE

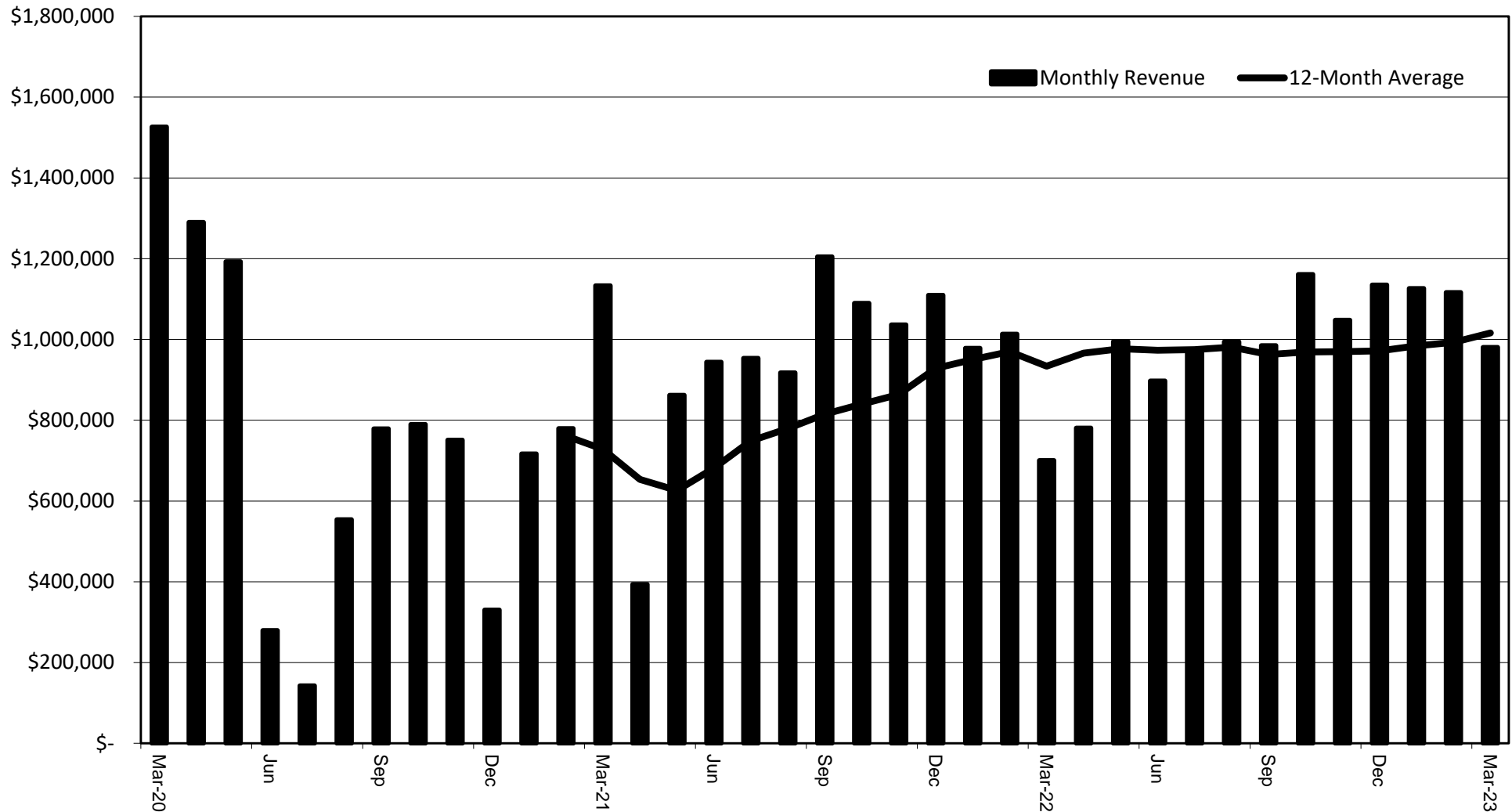
ALL JURISDICTIONS

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

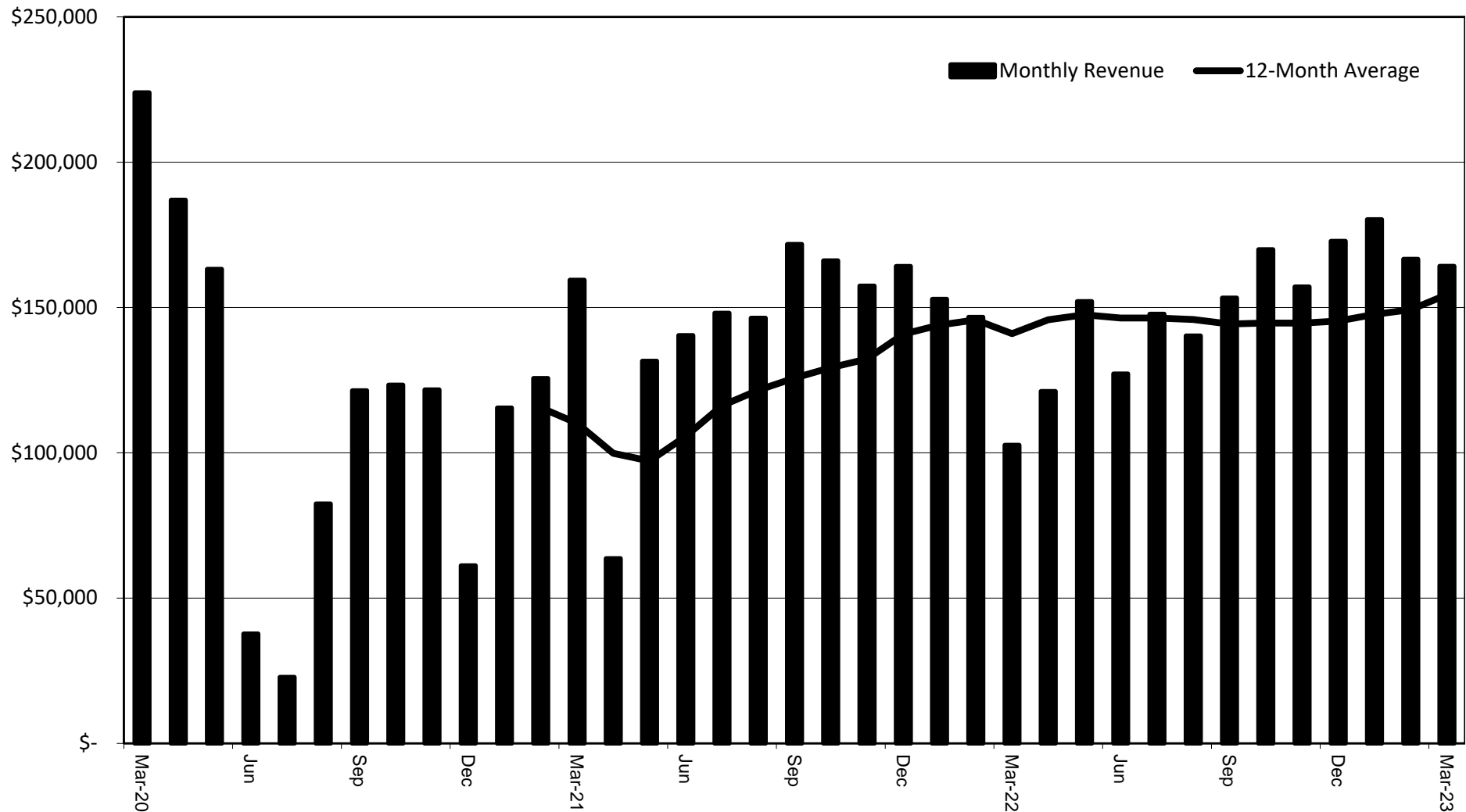


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE

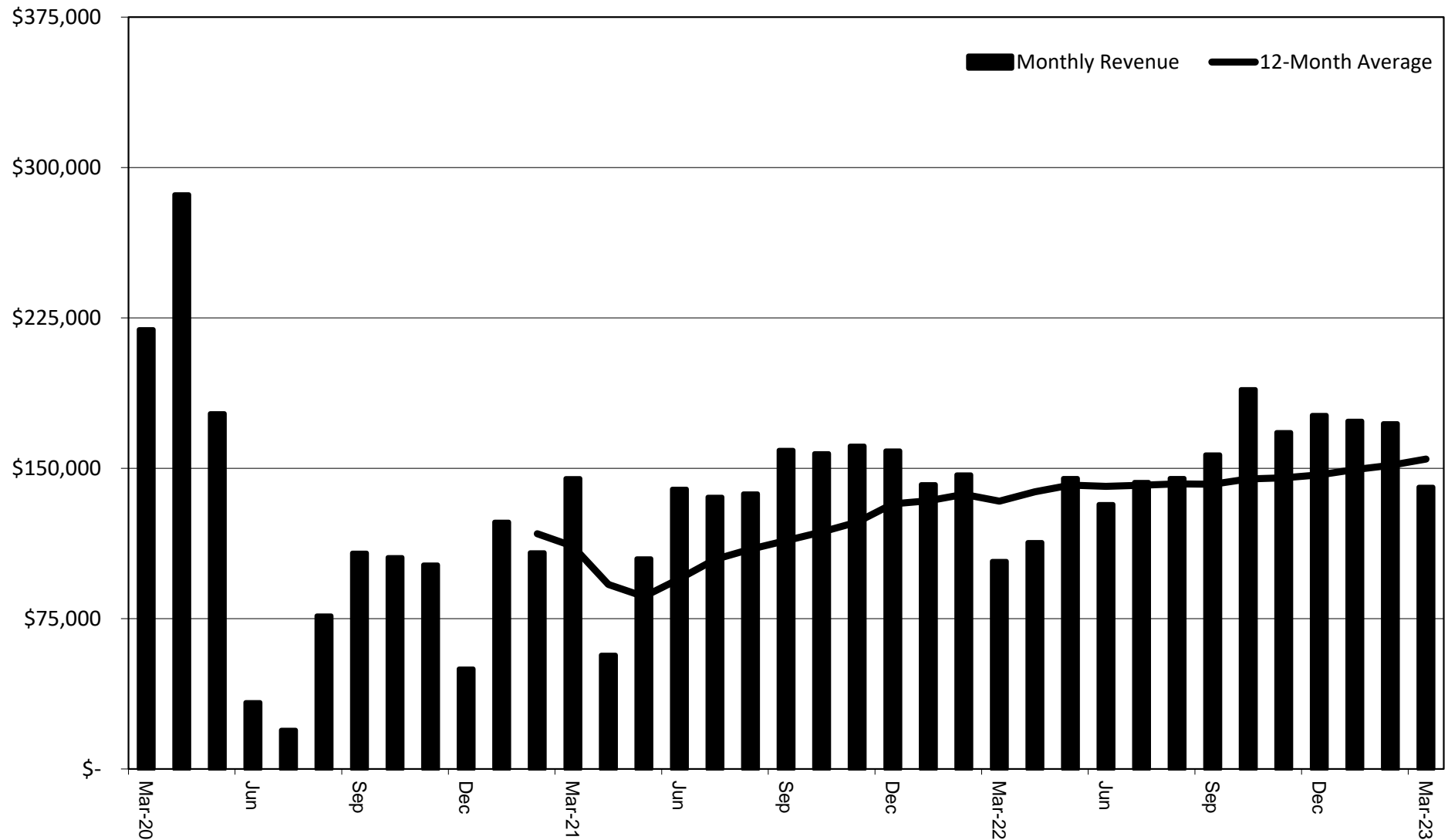
CITY OF ALEXANDRIA

FISCAL YEARS 2020-2023



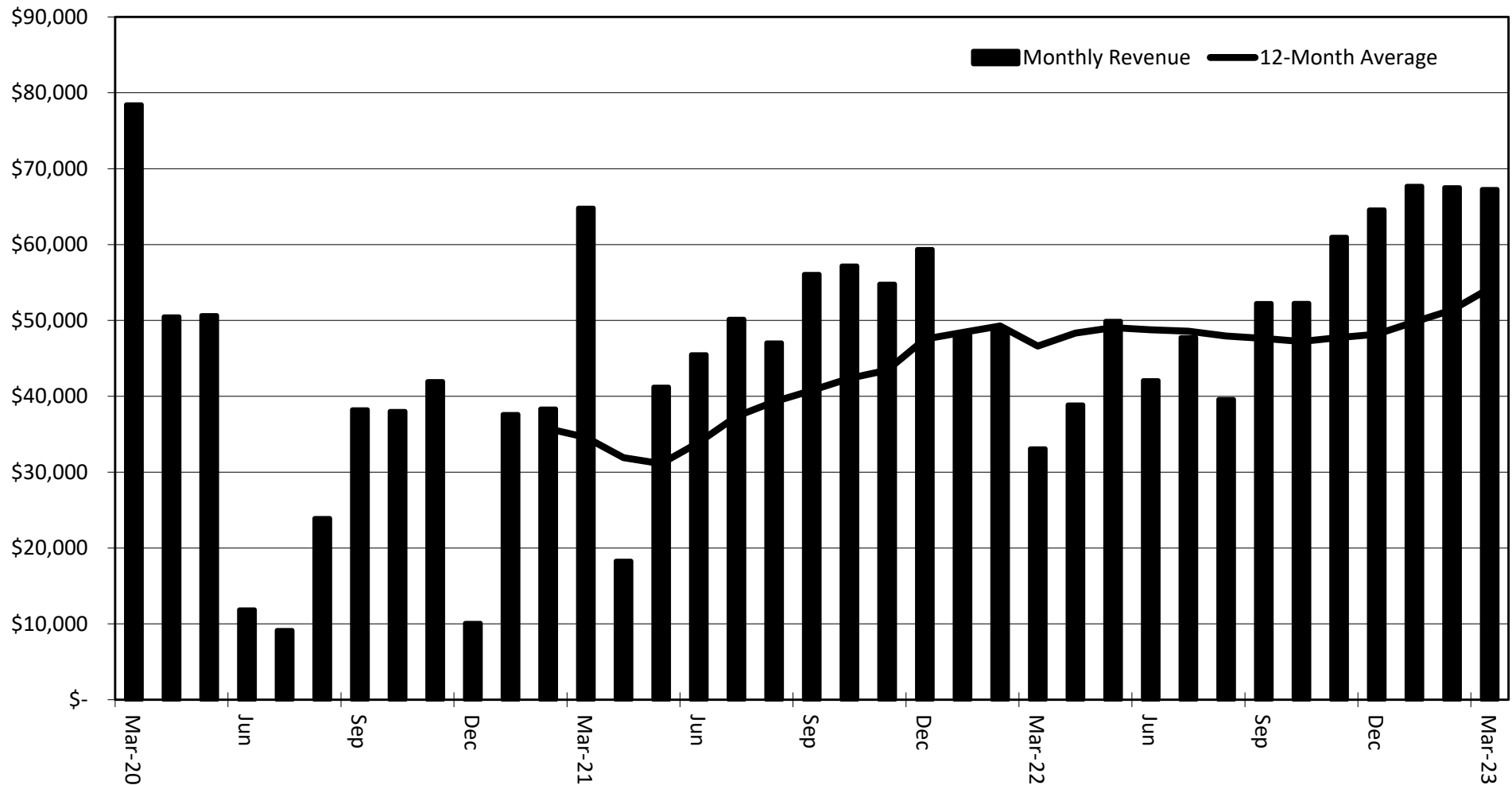
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



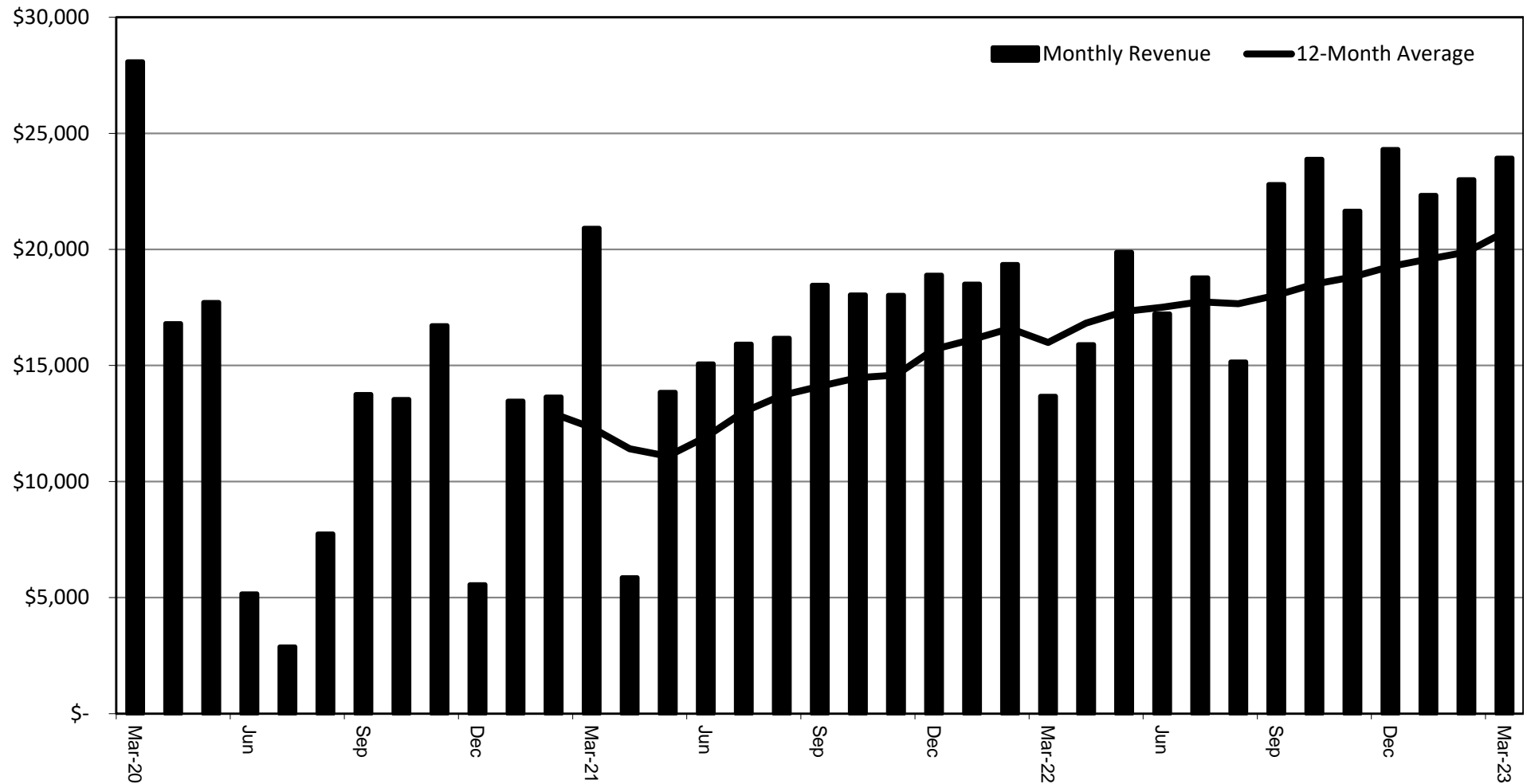
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



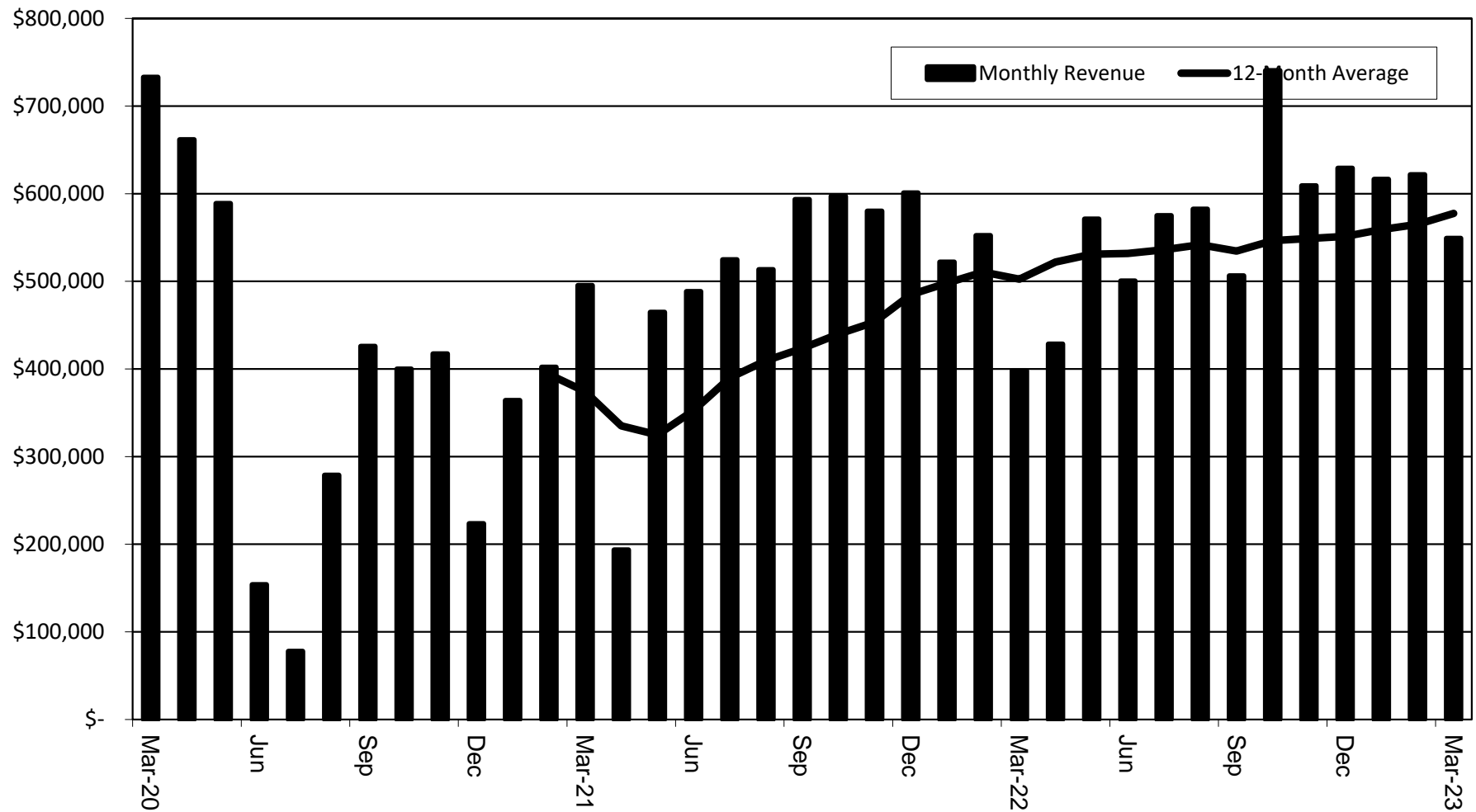
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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.