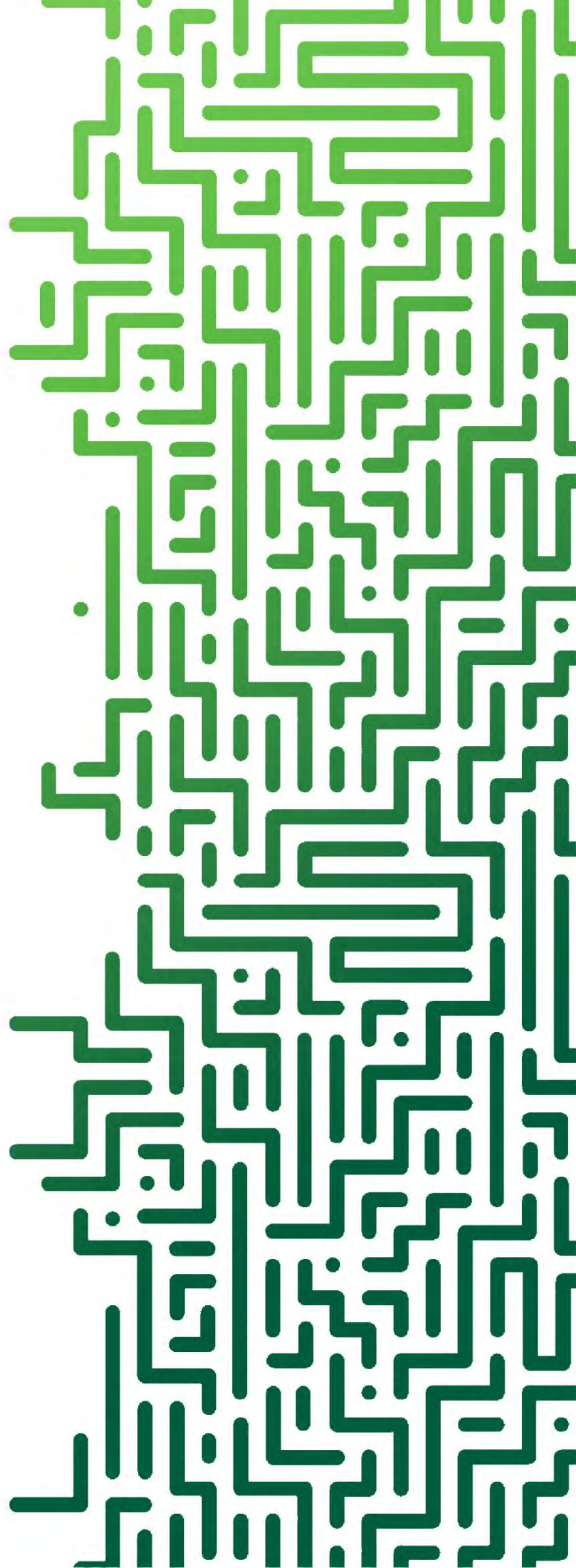




# Commission Meeting Materials

May 2, 2024

NoVaTransit.org | @NoVaTransit  
2300 Wilson Boulevard, Suite 230  
Arlington, VA 22201  
(703) 524-3322





# Meeting Overview

NVTC’s May 2, 2024 meeting will be an in-person meeting. It can also be viewed via the [NVTC YouTube Link](#).

## Action Items

- Resolution of Commendation for DRPT Director DeBruhl
- Comments on the draft FY 2025 Six-Year Improvement Plan

## Other Meeting Highlights

- Recognition of New and Departing Commissioners
- Presentation of SJ126 Resolution Commending NVTC on its 60<sup>th</sup> anniversary
- Presentation by MWCOG Executive Director Clark Mercer on the MWCOG/WMATA Plan to Develop a Unified Vision for Transit Service in the Region
- Briefings on the Staff-Recommended I-66 Commuter Choice Program of Projects (FY 2025 – 2026) and the NVTC Strategic Research Roadmap
- VRE Annual Commission Orientation
- Reports from NVTC Committee Chairs
- Reports from the Virginia WMATA Board Members, VRE CEO and DRPT Director

# Table of Contents

NVTC May 2, 2024 Meeting Agenda.....	3
Agenda Item 1    Opening Remarks	
Agenda Item 2    New and Departing Commissioners .....	5
Agenda Item 3    Presentation of SJ126 Resolution Commending NVTC on Its 60 <sup>th</sup> Anniversary .	9
Agenda Item 4    Minutes .....	11
Agenda Item 5    Consent Agenda .....	22
Agenda Item 6    Presentation on MWCOG/WMATA Plan to Develop Vision Plan for Transit .....	25
Agenda Item 7    Washington Metropolitan Area Transit Authority (WMATA) .....	26
Agenda Item 8    Report from the Chair of the Legislative and Policy Committee .....	31
Agenda Item 9    Report from the Chair of the Program Advisory Committee .....	35
Agenda Item 10    Virginia Railway Express (VRE) .....	43
Agenda Item 11    Department of Rail and Public Transportation (DRPT) .....	86
Agenda Item 12    Executive Director Report .....	89



**NVTC COMMISSION MEETING**  
**THURSDAY, MAY 2, 2024**  
**MAIN FLOOR CONFERENCE ROOM**  
**2300 Wilson Blvd., Arlington, VA 22201**  
[Public Streaming Via YouTube](#)  
**7:00 p.m.**

**AGENDA**

**5:45 p.m. Boxed Dinners Available for Commissioners Only**  
**6:00 p.m. Executive Committee Meeting – NVTC Suite #230 Conference Room**  
**7:00 p.m. Commission Meeting – First Floor Large Conference Room ([public streaming](#))**

*NVTC is receiving general written public comment. **The deadline for written general public comments is 3:00 p.m., Thursday, May 2, 2024 via [NVTC's website](#).** Comments will be provided to Commissioners prior to the May 2 meeting.*

1. Opening Remarks
  - **ACTION: Approve Commissioners Participating Electronically (if needed)**
  - General Public Comments Received
2. Recognition of New and Departing Commissioners
  - A. Oath of Office for New Commissioners
  - B. Recognition of Departing Commissioner
    - **ACTION: Approve a Resolution of Commendation for DRPT Director Jennifer DeBruhl on Her Departure from the Northern Virginia Transportation Commission**
3. Presentation of Senate Joint Resolution No. 126 Commending NVTC on Its 60<sup>th</sup> Anniversary
4. **ACTION: Approve the Minutes of the April 4, 2024 NVTC Meeting**
5. **ACTION: Approve the Consent Agenda (subject to approval of chair)**
  - A. **Authorize the Executive Director to Submit Comments to the Secretary of Transportation and the Commonwealth Transportation Board on DRPT's Draft FY 2025-2030 Six-Year Improvement Program (SYIP)**
6. Presentation by Metropolitan Washington Council of Governments Executive Director Clark Mercer on the MWCOG/Wmata Plan to Develop a Unified Vision for Transit Service in the Region

7. Washington Metropolitan Area Transit Authority (WMATA)
  - A. Report from the Virginia WMATA Board Members
  - B. Report from the Chair of the NVTC WMATA Committee
  - C. Other WMATA News
  
8. Report from the Chair of the Legislative and Policy Committee
  - A. General Assembly Update
  - B. Transit Service Delivery Advisory Committee (TSDAC) Update
  - C. Federal Update
  
9. Report from the Chair of the Program Advisory Committee
  - A. Staff Recommended I-66 Commuter Choice Program of Projects (FY 2025 – 2026)
  - B. NVTC Strategic Research Roadmap
  - C. Regional Bus Analysis
  
10. VRE Report and Action Items
  - A. VRE CEO Report and Minutes
  - B. Annual VRE Orientation to the Commission
  
11. Department of Rail and Public Transportation (DRPT)
  
12. Executive Director Report
  - A. Executive Director Newsletter
  - B. NVTC Financial Reports



**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Recognition of New and Departing Commissioners

---

At the May 2024 meeting, the Commission will welcome newly appointed Commissioners and recognize departing Commissioner, Department of Rail and Public Transportation (DRPT) Director Jennifer DeBruhl.

#### **A. Oath of Office for New Commissioners**

The ceremonial oath of office will be administered to new Commissioners appointed to NVTC. The Speaker of the House appointed Delegate Paul Krizek, Delegate Alfonso Lopez, Delegate David Reid and Delegate Mark Sickles to NVTC. The Senate Committee on Rules appointed Senator Saddam Salim and reaffirmed Senator Adam Ebbin to NVTC.

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

#### **B. Recognition of Departing Commissioner**

- **ACTION: Approve a Resolution of Commendation for DRPT Director Jennifer DeBruhl on Her Departure from the Northern Virginia Transportation Commission**

The Commission will be asked to approve a Resolution of Commendation for DRPT Director DeBruhl. Late last year, DRPT Director DeBruhl informed the Youngkin Administration of her intent to retire from state service effective July 1, 2024. She has dedicated over 30 years of distinguished public service to the transportation community, at DRPT since 2016 (and as director beginning in 2022), and previously at the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA);

DRPT Director DeBruhl has played a significant role in the development and implementation of Virginia's Making Efficient + Responsible Investments in Transit (MERIT) program increasing accountability in public transportation funding, launching the Virginia Breeze intercity bus service, and spearheading the new Transit Ridership Incentive Program (TRIP) to expand regional connectivity and reduce barriers to transit use. Under her leadership, DRPT advanced several major infrastructure elements of its \$3.7 billion Transforming Rail in Virginia plan by successfully applying for \$849 million in highly competitive federal grant funding for a new Long Bridge and

the Franconia Springfield Bypass, projects which will double rail capacity across the Potomac River between Virginia and Washington, DC. and greatly expand passenger and freight rail service, connecting the Commonwealth with the Northeast Corridor and the eastern seaboard rail network.

During her tenure as DRPT Director, Ms. DeBruhl has supported and partnered with NVTC to improve transit in Northern Virginia. She has been a valuable proponent of dedicated funding for WMATA and VRE, resulting in long-term financial investments in Northern Virginia's two rail systems and enabling them to provide safe and reliable service that supports Northern Virginia's growing economy.



## RESOLUTION OF COMMENDATION

- SUBJECT:** Commending DRPT Director Jennifer DeBruhl on Her Departure from the Northern Virginia Transportation Commission
- WHEREAS:** The Northern Virginia Transportation Commission (NVTC) serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public transit and ridesharing programs to foster economic vitality in the region and the Commonwealth;
- WHEREAS:** On March 11, 2022, Virginia Secretary of Transportation W. Sheppard Miller III selected Jennifer DeBruhl to serve as the acting director of the Department of Rail and Public Transportation (DRPT) and appointed her to serve on NVTC as the Commonwealth's alternate;
- WHEREAS:** In June 2022, Governor Glenn Youngkin appointed Ms. DeBruhl to serve as the director of the Department of Rail and Public Transportation;
- WHEREAS:** Ms. DeBruhl has dedicated over 30 years of distinguished public service to the transportation community, at DRPT since 2016, and previously at the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA);
- WHEREAS:** The Department of Rail and Public Transportation oversees and supports the funding, planning and implementation of public transportation and rail services throughout the Commonwealth of Virginia;
- WHEREAS:** Ms. DeBruhl has played a significant role in the development and implementation of Virginia's Making Efficient + Responsible Investments in Transit (MERIT) program increasing accountability in public transportation funding, launching the Virginia Breeze intercity bus service, and spearheading the new Transit Ridership Incentive Program (TRIP) to expand regional connectivity and reduce barriers to transit use.
- WHEREAS:** Under DRPT Director DeBruhl's leadership, DRPT advanced several major infrastructure elements of its \$3.7 billion Transforming Rail in Virginia plan by successfully applying for \$849 million in highly competitive federal grant funding for a new Long Bridge and the Franconia Springfield Bypass, projects which will double rail capacity across the Potomac River between Virginia and Washington, DC. and greatly expand passenger and freight rail service, connecting the Commonwealth with the Northeast Corridor and the eastern seaboard rail network;
- WHEREAS:** Ms. DeBruhl has served as a member of the Commonwealth Transportation Board (CTB), which makes transportation funding decisions for the state, and chaired the Board of Directors of the Virginia Passenger Rail Authority (VPRA), which was created to expand opportunities for passenger rail travel across the state;

**WHEREAS:** During her tenure as DRPT Director, Ms. DeBruhl has supported and partnered with NVTC to improve transit in Northern Virginia;

**WHEREAS:** Ms. DeBruhl has been a valuable proponent of dedicated funding for WMATA and VRE, resulting in long-term financial investments in Northern Virginia's two rail systems and enabling them to provide safe and reliable service that supports Northern Virginia's growing economy; and

**WHEREAS:** Ms. DeBruhl informed the Youngkin Administration of her intent to retire from state service effective July 1, 2024.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby commends Jennifer DeBruhl for her service to the citizens of Northern Virginia and to the Commonwealth of Virginia.

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

Approved this 2<sup>nd</sup> day of May 2024.

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Matt de Ferranti  
Chair





## AGENDA ITEM #3 Presentation of SJ126 Commending NVTC on Its 60<sup>th</sup> Anniversary

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Presentation of Senate Joint Resolution No. 126 Commending NVTC on Its 60<sup>th</sup> Anniversary

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At the May 2024 meeting, the Commission will be presented a copy of [Senate Joint Resolution No. 126 commending NVTC on its 60<sup>th</sup> anniversary](#) by Senator Adam Ebbin and Delegate Paul Krizek, who both co-sponsored the legislation.



## SENATE OF VIRGINIA

### SENATE JOINT RESOLUTION NO. 126

Commending the Northern Virginia Transportation Commission.

Patrons—Ebbin, Boyško, Carroll Foy, Favola, Marsden, McPike, Pekarsky, Perry, Roem, Salim, Subramanyam and Surovell;  
Delegates: Bennett-Parker, Bulova, Cole, Delaney, Hope, Krizek, Lopez, Martinez, McClure, Sewell, Sickles and Watts

Agreed to by the Senate, February 22, 2024  
Agreed to by the House of Delegates, February 26, 2024

WHEREAS, the Northern Virginia Transportation Commission, created by the General Assembly in 1964, will celebrate its 60th anniversary on September 5, 2024; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) began with an initial district of five jurisdictions, including the Counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax, and Falls Church, with 11 elected officials from those jurisdictions and the chair of the State Highway Commission serving jointly as commissioners; and

WHEREAS, NVTC membership has grown to include Loudoun County and now has 21 commissioners, including six members of the General Assembly and a designee of the Secretary of Transportation; and

WHEREAS, the NVTC district now has a population of approximately two million people in a territory covering 1,000 square miles, connected by a robust transit network providing residents with 1.5 million transit trips each week on Metrorail, Virginia Railway Express (VRE), local and express bus services, and paratransit services; and

WHEREAS, the public transit network serving the NVTC district is a vital component of the region's transportation system that supports its overall quality of life and economic competitiveness, generating more than \$1.5 billion in annual sales and income tax revenue for the Commonwealth, a 160 percent return on the state investment in these transit systems; and

WHEREAS, NVTC played a pivotal role in creating the Washington Metropolitan Area Transit Authority (WMATA), whereby the resulting interstate compact requires WMATA's Virginia board members to be appointed from among the NVTC's commissioners, who now provide additional oversight and reporting responsibilities as directed by an update to state code in 2018; and

WHEREAS, NVTC began to plan for commuter rail service at its first business meeting in 1964 and persevered until VRE began operations in 1992, a system now co-owned with the Potomac and Rappahannock Transportation Commission that has carried more than 95 million riders; and

WHEREAS, NVTC initiated the first transit service to run on dedicated bus lanes with the NVTC Shirley Highway Express-Bus-on-Freeway Demonstration Project, serving as a model for future Express and Bus Rapid Transit (BRT) corridors, including the regional Envision Route 7 BRT planned for the Cities of Alexandria and Falls Church and the Counties of Arlington and Fairfax; and

WHEREAS, NVTC launched the innovative Commuter Choice program in 2017, which has invested more than \$150 million in toll revenues for projects that have moved more than five million people through the congested Interstate-66 and Interstate-395/95 corridors while reducing vehicle emissions by 69 percent, saving 1.1 million hours of travel time and \$14.5 million in fuel costs, and preventing more than 130 vehicle crashes; and

WHEREAS, NVTC manages financial resources from federal, state, regional, and local partners exceeding \$400 million annually, while demonstrating sound fiscal management of public funds and establishing a set of stringent internal controls to manage NVTC's complex financial role in the region, resulting in unblemished independent audits; and

WHEREAS, NVTC consistently promotes transit innovations leading to improved efficiency, environmental stewardship, and customer service, including advanced fare payment systems, hybrid and zero-emission bus technologies, improved bus speeds on local and interstate routes, bus stop improvements, and policy considerations for fare-free transit; and

WHEREAS, NVTC has managed numerous successful public transit marketing campaigns in coordination with the Department of Rail and Public Transportation, the jurisdictions that make up NVTC, the local bus systems in Northern Virginia, and VRE to promote transit use throughout the region; and

WHEREAS, NVTC routinely leads regional planning efforts to provide coordinated emergency responses by Northern Virginia's transit systems to facilitate faster transit reactions and better communication with customers, police, fire departments, and other public safety personnel during emergencies and transit system shutdowns; and

WHEREAS, NVTC provides ongoing and extensive data analysis of Northern Virginia public transit trends to better understand how our transit network serves our region in terms of service area coverage, connectivity, ridership, service levels, and accessibility; and

WHEREAS, NVTC conducts policy and financial analyses to support funding and legislative actions including conducting regional transit needs assessments, regional economic impact studies, and evaluation of the impact of federal and state policy and funding actions on the public transit systems that serve Northern Virginia; and

WHEREAS, in 60 years of leadership in transit system development, expansion, funding, and research, each of the current and former board members and staff of the NVTC have played an integral role in building and operating the transit network required to sustain the regional economy; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the General Assembly hereby commend the Northern Virginia Transportation Commission on the occasion of its 60th anniversary; and, be it

RESOLVED FURTHER, That the Clerk of the Senate prepare copies of this resolution for presentation to Matt de Ferranti, chair, and Kate Mattice, executive director, of the Northern Virginia Transportation Commission as an expression of the General Assembly's congratulations on reaching this landmark in the commission's history and appreciation for the leadership of the commission in promoting public transit and other sustainable commuting options in Northern Virginia to the benefit of the region and the entire Commonwealth.

  
Susan Clarke Schaar  
Clerk of the Senate

**MINUTES**  
**NVTC COMMISSION MEETING –APRIL 4, 2024**  
**FIRST FLOOR LARGE CONFERENCE ROOM – 2300 WILSON BLVD.**  
**ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chair Snyder at 7:05 p.m.

Members Present

Walter Alcorn  
Sarah Bagley  
James Bierman, Jr.  
Matt de Ferranti  
Jennifer DeBruhl (Alternate, Commonwealth of Virginia) *(via electronic participation)*  
Adam Ebbin  
Takis Karantonis  
Matt Letourneau  
Dalia Palchik  
Catherine Read  
Paul Smedberg  
David Snyder  
Dan Storck  
James Walkinshaw

Commissioners Absent

Canek Aguirre  
Juli Briskman  
Libby Garvey

Staff Present

Kate Mattice, Executive Director	Melissa Walker
Monique Blyther	Aimee Perron Seibert <i>(via electronic participation)</i>
Genoveva Cutrell	Rich Dalton (VRE) <i>(via electronic participation)</i>
Andrew D’huyvetter	Steve MacIsaac (VRE)
Matt Friedman	Joe Swartz (VRE)
Allan Fye	Nick Ruiz (VRE)
Rhonda Gilchrest	Christine Hoeffner (VRE) <i>(via electronic participation)</i>
Adam Hager	Randy Clarke (WMATA)
Xavier Harmony	Greg Potts (WMATA)
Scott Kalkwarf	
Daniel Knickelbein	
Ann McGrane	
Tenley O’Hara	
Ben Owen	
Robert Rudesill	
Noman Sayed	
Vikram Sinha	
Sophie Spiliotopoulos	

## Opening Remarks

Vice-Chair Snyder welcomed everyone to the March 7, 2024 NVTC meeting and noted that the meeting is being livestreamed for the public on YouTube. He noted that Chair de Ferranti will be joining later in the meeting since he is attending an Arlington County tax rate hearing.

Board Administrator Rhonda Gilchrest confirmed an in-person quorum. Vice-Chair Snyder stated that Ms. DeBruhl has requested electronic participation for a personal reason as she is out of state on travel.

Ms. Palchik moved, with a second by Smedberg, to approve Commissioner DeBruhl's requests for electronic participation via Zoom. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Ebbin, Letourneau, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. The motion passed.

Vice-Chair Snyder welcomed WMATA General Manager/CEO Randy Clarke to the meeting and stated that the Commission looks forward to hearing and engaging with Mr. Clarke on Metro topics later in the Agenda.

Vice-Chair Snyder stated that the Agenda has been updated reflecting an additional action item on the Consent Agenda to authorize the chair to send a letter of support for a Fairfax County federal grant. There were no objections to this addition.

Ms. Mattice stated that NVTC received one general public comment this month. The Coalition for Smarter Growth has asked that the Commission consider studying land use and its connection to transit as a part of NVTC's Strategic Research Roadmap. Ms. Mattice noted that the meeting materials include an overview of this effort which will be presented to the Commission for discussion in May and approval in June. Commissioners received a copy of the Coalition's letter prior to the meeting.

## Minutes of the March 7, 2024 Meeting

Ms. Palchik moved, with a second by Ms. Bagley, to approve the Minutes of the March 7, 2024 meeting. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. Commissioners Ebbin and Letourneau abstained. The motion passed.

## Consent Agenda

Vice-Chair Snyder stated that there are two actions on the Consent Agenda:

- A. Authorize the Executive Director to Issue a Request for Proposals for State Government Relations Services

- B. Authorize the Chair to Send a Letter of Endorsement of Fairfax County's application to the Federal Transit Administration's FY 2024 Low or No Emission Grant Program and Grants for Buses and Bus Facilities Program

Ms. Palchik moved, with a second by Ms. Bagley, to approve the Consent Agenda. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, Ebbin, Letourneau, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. The motion passed.

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

Vice-Chair Snyder thanked Mr. Clarke for joining NVTC at this meeting and noted that the health and stability of the Metro network is vital to the communities, economy and mobility in Northern Virginia. The region is waiting for the final decisions in the General Assembly regarding additional WMATA funding and flexibility with the 3% cap, as well as watching what is happening in Maryland and DC since the entire region benefits and cannot function without the Metro system. He then asked Virginia WMATA Board Members Letourneau and Smedberg to make introductory remarks.

Mr. Smedberg stated that WMATA has been transformed over the last 18 months since General Manager/CEO Randy Clarke arrived. Mr. Clarke and his team have really stepped up. Mr. Smedberg gave an overview of their involvement with meetings with Governor Youngkin and his team; Secretary of Transportation Miller and DRPT Director DeBruhl; as well as legislators. He thanked Senators Ebbin, Boysko and Marsden; Delegates Sickles and Surovell; and NVTC's Legislative Liaison Aimee Perron Seibert. He also expressed appreciation for Mr. Letourneau's work on the WMATA Board and his service as chair of the Finance and Capital Committee.

Mr. Letourneau gave a brief update on the WMATA budget and the adjustments made since the last NVTC meeting. Virginia's budget request has been modified down, which will help a bit with individual jurisdictional subsidies. The WMATA Board is poised to take action on the budget next week. He thanked NVTC staff for their support of Metro during the General Assembly Session. He then turned it over to Mr. Clarke.

Presentation by WMATA General Manager/CEO Randy Clarke. Mr. Clarke recognized the hard work of WMATA Board Chair Paul Smedberg and WMATA Finance and Capital Committee Chair Matt Letourneau. He also thanked Ms. Mattice and the NVTC team.

Mr. Clarke reported that there was a fatality shooting on a Red Line Metrorail platform earlier in the afternoon. Gun violence is a problem across the county, but WMATA is working hard to address security issues, including a larger police presence at stations.

Mr. Clarke then reviewed the benefits of Metro to the region. He also stated how proud he is of his team, by making sure the region recovers from the pandemic and Metro providing excellent service. WMATA has increased its transparency and there is a lot of oversight, which can be found on Metro's website. He noted that WMATA had its ninth straight clean financial audit. He also reviewed customer satisfaction. Last quarter, WMATA achieved its highest customer satisfaction rating of 88% in its history. He also stated that last year, WMATA partnered with Fairfax County

for a Federal Transit Administration (FTA) grant for \$104 million to purchase electric buses and upgrades of the Cinder Bed facility to support electric buses.

Mr. Clarke stated that WMATA's Transformation Plan is a "north star" which will lead and drive the organization and it includes action plans. Commissioners were provided with a copy of Annual Transformation Report. He then provided some statistics showing the growth in ridership. He noted that Metro is going in the right direction. He also discussed fare evasion and security and the steps WMATA has taken to address the issues.

Mr. Clarke then addressed the FY 2025 budget. He stated that fares need to be carefully optimized as it is important not to drive riders away. He reviewed the proposed fare changes in the budget as well as service efficiencies and reductions. WMATA's funding jurisdictions have communicated a commitment of \$480 million in additional operating funding in FY 2025 (which is above the 3% cap), including \$200 million from the District of Columbia, \$150 million from Maryland, and \$130 million from Virginia. Final subsidy levels will be set according to subsidy formula. WMATA anticipates an April approval of the FY 2025 budget by the WMATA Board.

Mr. Clarke noted that the Fleet of the Future Expo was open on the National Mall from March 20 through April 3 and it showcased the new world-class 8000-series railcar design, a zero-emission bus, and a pop-up shop with special Metro merchandise. More than 40,000 visitors experienced the expo over the two-week period.

Vice-Chair Snyder thanked Mr. Clarke for his presentation and asked for questions and comments from Commissioners. Ms. Palchik asked about the 28A bus and if bus service cuts are off the table. Mr. Clarke confirmed that the revised budget has no bus service cuts. Ms. Palchik also asked about how to get buses to function as partners to target youth and the elderly to let Metro "do the driving" and get them used to using transit. Mr. Clarke observed that riding the bus can be intimidating to many people, so the key is to make it as simple as possible. Ms. Palchik agreed that the more that can be done it make is easier, the better. Mr. Alcorn thanked Mr. Clarke for his advocacy on safety and fare evasion. The region depends on transit, and Metro has had a remarkable turn-around. Mr. Alcorn stated that there are challenges ahead, but he thanked Mr. Clarke in advance for his commitment. Mr. Clarke stated that Metro is the backbone of the region's success and noted that the mindset should be that everything is on the table for discussion.

Chair de Ferranti joined the meeting at 7:40 p.m. and Vice-Chair Snyder passed the gavel to him.

Ms. Bagley asked if the budget situation has changed the plans for the 8000-series railcars. Mr. Clarke stated that WMATA needs to figure out how to exercise Option 1. The original base order will replace all the 3000-series railcars. He reviewed the replacement of the 2000-series. The 7000-series are going well now and the 6000-series have about 15 years of life left. He stated that at some point, long-term funding will need to connect both operating and capital and couple them for a strategy. Ms. Bagley also asked about bikes on Metro and the impact on service. Mr. Clarke responded that the goal is to get people out of cars, so bike ridership should not be considered competing with other transit. He stated that the 8000-series design has space for bikes, strollers, wheelchairs, etc. He stated that land use is also a major component.

Mr. Walkinshaw asked about salary and wage adjustment assumptions. Mr. Clarke stated that the budget has no wage increase for non-union workers. He explained that his budget proposal is different from collective bargaining.

Mr. Karantonis joined the meeting at 7:50 p.m.

Mr. Storck asked about the estimates in reduction in ridership resulting from fare increases and if there are studies on this. Mr. Clarke provided some more information about the projections of 5% reduction in ridership. WMATA cannot control the federal government work force, pandemics, etc. and there is elasticity so ridership may not be impacted as much as predicted. For riders with a fixed-income, fare increases make a difference. WMATA hopes that running high quality transit service will negate the impact of any fare increase. Mr. Storck thanked WMATA for their support of the future interface with the Huntington Metro Station and the Richmond Highway BRT.

Ms. Palchik asked about demand pricing for parking and how it impacts by location. Mr. Clarke stated that WMATA is looking to update its parking management system. Mr. Snyder stated that BRT has a real future and he asked for WMATA engagement on the Route 7 BRT project. Mr. Smedberg updated the Commission on the Inspector General search.

Chair de Ferranti thanked Mr. Clarke for joining the Commission to discuss these important issues.

Report from the Chair of the NVTC WMATA Committee. WMATA Committee Chair Alcorn reported that NVTC staff have been working hard over the last few months to finalize the Metro Operating Funding and Reform Working Group Report, an effort which staff kicked off with the WMATA Committee approximately one year ago. The WMATA Committee received several briefings in the fall and a final presentation in February. This report lays out a menu of revenue options for new transit funding in Northern Virginia along with reform and accountability findings for WMATA. The report will serve as a foundational component of the upcoming Senate Joint Resolution 28 study that's slated to begin in several months.

Mr. Alcorn also announced that there will be a joint WMATA Committee and Legislative and Policy Committee meeting on Thursday, May 16 at 6:00 p.m. in NVTC's Suite #230 conference room. He then asked Mr. D'huyvetter to give the presentation on the Working Group report.

WMATA Senior Program Manager Andrew D'huyvetter stated that the Metro Operating Funding and Reform Working Group was a staff level effort that started in 2023 at the direction of the Commission to develop funding options for WMATA in light of anticipated operating fiscal cliff as federal aid was exhausted. The group met three times in 2023 and staff provided numerous updates on the Working Group's progress and findings to the WMATA Committee, the Legislative and Policy Committee, and the Commission over the last year. The Working Group effort was foundational to the WMATA Reform, Accountability and Oversight recommendations in the 2023 Annual Report on the Performance and Condition of WMATA, which the Commission approved in December. The Working Group set out to develop a menu of revenue options to provide technical information to Commissioners and other stakeholders to inform potential conversations about the long-term solutions to close the WMATA operating funding gap. As the

effort continued and it became apparent the region would need to secure short-term funding first, the concept was broadened to include a capital solution for WMATA - as that capital fiscal cliff is looming on the horizon – and to include funding for all transit agencies operating in the NVTC district as these agencies are also feeling the impacts of the pandemic albeit at different scales and timelines.

Mr. D’huyvetter stated that the Working Group also set out to benchmark WMATA against peer transit agencies in terms of accountability measures – namely posting public information on their websites – and report on its findings. WMATA did well, performing above average compared to its peers. This reflects the significant quantity and quality of reports, open data resources, and other information produced by WMATA for the public and the way those products have improved since 2018. The report also discusses the 3% legislative operating cap. While this was not an explicit charge of the Working Group, it was a common theme that emerged in the work as the problematic nature of the unintended consequences of the current 3% legislative operating cap are an area of growing concern for the jurisdictions. The report documents these findings and includes some considerations for a potential future revised cap.

Mr. D’huyvetter noted that the Working Group started with broad consideration of 41 different revenue sources and narrowed those down to 10 sources where the consultant team prepared revenue estimates. Diversity was a big theme in their selection. These 10 sources are a mix of sources that are already used for transportation at the state or regional level in Virginia, some that are used only at the state level, and some that are not currently levied in Virginia. There is also a wide range of the size of revenue generated as well as the proportionality within the NVTC district. All 10 were estimated for FY 2025 at the NVTC district level, and four were estimated at a statewide level for prior fiscal years. In addition to developing revenue estimates, the Working Group was also charged with developing a recommendation about the structure and flow of those revenues.

Mr. D’huyvetter explained that the recommendation is to have any new regional or statewide funds flow to NVTC for the benefit of transit agencies in the NVTC district. This would accomplish goals to support all transit providers in the NVTC district, provide a long-term solution to Virginia’s share of WMATA’s operating and capital funding needs, create a model that recognizes that NVTC jurisdictions receive different levels of WMATA transit services and provide funding for their own local bus systems, and that several NVTC cities and counties also fund VRE. As NVTC is the co-owner of VRE, a compact eligible funding partner to WMATA, has a funding coordination role with all the transit agencies in the district, and has elected officials representing these funding jurisdictions and their transit agencies, NVTC is the right place to direct any new funding, and NVTC would develop an allocation framework to help accomplish these objectives. This revenue structure recommendation also envisions that any new sources would be in addition to and on top of the existing Virginia funding structure, and that after the lessons of the 2018 funding deal, that the establishment of any dedicated revenues should not come at the expense of existing revenues or recipients.

Mr. D’huyvetter stated that the Working Group report is a foundational document in the SJ28 Mass Transit in Northern Virginia Legislative Study that was sponsored by Senator Ebbin. This joint resolution establishes a joint subcommittee to study long-term, sustainable, dedicated



operating and capital funding for all transit agencies in the NVTC and PRTC districts, and to study cost containment controls and strategies for WMATA.

Mr. D’huyvetter reminded Commissioners that in 2023, NVTC debuted the Value of Transit to the Commonwealth Study. That year NVTC also started the Working Group process, whose work informed recommendations in the 2023 Annual Report on the Performance and Condition of WMATA. With the release of this Working Group report this month, both of those reports will be foundational inputs into the SJ28 study. That study will look at additional inputs, like NVTC’s Regional Bus Analysis, the VRE System Plan, local transit agency Transit Strategic Plans, and WMATA’s capital and operating needs, as the study charts a path forward. The joint subcommittee will consist of mostly senators and delegates, a Virginia WMATA Board member, a member of NVTC, and Executive Director Mattice. The Technical Working Group also includes NVTC. The SJ28 study has an interim report due to the General Assembly in November 2024 and a final report due in November 2025. While this effort is very Virginia focused, it is envisioned that it will plug into other regional efforts including those occurring in DC and MD as the region collectively looks for a long-term funding solution.

Chair de Ferranti thanked staff for their hard work on the report and also thanked Senator Ebbin for his legislation creating the SJ28 subcommittee to look at these important issues.

Mr. Ebbin moved, with a second by Mr. Karantonis, to accept the NVTC Metro Operating Funding and Reform Working Group Report. The vote in favor was cast by Commissioners Alcorn, Bagley, Bierman, de Ferranti, Ebbin, Karantonis, Palchik, Read, Smedberg, Snyder, Storck and Walkinshaw. (Mr. Letourneau was not in the room during the vote.) The motion passed.

Mr. Bierman left the meeting at 8:13 p.m. and did not return.

#### Report from the Chair of the Legislative and Policy Committee

Chair de Ferranti noted that Legislative and Policy Committee Chair Aguire was unable to attend this meeting, so he asked Ms. Perron Seibert to provide more details about what is happening with the budget and upcoming Reconvene Session. Ms. Perron Seibert stated that there is not much to report as everyone is waiting for the Governor’s action to accept, amend or veto the budget by the Monday, April 8 midnight deadline. She explained the budget process.

Ms. Mattice reported that DRPT held its regular meeting of the Transit Service Delivery Advisory Committee (TSDAC) last week. At that meeting, they provided year-over-year transit ridership for the entire Commonwealth, which highlighted annual growth in ridership. All Virginia transit ridership was up 20% for 2023 compared to 2022 as well as WMATA up 27% and VRE up 12%. Regarding funding in general, DRPT is not planning any changes.

For federal updates, Ms. Mattice recognized the City of Alexandria for being awarded a federal grant of \$550,000 to support transit-oriented development (TOD) planning at the Landmark Mall area of the proposed Duke Street BRT corridor. This planned corridor will provide transit access along approximately 3.7-mile stretch of Duke Street, connecting two ends of the city from the planned West End (former Landmark Mall) mixed-use development to the King Street Metrorail

Station and Alexandria Union Station. She reviewed some of the other grant programs available to the jurisdictions. She also announced that APTA's Legislative Conference starts this upcoming weekend, which she will be participating in the committee meetings.

### Transit Research Center

Chair de Ferranti asked Senior Program Manager Xavier Harmony to give a presentation on the Climate Benefits of Transit in Northern Virginia. Dr. Harmony explained that staff have been working on this report over the last few months to look at how transit generally benefits the climate, provide a summary of Northern Virginia policies that intersect transit and the environment, quantify climate benefits of transit, and concludes with recommendations for the region. The report will be released next week on NVTC's website. He stated that the study is important because transportation is the greatest source of U.S. emissions. Northern Virginia's share is 10% higher than the average for the D.C. region. Transit can help mitigate transportation emissions. Since the pandemic, transit ridership has recovered slower than driving, which has a potential for significant climate impacts. He then reviewed the key findings:

- The use of public transit in Northern Virginia reduces 120,000 to 160,000 Metric tons of CO<sub>2</sub> annually.
- All bus fuel types, even diesel buses, are a much greater environmental option than using cars.
- Electric cars need to make up a much larger proportion of on-road vehicles before other bus fuel types become better options.
- There are opportunities for the region's jurisdictions and transit agencies to learn from each other's policies.

Dr. Harmony then reviewed the study's recommendations:

- Increase ridership (*shorter-term*)
- Reduce miles and hours when a transit vehicle is not taking passengers ("deadheading") where possible (*shorter-term*)
- Increase the amount of transit in the region (*medium-term*)
- Speed up buses using bus priority infrastructure and policies (*medium-term*)
- Transition to zero-emission buses (*longer-term*)

Ms. Palchik asked if the report will help with NVTC's Strategic Research Roadmap. Dr. Harmony stated that more will be discussed at the April 15 Program Advisory Committee meeting and he expects NVTC will continue with more similar studies as part of the roadmap. This type of data and research will help with long- and short-term planning to make informed decisions. Just by running transit every day helps the environment.

Mr. Snyder stated that he has heard statements that just converting cars to electric will do the job of meeting the environmental goals. He asked for some additional information and a "word track" to explain the "85% of all on-road cars need to be electric for electric buses to be as good for the climate as diesel buses are today" listed in the complex chart in the presentation slides

(Key Finding #3 slide). He wants to know if the region can meet its transportation environmental goals simply by converting cars to electric vehicles, but that won't be achievable for years, so what can be done to meet those goals. Dr. Harmony stated that the report has a narrow focus and doesn't discuss land use, which would also benefit the discussion. Mr. Snyder asked that staff keep his request purely focused on transit. Mr. Alcorn asked if the final report addresses system optimization and if there are situations for an environmental argument to drop transit service if it is underperforming. Dr. Harmony stated that there can be multiple reasons to drop service. Chair de Ferranti stated that it is a great question and worthy of study.

### Virginia Railway Express (VRE)

Chair de Ferranti asked VRE CEO Rich Dalton, who was participating virtually, to give his report followed by VRE Operations Board Vice-Chair Bagley to present the information item.

VRE CEO Report. Mr. Dalton reported that VRE continued to see a slight increase in ridership in the month of March and an increase in federal workers returning to the office. On-time performance systemwide for the month of March did not meet the 90% target, with some of the reasons due to switch issues, congestion, and a fire adjacent to the tracks near Quantico. On-time performance for the first few days of April has been good.

VRE 2050 System Plan. Ms. Bagley stated that since June 2022, VRE has been updating the System Plan to respond to the numerous changes in regional travel patterns. A lot has changed since the System Plan was last updated in 2014, with the rise in telework and non-traditional work schedules, changing regional demographics, as well as a major commitment by the Commonwealth to grow and improve rail service through Transforming Rail in Virginia. The Commission will be asked to adopt the full 2050 System Plan at a future meeting. She introduced VRE Planning Program Manager Nick Ruiz, who will provide more information on the VRE 2050 System Plan.

Mr. Ruiz gave some background information on the System Plan. He noted that this region is projected to grow in the next 25 years by 35% but neighbors to the south in the Fredericksburg area are expected to grow by a much larger percentage of 60%. Telework still remains a strong fixture in the post-pandemic world. By 2030 when the Long Bridge and other projects are completed, VRE will be able to run over 60% more service than current levels. He noted that the Northern Virginia region does not end at the Occoquan River and any improvement VRE makes will benefit those people living outside of the NVTC jurisdictions but will also benefit NVTC jurisdictions if more people traveling through the region use transit. Part of the plan vision statement is that "VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner."

Mr. Ruiz reviewed the plan's strategic goals and the plan process, which includes a three-phase approach. He reviewed service improvements and key infrastructure projects by 2030, which include running full weekend service and a new mid-day DC storage facility. He then reviewed the 2050 recommendations and benefits to the region. VRE's vision is to become a regional transit "spine" where all VRE stations by 2050 will have connectivity to other transit systems so

a person can connect via VRE for longer distance travel. Projections have average daily ridership to grow to 21,000 by 2030 and 28,000 by 2050, which takes cars off the road.

Mr. Ruiz stated that in June the VRE Operations Board is expected to recommend Commissions' approval of the 2050 System with the expectation that it will be presented to the Commissions for action at their July meetings.

Mr. Alcorn asked for more land use information when the System Plan comes back to the Commission. Mr. Ruiz stated that VRE used the Metropolitan Washington Council of Governments/Transportation Planning Board's current models, but he could provide Mr. Alcorn with more information. Mr. Walkinshaw stated that this is a visionary plan. Between now and 2050 the fastest growing region, besides Loudoun County, will be the southern VRE jurisdictions. He stated that it is critical to make it through this challenging time of post-pandemic VRE history, but VRE needs a plan so that all those cars aren't driving through NVTC's jurisdictions in the future. He observed that VRE's first Saturday service will be a key experiment to see how popular and successful it is as a flexible service model.

Mr. Smedberg asked about VRE service running into Maryland. Mr. Ruiz stated that it is not included in the System Plan and the short answer is there is way less demand for this type of service, so VRE chose not to pursue it at this time. VRE also did not include any new rail lines.

Mr. Letourneau left the meeting at 9:08 p.m. and did not return.

Mr. Snyder stated that the assumption is that if VRE provides more service, more people will ride. But if they are riding VRE at the current percentage of riders, VRE will have expended a large amount of resources for a small number of riders. He asked what projections VRE is making that assumes the future trains will have more riders, especially with the popularity of telework. Mr. Ruiz stated that there is elasticity when service is expanded and the usefulness of that service increases. VRE would like to diversify its ridership to capture non-federal workers and to do that, VRE will need to provide service at different times of the day. Secondly, based on the travel demand models, telework won't go back to 2019 levels, so the ridership figures in the final System Plan will be reported as a range.

Ms. Bagley stated that it is interesting to note that Metro ridership recovery was not in the peak hours, but VRE didn't have that same option to provide off-peak service. The new weekend service will be a good experiment. There does seem to be interest and demand for transit travel in off-peak hours.

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

DRPT Director DeBruhl encouraged Commissioners to read her written DRPT Report. She announced that DRPT is finalizing the Six Year Improvement Plan (SYIP) and will start accepting public comment on the SYIP starting on April 16. The Northern Virginia public hearing is scheduled for April 23 [the date of which has been subsequently changed to April 25] and a DRPT stand-alone statewide hearing on May 16 (both virtual and in-person). DRPT collects ridership data for its monthly CTB report as well as for the data portal on DRPT's website. This data tells a

great story of transit in the Commonwealth. She also reported that the American Public Transportation Association (APTA) and the Japan International Transport and Tourism Institute (JITTI) are hosting a rail symposium on April 11 and registration is free. She is moderating a panel discussion and will be able to highlight the great work the Commonwealth is doing on passenger rail.

### Executive Director Report

Ms. Mattice encouraged Commissioners to read her Executive Director Newsletter, which highlights some of NVTC's recent efforts and events including a recent staff retreat.

She reminded Commissioners about NVTC's 60<sup>th</sup> anniversary events. NVTC staff have launched social media historical highlights. NVTC is also hosting a Transit Innovation Summit at George Mason on Friday, June 14 and an evening anniversary celebration with a documentary premiere on the evening of Thursday, September 5.

Ms. Mattice introduced a new staff member, Daniel Knickelbein, who joined NVTC in March as a senior program analyst. He will primarily support the Commuter Choice program and has already expressed interest in supporting the Envision Route 7 Bus Rapid Transit system program as well as legislative work. Daniel worked as a Transportation Planner at TranSystems in Chicago and other previous experience includes working for a Council of Governments in the Chicago area and the Broward Metropolitan Planning Organization in Fort Lauderdale, Florida.

Ms. Mattice reviewed upcoming meetings, including the Program Advisory Committee meeting on April 11 at 4:30 p.m., a joint WMATA Committee and Legislative and Policy Committee meeting on May 16 at 6:00 p.m., and Commission meetings on May 2 and July 18 (all-virtual in lieu of July 4).

Ms. Mattice stated that the February Financial Reports were provided in the meeting materials. There were no comments or questions.

### Adjournment

Without objection, Chair de Ferranti adjourned the meeting at 9:21 p.m.

Approved this 2<sup>nd</sup> day of May 2024.

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Matt de Ferranti  
Chair

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Sarah Bagley  
Secretary-Treasurer



**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice, Scott Kalkwarf and Allan Fye  
**DATE:** April 25, 2024  
**SUBJECT:** Consent Agenda

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At the May 2024 meeting, the Commission will be asked to approve the Consent Agenda which includes one action to authorize the executive director to submit comments on the Department of Rail and Public Transportation's Six-Year Improvement Program.

**A. Authorize the Executive Director to Submit Comments to the Secretary of Transportation and the Commonwealth Transportation Board on DRPT's Draft FY 2025-2030 Six-Year Improvement Program (SYIP)**

The Commission will be asked to authorize the executive director to submit comments to Secretary Miller and the Commonwealth Transportation Board (CTB) on the draft Department of Rail and Public Transportation (DRPT) Six-Year Improvement Program (SYIP). DRPT is seeking comments on its proposed SYIP for fiscal years 2025 through 2030 with public comment due May 20, 2024. Each year NVTC is responsible for managing a significant amount of DRPT funding on behalf of member jurisdictions. The proposed comment letter documents NVTC's appreciation to DRPT and the Commonwealth for the continued partnership to support transit in Northern Virginia. Pending the outcome of the Special Session of the General Assembly, the letter may include a statement on our concern over the need for a shared contribution to funding the anticipated budget deficit for the Washington Metropolitan Area Transit Authority (WMATA) as was articulated in NVTC's April 12 letter to the General Assembly.

As shown in Table 1, the draft SYIP for FY 2025 includes \$315,969,662 in state aid to support jurisdictional funding of the Washington Metropolitan Area Transit Authority, capital and operating for the Virginia Railway Express and local transit systems, demonstration grants, planning studies, and workforce development programs.

Due to the timing of this letter related to the anticipated Special Session of the General Assembly on May 13 through 15, NVTC staff will update the letter to reflect any actions that would revise the SYIP funding levels, including any changes to the state assistance for payments to WMATA.

**Table 1: NVTC District Transit Funding Identified in the  
Proposed DPRT Six-Year Improvement Program for FY 2025**

<b>Organization</b>	<b>Project Name</b>	<b>Project Cost</b>	<b>State Funds</b>
NVTC	Shared On-Route BEB Charging Feasibility Study	\$ 300,000	\$ 150,000
	NVTC Transit Fellow Program	\$ 80,000	\$ 64,000
Washington Metropolitan Area Transit Authority (WMATA)	WMATA Operating and Capital	\$ 220,969,886	\$ 220,969,886
ART (Arlington County)	State Operating	\$ 5,574,618	\$ 5,574,618
	ART ITS and Security/Transit Signal Priority Study	\$ 170,000	\$ 85,000
	ADA Bus Stop Improvements	\$ 926,000	\$ 629,680
	ART Bus Stop Improvements	\$ 627,000	\$ 426,360
	Arlington County Transit (ART) - Shirlington Facility	\$ 48,282,500	\$ 6,158,724
DASH (City of Alexandria)	State Operating	\$ 9,437,848	\$ 9,437,848
CJE (City of Fairfax)	Replacement Support Vehicle - SUV (1)	\$ 37,000	\$ 25,160
	State Operating	\$ 1,598,498	\$ 1,598,498
	CJE Bus Zero Fare Project	\$ 400,000	\$ 120,000
Fairfax Connector (Fairfax County)	Shop Equipment (Miscellaneous Shop Equipment)	\$ 295,000	\$ 200,600
	3rd Party Project Management (Fleet & Facilities)	\$ 450,000	\$ 306,000
	ADP Software - Operations (ITS)	\$ 203,000	\$ 138,040
	Rehab/Renovation of Rail Related Facilities (Parking at Burke VRE Station)	\$ 250,000	\$ 170,000
	Rehab Renovation of Yards and Shops (Garage Upgrades at 3 Facilities)	\$ 515,000	\$ 350,200
	Replacement Support Vehicle - Sedan (1)	\$ 30,000	\$ 20,400
	Vehicle Mid-life Overhaul - Large, Heavy-duty Bus (19)	\$ 2,500,000	\$ 1,700,000
	Replacement - Heavy-duty, Small bus (12)	\$ 8,601,360	\$ 5,848,925
	Replacement - Heavy-duty, Large bus (24)	\$ 23,807,616	\$ 16,189,179
	State Operating	\$ 26,810,560	\$ 26,810,560
	Fairfax County Bus Shelter Program	\$ 2,270,000	\$ 1,543,600
	Replacement Bus Shelters	\$ 200,000	\$ 136,000
	Virginia Railway Express (VRE)	VRE Operating and Capital	\$ 16,336,930
Debt Service for Rail Projects [71 Railcars]		\$ 6,121,588	\$ 979,454
	<b>TOTAL</b>	<b>\$ 376,794,404</b>	<b>\$ 315,969,662</b>



May XX, 2024

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Hon. David Reid

Hon. Mark Sickles

**Executive Director**

Katherine A. Mattice

The Honorable W. Sheppard Miller III  
Virginia Secretary of Transportation  
Patrick Henry Building, 3<sup>rd</sup> Floor  
1111 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Miller and Members of the Commonwealth Transportation Board,

Thank you for the opportunity to comment on the Virginia Department of Rail and Public Transportation's (DRPT) FY 2025-2030 Six-Year Improvement Program (SYIP).

NVTC has a longstanding partnership with the Commonwealth to support and invest in transit in Northern Virginia, including vital capital and operating funds for the Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), and our five local transit systems (DASH, ART, CUE, Fairfax Connector and Loudoun County Transit). DRPT continues to support essential technical and policy analysis work by investing in planning studies as well as supporting NVTC's highly successful Transit Fellow program that creates a pipeline of talent for the transit industry in Virginia.

The draft FY 2025-2030 DRPT SYIP includes \$315,969,662 in state funding in FY 2025 that NVTC will manage to support Northern Virginia's integrated transit network which serves as backbone for mobility and economic development in the region. We applaud DRPT's proposed funding levels for the operations and capital of these public transit services in Northern Virginia proposed in the SYIP and appreciate the state's continued commitment to a shared investment in the Northern Virginia public transit network. [We do continue to share concerns on the need for additional state aid to support our jurisdictions' contributions to WMATA for both fiscal years FY 2025 and 2026.]

These investments will continue to support a strong transit network that we have documented will provide at least a 160% return on the state's investment. Through these investments, the Northern Virginia transit network will continue to generate approximately \$1.5 billion in annual personal income and sales tax for Virginia, \$1 billion of which can be attributed to the Metrorail system.

NVTC has a proven track record of sound fiscal management of state funds and works closely with our member jurisdictions and DRPT to oversee the state's investment in transit in Northern Virginia. We look forward to maintaining and growing our close partnership with the Commonwealth and NVTC staff are always available to answer any questions.

Best regards,

Katherine A. Mattice  
Executive Director





## AGENDA ITEM #6 MWCOG/WMATA Plan to Develop a Unified Vision for Transit Service

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Presentation on the MWCOG/WMATA Plan to Develop a Unified Vision for Transit Service in the Region

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At the May 2024 meeting, Clark Mercer, the executive director of the Metropolitan Washington Council of Governments (MWCOG), will give a presentation on the MWCOG/WMATA plan to develop a Unified Vision for Transit Service in the Region. The MWCOG and WMATA Boards of Directors plan to meet on May 1 as a continuation of months long discussions focused on meeting the region’s public transit goals. The collaborative approach aims to bring together regional leaders who can reach across jurisdictional borders to “unlock the full potential of the region’s transit networks.”



**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice, Allan Fye, Andrew D’huyvetter and Adam Hager  
**DATE:** April 25, 2024  
**SUBJECT:** Washington Metropolitan Area Transit Authority (WMATA)

At the May 2024 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**

- Approval of FY 2025 Budget, FY 2025-2030 Capital Improvement Plan and Public Participation Staff Report

On April 25, the WMATA Board is anticipated to take action to approve the [FY 2025 budget, FY 2025-2030 Capital Improvement Plan \(CIP\) and public participation staff report](#). Slated to be recommended by WMATA’s Finance and Capital Committee at its earlier April 25 [meeting](#), the FY 2025 budget and CIP will begin on July 1, 2024. WMATA’s FY 2025 budget anticipates \$463 million in additional investments from the District of Columbia, Maryland and Virginia as well as \$181 million in preventive maintenance transfers to fully fund the operating budget (Figure 1).

**Figure 1: FY 2025 Subsidy Including \$463M in Additional Regional Investment**

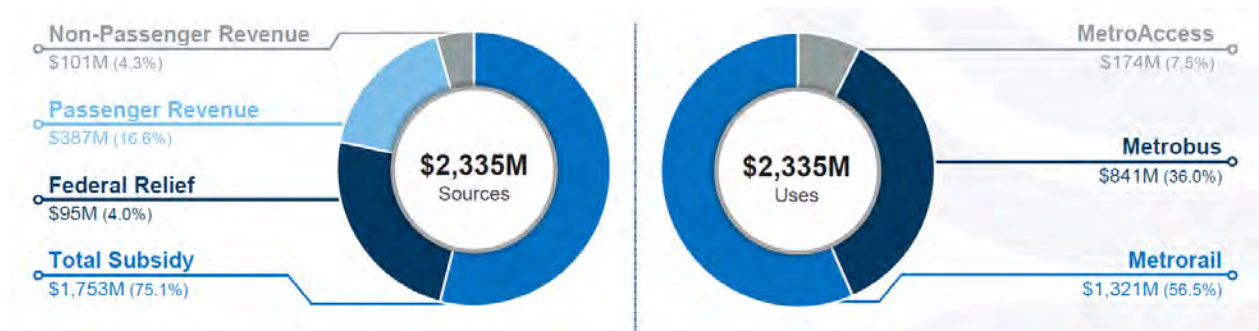
(\$ in Millions)	FY2024 Subsidy	FY2025 Base Subsidy	Additional Regional Investment	FY2025 Total Subsidy*
<b>Preventive Maintenance (PM)</b>				
• PM transfer at <b>\$181M</b>				
• Debt limit reached in FY2026; No new debt in FY2029				
	<b>\$448.2</b>	<b>\$461.6</b>	<b>\$200.0</b>	<b>\$661.6</b>
District of Columbia	196.7	213.2	62.6	275.8
Montgomery County	277.0	274.8	80.7	355.6
Prince George's County				
<b>Maryland Subtotal</b>	<b>\$473.8</b>	<b>\$488.0</b>	<b>\$143.3</b>	<b>\$631.3</b>
City of Alexandria	54.6	53.8	18.9	72.7
Arlington County	85.0	92.6	32.5	125.1
City of Fairfax	3.3	2.9	1.0	3.9
Fairfax County	167.9	165.1	58.0	223.1
City of Falls Church	3.8	4.1	1.4	5.5
Loudoun County	15.8	21.7	7.6	29.4
<b>Virginia Subtotal</b>	<b>\$330.3</b>	<b>\$340.2</b>	<b>\$119.4</b>	<b>\$459.6</b>
<b>Total Contribution</b>	<b>\$1,252.3</b>	<b>\$1,289.8</b>	<b>\$462.8</b>	<b>\$1,752.6</b>

\*FY2025 Total Subsidy excludes Debt Service  
 Note: amounts may not sum due to independent rounding

Source: [April 25 WMATA Finance and Capital Committee Meeting](#)

The \$2.3 billion FY 2025 operating budget is funded through non-passenger revenue (\$101 million), passenger revenue (\$387 million), federal relief (\$95 million) and subsidy (\$1.75 billion) while expenditures are split across Metrorail (56.5%), Metrobus (36%) and MetroAccess (7.5%). Under the approved FY 2025 operating budget, WMATA will implement more targeted rail service, enhanced fare enforcement, maintain bus service levels and apply a moderate fare increase (Figure 2). FY 2025 gross operating expenses will remain at FY 2024 levels as WMATA implements a salary and wage freeze to control costs.

**Figure 2: FY 2025 Operating Budget Summary**



- Service and Fare Optimization**
  - Increase fares across all modes and reduce fare evasion
  - Targeted rail cuts to align with ridership and begin Better Bus implementation
- Administrative Efficiencies**
  - Aggressive expense management will keep FY2025 gross operating expenses at FY2024 levels (0% growth)
  - Salary and wage freeze
- Additional Jurisdictional Contribution**
  - Additional \$463 million in jurisdictional subsidy above the 3 percent legislative cap

Note: Does not include reimbursables or debt service

Source: [April 25 WMATA Finance and Capital Committee Meeting](#)

Peak-period service will be better aligned with ridership levels and more six-car trainsets will be used in FY 2025. Peak-period headways on the Orange Line will be reduced to 10 minutes, up from 7.5 minutes on average in FY 2024 and off-peak headways will be reduced to 12 minutes, up from 10 (Figure 3).

**Figure 3: FY 2025 Metrorail Service Levels**

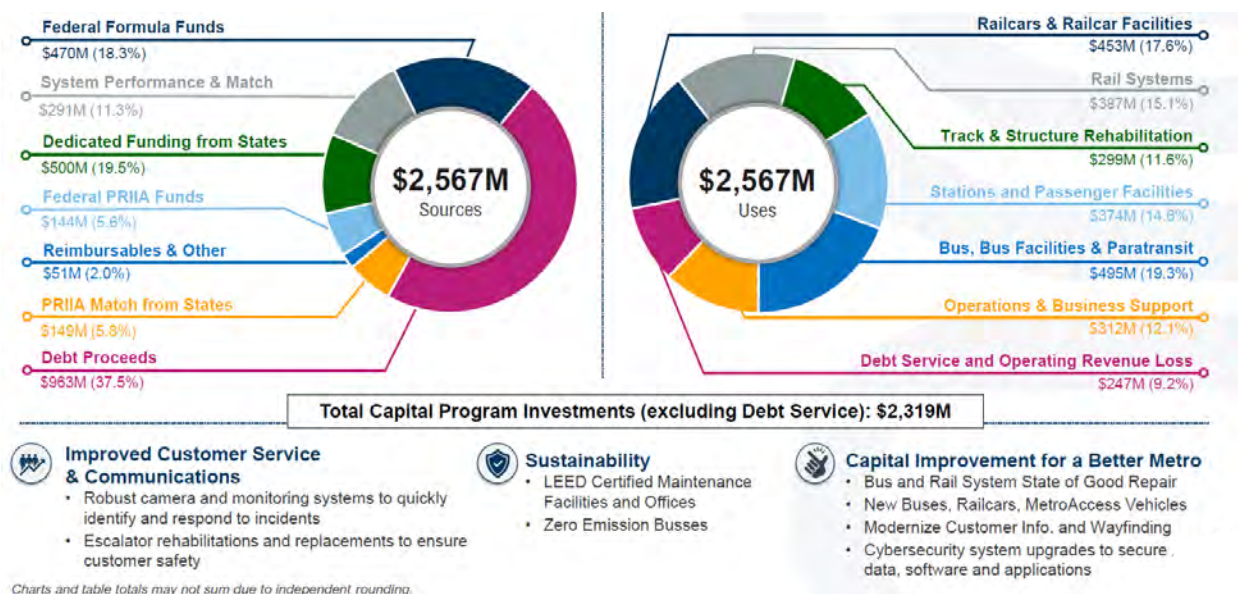
Line	<u>All Day Service</u> Weekdays	<u>A.M./P.M. Rush</u> Weekdays only 7-9 a.m. and 4-6 p.m.	<u>Late Night Service</u> Weekdays	<u>All Day Service</u> Weekends	<u>Late Night</u> Weekends
Red	6 min	5 min	10 min	6 min	10 min
Green, Yellow	6 min	6 min	7.5 min	8 min	8 min
Blue, Orange, Silver	12 min	10 min	15 min	12 min	15 min

Source: [April 25 WMATA Finance and Capital Committee Meeting](#)

While FY 2024 bus service levels will initially be maintained, WMATA anticipates beginning its Better Bus implementation by finalizing and adopting a new Metrobus network and formula in FY 2025. Fares will be increased by 12.5% to keep pace with inflation, but late night and weekend fares will be increased by up to 25% with a \$2.50 cap. Parking rates will remain unchanged in the FY 2025 budget.

WMATA’s \$2.6 billion FY 2025 capital budget maintains the agency’s focus on state of good repair and system reliability needs (Figure 4). However, projected future funding levels will reduce WMATA’s ability to proactively address other modernization needs. WMATA anticipates reaching its debt limit in FY 2028, meaning no new debt could be issued beginning in FY 2029 unless additional funding is identified. The six-year CIP covering FY 2025-2030 continues to address overdue state of good repair needs, sustains safety and reliability through rehabilitation and replacement programs and reduces capital administrative expenses by \$25 million each year.

**Figure 4: FY 2025 Capital Budget Summary**



Source: [April 25 WMATA Finance and Capital Committee Meeting](#)

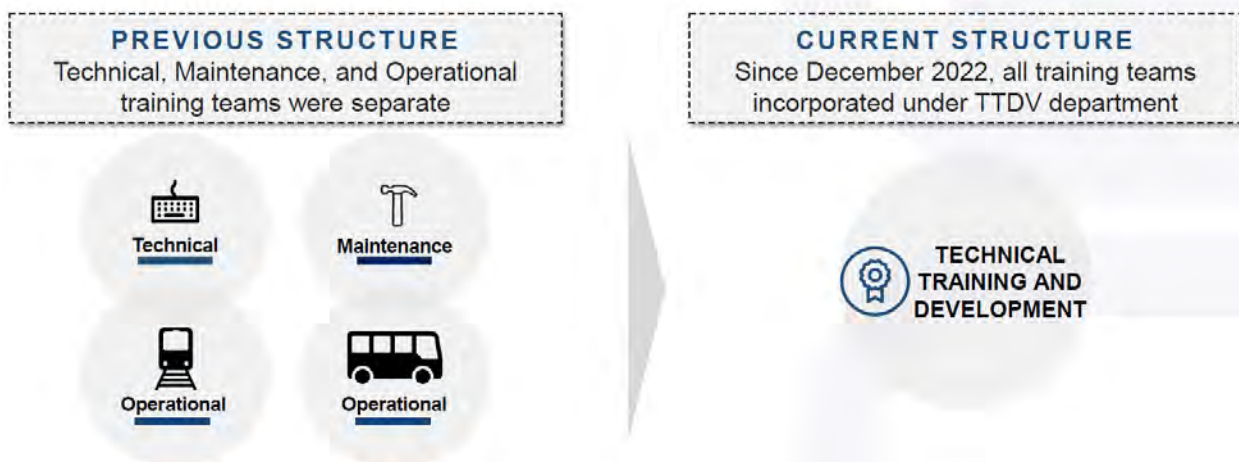
WMATA staff also reported projected FY 2024 budget favorability and the ability to carry forward capital funding through modernizing standards and practices. The six-year CIP forecast will be updated in fall 2024 with new cost estimates and project schedules once WMATA’s budget team closes FY 2024.

During its public outreach process, WMATA conducted four public hearings across the region and disseminated print and digital materials to solicit feedback on the proposed FY 2025 budget. A summary of feedback received can be found in WMATA’s Board [materials](#).

- Technical Training Enhancement Update

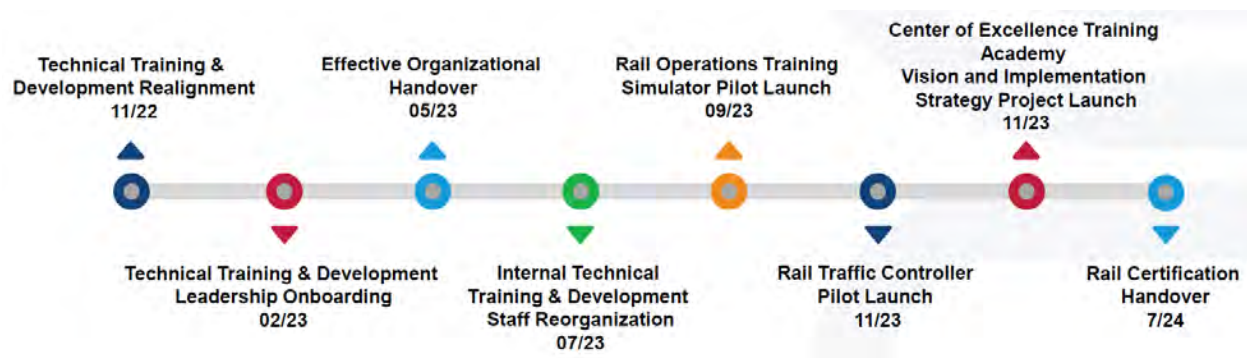
On April 25, the WMATA Safety and Operations Committee received a [briefing on enhancements to WMATA’s technical training efforts](#). In January 2023, several WMATA training programs were brought under the Office of Technical Training and Development, a new office established after an agency-wide organizational realignment in late 2022. As WMATA’s Strategic Transformation Plan was formalized in February 2023, WMATA has shifted various safety and operations training functions within Technical Training and Development to rebalance staff and workloads, deepen functional area expertise and lay the foundation for a new Center of Excellence Training Academy (Figures 5 and 6).

**Figure 5: Technical Training and Development Handover**



Source: [April 25 WMATA Safety and Operations Committee Meeting](#)

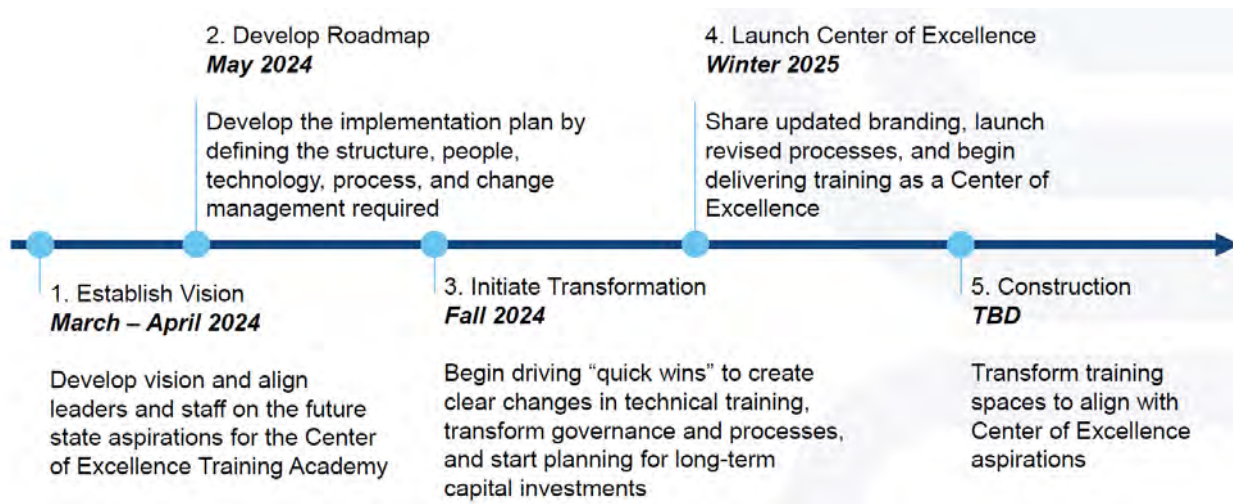
**Figure 6: Laying the Foundation for the Center of Excellence Training Academy**



Source: [April 25 WMATA Safety and Operations Committee Meeting](#)

WMATA staff detailed the development of the Center for Excellence Training Academy, noting benchmarking research that has been conducted to ensure the outcome produces a best-in-class training organization. Staff also provided updates on a rail traffic controller curriculum pilot, training simulator and governance and form digitization. These efforts are among those meant to enhance WMATA’s approach to training across its workforce over the next several years (Figure 7).

**Figure 7: Center of Excellence Training Academy Next Steps**



Source: [April 25 WMATA Safety and Operations Committee Meeting](#)

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

The next NVTC WMATA Committee meeting is a joint meeting with the Legislative and Policy Committee and is scheduled for May 16, 2024 at 6:00 p.m. in NVTC’s offices in Suite #230.

## C. Other WMATA News

- [Auto Doors Certifications for Operators on the Blue, Orange, Silver, Green and Yellow Lines](#)

WMATA [announced](#) on April 12 plans to certify Metrorail operators on the Blue, Orange, Silver, Green and Yellow Lines to operate the [auto doors](#) function. The auto doors feature enables doors to open automatically when a train stops at a platform and will speed up train operations by removing the need to manually open rail car doors. WMATA began using the auto doors feature on the Red Line in December 2023 and has had over 750,000 successful door openings.



# AGENDA ITEM #8

## Report from the Chair of the Legislative and Policy Committee

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice and Genoveva Cutrell  
**DATE:** April 25, 2024  
**SUBJECT:** Report from the Chair of the Legislative and Policy Committee

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At the May 2024 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 the General Assembly and the Reconvened Session. On April 8, Governor Youngkin submitted his amendments to the Commonwealth's FY 2025-2026 budget. Amendment 179 of item 433 excludes the General Assembly's commitment of \$65 million in FY 2025 and reduces \$84.5 million in FY 2026 to WMATA. On April 12, NVTC Chair Matt de Ferranti sent a [letter to General Assembly members expressing NVTC's profound concern with the governor's amendments](#), noting that if passed, NVTC jurisdictions' trust fund dollars would be exhausted, and they would be solely responsible for an additional \$119 million for their WMATA bill in FY 2025 with no money left to pay their FY 2026 bill.

At their Reconvened Session on April 17, the General Assembly rejected all of Governor Youngkin's budget amendments and decided, with agreement from the Governor, to move forward with budget discussions using the General Assembly approved budget as the baseline. The Special Session to complete a new biennial budget (FY 2025-2026) will be held on May 13.

Other bills NVTC has been tracking include [HB201 \(Krizek\)](#) which requires the four members of NVTC, the two members of the Potomac and Rappahannock Transportation Commission (PRTC), and two members of the Northern Virginia Transportation Authority (NVTA) who are appointed by the Speaker of the House to be members of the House of Delegates. This bill was signed by Governor Youngkin and will go into effect on July 1, 2024. [House Bill 894 \(Bennett-Parker\)](#) which allows for public meetings to convene to no more than two times per calendar year or 50% of the meetings held per calendar year rounded up to the next whole number, whichever is greater, was approved by the Governor on March 8 and will go into effect on July 1. NVTC's Electronic Participation Policy will be updated and the Commission will be asked to approve those changes at the June meeting.

[Senator Ebbin's bill, SJ28](#), which establishes a joint subcommittee to study long-term and sustainable funding for Northern Virginia transit systems, did not require a signature from the Governor and passed the General Assembly on March 5. The Northern Virginia Public Transit Joint Subcommittee will consist of 11 members that include seven legislative members, two nonlegislative citizen members, and two ex officio members. The Senate Committee on Rules has appointed Senators Adam Ebbin, Scott Surovell and Jennifer Boysko, and NVTC Member Walter

Alcorn to serve on the subcommittee. The Secretary of Transportation Shep Miller and NVTC Executive Director Kate Mattice, or their designees, shall serve as ex officio members with voting privileges. The appointments by the Speaker of the House have not yet been announced, which will include a member of the WMATA Board of Directors as one of the non-legislative members.

Finally, [HB285 \(McQuinn\)](#) which delegates enforcement of the Uniform Statewide Building Code to the local building official for bus shelters to transit agencies receiving state money, was passed on April 17, 2024. The bill exempts the state from liability for a bus shelter constructed on state-owned property. This bill sought to streamline the permitting and approval process for building bus shelters.

### **B. Transit Service Delivery Advisory Committee (TSDAC) Update**

Executive Director Kate Mattice will brief the Commission on the April 30 Transit Service Delivery Advisory Committee (TSDAC) meeting in Richmond. TSDAC is required to meet at least annually and consists of members appointed by the Virginia Transit Association, the Community Transportation Association of Virginia, the Virginia Municipal League, the Virginia Association of Counties, and the director of the Virginia Department of Rail and Public Transportation. TSDAC serves as an advisory committee to aid in the development of a distribution process for transit capital and operating funds.

### **C. Federal Update**

Executive Director Kate Mattice will provide an update on any new federal initiatives.





April 12, 2024

**Chair**  
Hon. Matt de Ferranti

**Vice-Chair**  
Hon. David Snyder

**Secretary-Treasurer**  
Hon. Sarah Bagley

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

**Arlington County**  
Hon. Matt de Ferranti  
Hon. Libby Garvey  
Hon. Takis Karantonis

**Fairfax County**  
Hon. Walter L. Alcorn  
Hon. James N. Bierman, Jr.  
Hon. Dalia A. Palchik  
Hon. Daniel G. Storck  
Hon. James R. Walkinshaw

**City of Fairfax**  
Hon. Catherine Read

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

**Loudoun County**  
Hon. Juli Briskman  
Hon. Matt Letourneau

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

**Virginia General Assembly**

**Senate**  
Hon. Adam Ebbin  
*vacant*

**House of Delegates**  
*vacant*  
*vacant*  
*vacant*  
*vacant*

**Executive Director**  
Katherine A. Mattice

House Speaker Don Scott  
General Assembly Building  
201 North 9th Street,  
Richmond, Virginia 23219

Chair Luke Torian  
House Appropriations  
General Assembly Building  
201 North 9th Street,  
Richmond, Virginia 23219

Chair L. Louise Lucas  
Senate Finance and Appropriations  
General Assembly Building  
P. O. Box 396  
Richmond, VA 23218

Senate Majority Leader Scott Surovell  
General Assembly Building  
Room No: 1405 Senate of Virginia  
P. O. Box 396  
Richmond, VA 23218

Dear Members of the General Assembly:

The Northern Virginia Transportation Commission (NVTC) is seriously concerned with the Governor's amendment to the FY 2025-2026 Biennial Budget that removes additional state funding to NVTC to match our local government contributions to Metro. Amendment 179 of Item 433 eliminates the General Assembly's commitment of \$65M in FY 2025 and reduces the \$84.5M in FY 2026 to \$35M towards the shortfall Metro is facing. Striking the additional state funding would be a departure from the longstanding practice of the Commonwealth and Northern Virginia partnering together to fund Metro.

The money the Administration references in their amendment for FY 2025 was given to NVTC by the Northam Administration in FY 2022 for the localities<sup>1</sup> to use to address the immediate Metro payments as we emerged from the pandemic. By using those funds in FY 2022 to pay their Metro bill, the NVTC Trust Fund prudently and strategically saved the local funds to prepare for whatever they might face as Metro recovered from the pandemic and Federal COVID relief funds were set to expire.

These local funds are what our jurisdictions planned to use to match the General Assembly allocation in a joint effort to address the projected two-year, \$263 million increase in Virginia's Metro bill - \$119M in FY 2025 and \$144M in FY 2026.

Faced with the Governor's amendment, NVTC local jurisdictions alone would be required to pay their normal Metro operating bill - approximately \$340M - AND the

<sup>1</sup> As this was prior to opening of the Silver Line Phase 2, Loudoun County did not receive any state funds in FY 2022 to support their Metro payments.

additional increase of \$119M in FY 2025. If they used all the money available to them in the NVTC Trust Fund during FY 2025, it would exhaust the Fund, leaving little to no money to pay the FY 2026 Metro bill.

The Governor's action would place an overly disproportionate burden on local budgets in Loudoun County, Fairfax County, City of Fairfax, City of Falls Church, City of Alexandria, and Arlington County, who would need to look to taxpayers a second time, beyond the existing local investments already being made in Metro.

NVTC also shares concerns on the procedurally complex and overarching reporting and approval conditions towards Metro that are included in the amendment. NVTC and other stakeholders have many ongoing efforts/processes to ensure Metro is accountable and sustainable. Adding more steps beyond the oversight requirements contained in existing code would undo efforts to have clear lines of authority and add financial uncertainty to the flow of funding, disproportionately affecting NVTC and its jurisdictions.

NVTC has found in study after study that Metro is a key economic driver for all of Virginia. The Metro system generates \$1.0 billion a year in state tax revenue that benefits the entire Commonwealth of Virginia. These funds are key to the health of the state, representing as much as 5% of Virginia's general fund. This action undermines one of the best investments the Commonwealth makes, with a more than 160% return on its investment.

We hope you will reject this amendment and instead continue the practice of working hand in hand with Northern Virginia to fully fund Metro as the General Assembly intended in their final budget. We strongly support the legislature's directive through SJ28 to search for cost containment measures, as well as long term funding solutions for all transit in Northern Virginia.

Thank you for your consideration and the time and commitment that you give to this issue and the Commonwealth as a whole.

Sincerely,



Matt de Ferranti  
Chair

Cc: Sen. Russett Perry  
Sen. Suhas Subramanyam  
Sen. Jennifer Carroll Foy  
Sen. David Marsden  
Sen. Stella G. Pekarsky  
Sen. Saddam Azlan Salim  
Sen. Jennifer Boysko  
Sen. Adam Ebbin  
Sen. Barbara Favola  
Leader Charniele Herring  
Del. Patrick Hope

Del. Adele McClure  
Del. Alfonso Lopez  
Del. Elizabeth Bennett Parker  
Del. Richard "Rip" Sullivan  
Del. Karen Keys-Gamarra  
Del. Irene Shin  
Del. Karrie Delaney  
Del. Dan Helmer  
Del. David Bulova  
Del. Holly Seibold  
Del. Marcus Simon

Del. Vivian Watts  
Del. Laura Jane Cohen  
Del. Paul Krizek  
Del. Mark Sickles  
Del. Kathy Tran  
Del. Rozia Henson  
Del. Kannan Srinivasan  
Del. Atoosa Reaser  
Del. David Reid  
Del. Fernando Martinez  
Del. Geary Higgins



# AGENDA ITEM #9

## Report from the Chair of the Program Advisory Committee

**TO:** Chair de Ferranti and NVTC Commissioners

**FROM:** Kate Mattice, Allan Fye, Xavier Harmony, Ben Owen and Daniel Knickelbein

**DATE:** April 25, 2024

**SUBJECT:** Report from the Chair of the Program Advisory Committee

At the May 2024 meeting, the Commission will be briefed on the staff-recommended and Program Advisory Committee-endorsed I-66 Commuter Choice FY 2025-2026 Program of Projects and NVTC’s Strategic Research Roadmap. A written update on NVTC’s Regional Bus Analysis is included as well.

### A. Staff Recommended I-66 Commuter Choice Program of Projects (FY 2025 – 2026)

The Commission will receive a briefing on the staff-recommended and Program Advisory Committee-endorsed [I-66 Commuter Choice](#) FY 2025-2026 Program of Projects. The program, which appears in Table 1 below (in applicant order), includes all eligible proposed projects given good overall scoring results and strong cumulative benefits. The staff recommended program is within the \$40-50 million available for programming.

**Table 1: Staff-Recommended and PAC-Endorsed Program of Projects:  
I-66 Commuter Choice FY 2025-2026 Funding**

Applicant	Application Title	Score (100 Points)	Proposed FY 2025-2026 Award
Arlington County	<b>ART 75 Service Enhancement: Shirlington to Virginia Square</b> Expands peak-period, peak-direction service on the ART 75, linking neighborhoods in western Arlington County with the Ballston-MU and Virginia Square-GMU stations, from every 30 minutes to every 20 minutes.	56	\$397,160
Fairfax County	<b>Fairfax Connector Route 697: Stringfellow Rd. Park-and-Ride to L’Enfant Plaza (Continuation)</b> Renews operating support for peak-period express bus service between the Stringfellow Road Park-and-Ride and L’Enfant Plaza area in downtown Washington.	69	\$2,130,488
Fairfax County	<b>Fairfax Connector Route 698: Stringfellow Rd. Park-and-Ride to the Pentagon (Continuation)</b> Renews operating support for peak-period express bus service between Vienna/Fairfax-GMU Station and the Pentagon. The route would also be extended, partially funded through other sources, to a new western terminus at the Stringfellow Road Park-and-Ride.	78	\$1,506,053

Applicant	Application Title	Score (100 Points)	Proposed FY 2025-2026 Award
Fairfax County	<b>Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)</b> Renews operating support for peak-period express bus service between the Fair Oaks area (Monument Drive Park-and-Ride) and Foggy Bottom/State Department area in downtown Washington.	60	\$2,592,444
Fairfax County	<b>Fairfax Centre Bikeshare Expansion</b> Installs a further 18 bikeshare stations proximate to I-66, roughly between Vienna/Fairfax-GMU Station and the Fairfax Centre shopping center (at the U.S. 29/U.S. 50 junction).	64	\$510,000
Fairfax County	<b>Fairfax Connector Route 610: Centreville to George Mason University *</b> Establishes peak-period local bus service paralleling I-66 Outside the Beltway, linking the Centreville, Stringfellow Road and Monument Drive Park-and-Ride facilities and George Mason University main campus.	45	\$1,826,943
Loudoun County	<b>Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)</b> Renews operating support for two peak-period trips in each direction on commuter bus service between the Stone Ridge II and East Gate Park-and-Rides in the Dulles South area and downtown Washington.	84	\$553,000
Loudoun County	<b>Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)</b> Renews operating support for peak-period service between the Harmony Park-and-Ride and downtown Washington.	93	\$281,000
OmniRide	<b>OmniRide Route 612: Gainesville to the Pentagon (Continuation)</b> Renews operating support for peak-period service between the University Blvd. Park-and-Ride in Gainesville and the Pentagon. The service to the Navy Yard that the route currently provides is proposed to be shifted to OmniRide's new Route 653.	89	\$2,393,125
OmniRide	<b>OmniRide Route 622: Haymarket to Rosslyn</b> Renews operating support for peak-period service between the Haymarket Park-and-Ride and Rosslyn-Ballston corridor and adds trips to improve the convenience of the service.	62	\$1,621,275
OmniRide	<b>OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *</b> Establishes peak-period commuter bus service between Warrenton and the L'Enfant Plaza and Navy Yard areas in downtown Washington, via the University Blvd. Park-and-Ride in Gainesville.	63	\$3,805,125

Applicant	Application Title	Score (100 Points)	Proposed FY 2025-2026 Award
OmniRide	<b>OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *</b> Establishes peak-period commuter bus service between commuter lots in Front Royal and Linden and downtown Washington, via the University Blvd. Park-and-Ride in Gainesville.	67	\$3,228,625
Prince William County	<b>TDM Strategy: I-66 OmniRide Fare Buy-Down</b> Continues half fares for 12 additional months on OmniRide commuter bus routes operating along I-66 between western Prince William County and Arlington or Washington.	55	\$1,000,000
Virginia Railway Express	<b>TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line</b> Reestablishes VRE's Amtrak Step-Up ticketing program on the Manassas Line, whereby VRE pass-holders can travel on state-supported Amtrak trains serving the line at nominal charge.	94	\$537,420
Virginia Railway Express	<b>Crystal City Station Expansion **</b> Relocates and expands the Crystal City commuter rail station to enable simultaneous boarding of two full-length trains and support potential future Amtrak service at the station.	73	\$8,000,000
<b>Program Administration</b>			
NVTC	<b>Program Administration and Oversight for FY 2025-2026</b> Supports NVTC's oversight and administration of the \$66 million in I-66 Commuter Choice awards to date (not including this draft Program of Projects), program performance reporting, carrying out the next call for projects and related activities.		\$350,000
NVTC	<b>I-66 Corridor Needs Assessment</b> Funds a detailed study, in partnership with DRPT, of current and future corridor transit travel needs and identification of projects that Commuter Choice could support to meet these needs.		\$250,000
<b>Total Recommended Award</b>			<b>\$30,982,658</b>

\* Project was referred to the Department of Rail and Public Transportation's (DRPT) Outside the Beltway funding program based on the nature of the anticipated benefits and is included in [DRPT's draft Six-Year Improvement Program](#). If DRPT funding is ultimately approved, any awarded Commuter Choice funding would not be obligated.

\*\* Project received an initial installment of funding (\$10,786,281) through the I-395/95 Commuter Choice FY 2024-2025 Program of Projects. The remaining \$8,000,000 is proposed to be fulfilled under I-66 Commuter Choice.

The staff-recommended Program of Projects includes all 15 eligible proposals that, taken together, would support an estimated 2,700 additional weekday transit trips in the I-66 corridor upon their full implementation. They would also reduce greenhouse gas emissions by 70% and save commuters approximately \$2.6 million per year in fuel expenses relative to drive-alone travel. The proposed program, shown in Table 1, includes:

- Continued funding for three Fairfax Connector, two Loudoun County Transit and two OmniRide commuter bus routes that offer fast, reliable service along I-66 and have seen ridership rebounds in recent months as congestion in the corridor has increased. Funding is also proposed to continue a successful half-fare campaign on four I-66 OmniRide commuter routes for a further 12 months.
- An Arlington Transit (ART) service frequency improvement on the ART 75 route and a Capital Bikeshare expansion along I-66 in Fairfax County to improve access to Metrorail stations.
- Reinstatement of VRE's Amtrak Step-Up program on the Manassas Line that would allow VRE pass-holders to travel on select Amtrak trains in the corridor for a modest upcharge, providing a cost-effective approach to expand travel options for commuter rail riders. Funding for the project would leverage an award to reestablish the program on the Fredericksburg Line in the FY 2024-2025 I-395/95 Commuter Choice FY 2024-2025 Program of Projects.
- The completion of a two-year funding award for construction of a new Crystal City commuter rail station to help anchor continued redevelopment of the area and support the Commonwealth's passenger rail expansion plans. The project received an initial allocation of funding in the I-395/95 Commuter Choice FY 2024-2025 Program of Projects and was to receive the remaining \$8 million in the next I-395/95 program (FY 2026-2027). However, the project uniquely benefits toll payers in both the I-66 and I-395/95 corridors since the Virginia Railway Express (VRE) Manassas Line, paralleling a portion of I-66, and Fredericksburg Line, paralleling I-395/95, will both serve the new station. I-66 Commuter Choice funding is available to complete the commitment sooner and DRPT staff, NVTC's legal counsel and Commonwealth Office of the Attorney General staff have concurred that the project benefits both corridors' toll payers. VRE has also indicated their strong support for receiving the remaining funding sooner.
- Funding for peak-period service on a new Fairfax Connector local bus route paralleling I-66 Outside the Beltway and two new OmniRide commuter bus routes to downtown Washington that would begin west of Prince William County. These three projects have been referred to the DRPT I-66 Outside the Beltway funding program given the location and nature of their anticipated benefits and are included in [DRPT's draft Six-Year Improvement Program](#) (SYIP). Staff recommend including each of these projects in the Program of Projects with the condition that, if DRPT funding is ultimately approved for the project, the Commuter Choice funding would not be obligated.<sup>1</sup>

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<sup>1</sup>The Commuter Choice award amount would therefore be available for investment in the next Program of Projects. DRPT's SYIP is expected to be approved this June by the Commonwealth Transportation Board in tandem with the Commission-adopted I-66 Commuter Choice Program of Projects.

- Funding for NVTC to conduct an in-depth evaluation, in partnership with DRPT, of current and future transit travel needs in the I-66 corridor and, with significant input from localities and transit agencies in the corridor, identify both short- and long-term projects that could help to meet these needs. Projects identified in the study would be potential candidates for future I-66 Commuter Choice and/or DRPT I-66 Outside the Beltway funding. The evaluation would identify opportunities for toll revenues to support long-term transformative capital projects in the corridor, such as bus rapid transit facilities and rail transit capacity expansions.

Transit operations, narrowly defined by NVTC to comprise the labor and materials costs directly related to operating service, account for \$13.7 million of the \$31 million recommended total award.

### Next Steps

Public comment on the 15 applications under consideration for funding opened on April 12 and remains open through May 13. Staff produced all materials, including welcome videos featuring Program Advisory Committee Chair Palchik, in both [English](#) and [Spanish](#). NVTC is advertising the comment period through social media advertising over [Facebook](#) and [Instagram](#) 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 meeting. Staff will also seek the Commission's authorization at the June meeting to issue a request for proposals and authorize the executive director to execute a contract for the I-66 corridor needs assessment.

As a function of staff's close coordination with DRPT in administering Commuter Choice, NVTC and DRPT staff anticipate briefing the Commonwealth Transportation Board's (CTB) Rail and Transit Subcommittee on the draft Program of Projects at the subcommittee's next meeting on May 14. DRPT staff will incorporate the set of projects adopted by the Commission in June into the CTB's approval of the Commonwealth-wide Six-Year Improvement Program (SYIP) later in the month.

Following the Commission's adoption of a Program of Projects in June and the CTB's subsequent approval of the SYIP inclusive of the new I-66 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, 2024. Staff will also begin work with DRPT on the I-66 corridor needs assessment early in the new fiscal year once the contract for the work is executed.

### Background

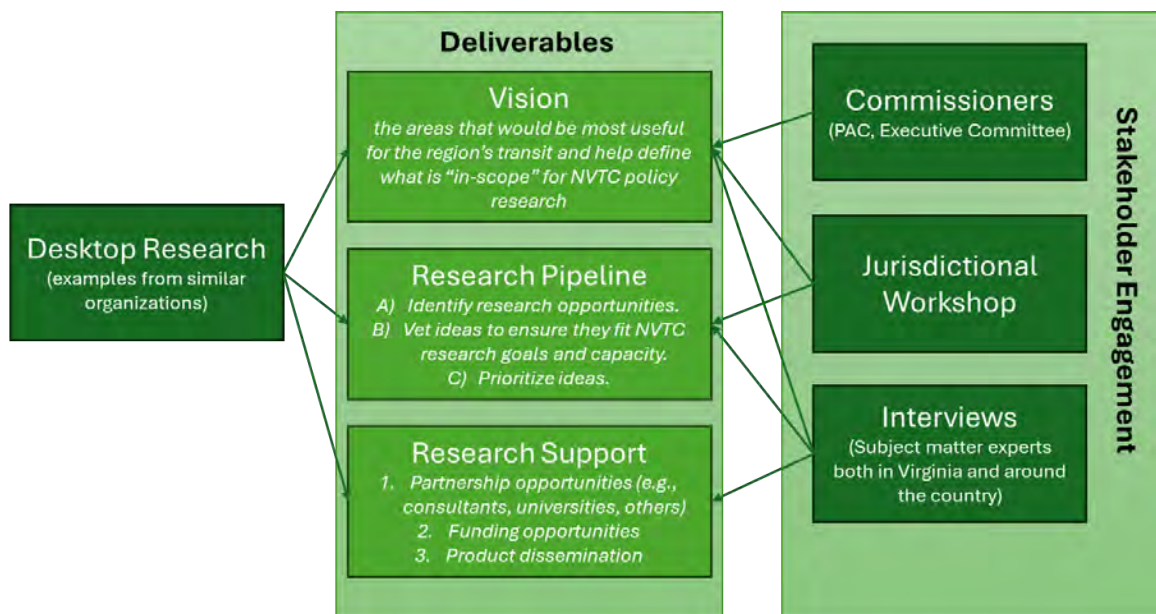
NVTC received a total of 15 applications seeking a total of \$23.7 million in funding under the call for projects that concluded in December 2023. One application that would have been determined to be ineligible was withdrawn from consideration by its applicant. Staff received favorable feedback on this programming concept from the PAC at both the February and April meetings.

Scores were subsequently developed for all proposals as summarized in the attached [I-66 Commuter Choice Technical Evaluation Results](#).

## B. NVTC Strategic Research Roadmap

The Commission will receive a briefing on the NVTC Strategic Research Roadmap. Last year, the Commission directed staff to take a more strategic approach to the research NVTC conducts by authorizing the development of NVTC’s first Strategic Research Roadmap. The Roadmap will develop a proactive framework for NVTC’s research over the next four to six years while still maintaining NVTC’s ability to react quickly to immediate issues that require a much shorter, reactive turnaround. The study will do three things (Figure 1). First, it will define a vision for future research, identifying broad research themes that guide future NVTC research. Second, the study will develop a research pipeline, a process for NVTC to identify new research ideas, vet the feasibility of new ideas, and then prioritize research ideas. Finally, the Roadmap will identify opportunities for future research support including partnership, funding, and dissemination opportunities.

**Figure 1: NVTC Strategic Research Plan Approach**



At the April 11 PAC meeting, NVTC staff [presented an update on the Roadmap](#), including explaining what the key deliverables are, what inputs have been provided so far by Commissioners and jurisdictional staff, and what a draft research pipeline looks like.

A draft of the study will be provided to the full Commission in June and staff will seek adoption of the Roadmap in July. The Roadmap will also help inform NVTC’s Transit Innovation Summit on June 14.



### **C. NVTC Regional Bus Analysis (written report)**

The purpose of the regional bus analysis is to provide a regional context and analysis of existing and planned bus services by Northern Virginia's six bus transit providers while serving as a complementary strategic planning resource for the Commission and its jurisdictional members. The study has four main parts, including: 1) assess service gaps; 2) identify opportunities for coordination of service, including the identification of cross-jurisdictional high priority transit corridors; 3) identify opportunities for shared facilities and other infrastructure; and 4) provide a regional-level overview of existing and anticipated financial needs.

The final study is anticipated to be used as a reference document for jurisdictional staff in the region. In addition, the regional level anticipated financial needs element of the study will be foundational to Senator Ebbin's SJ28 bill which establishes a joint subcommittee to study sustainable funding and cost containment measures for transit systems in Northern Virginia.

The project work began in March 2023 and much of the study is in final draft form. Throughout the study, jurisdictional staff have been heavily engaged with multiple technical advisory committee meetings, email exchanges for data and information, and interviews about planned service changes and transit facilities. Staff will present the study at the June Commission meeting with a request to accept the final study at the July Commission meeting.



## I-66 Commuter Choice FY 2025-2026 Technical Evaluation Results



Applicant	Application Title	Application Type	Technical Merit (75 Points)	Annualized Cost Effectiveness (20 Points)	Applicant Preference (5 Points)	Application Score (100 Score)	Funding Request
Arlington County	ART 75 Service Enhancement: Shirlington to Virginia Square	Bus Service	38	13	5	56	\$ 397,160
Fairfax County	Fairfax Connector Route 610: Centreville to George Mason University	Bus Service	38	7	0	45	\$ 1,826,943
Fairfax County	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)	Bus Service	56	13	0	69	\$ 2,130,488
Fairfax County	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	Bus Service	60	13	5	78	\$ 1,506,053
Fairfax County	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	Bus Service	53	7	0	60	\$ 2,592,444
Fairfax County	Fairfax Centre Bikeshare Expansion	Access to Transit	44	20	0	64	\$ 510,000
Loudoun County	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	Bus Service	64	20	0	84	\$ 553,000
Loudoun County	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	Bus Service	68	20	5	93	\$ 281,000
OmniRide	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	Bus Service	71	13	5	89	\$ 2,393,125
OmniRide	OmniRide Route 622: Haymarket to Rosslyn (Continuation)	Bus Service	49	13	0	62	\$ 1,621,275
OmniRide	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza	Bus Service	56	7	0	63	\$ 3,805,125
OmniRide	OmniRide Route 671: Front Royal, Linden and Gainesville to Downtown Washington, D.C.	Bus Service	60	7	0	67	\$ 3,228,625
Prince William County	TDM Strategy: I-66 OmniRide Fare Buy-Down	TDM	43	7	5	55	\$ 1,000,000
Virginia Railway Express	Crystal City Station Expansion *	Rail Capital	60	13	0	73	\$ 8,000,000
Virginia Railway Express	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	TDM	69	20	5	94	\$ 537,420

\* Project received an initial installment of funding (\$10,786,281) under I-395/95 Commuter Choice. The remaining \$8,000,000 is proposed to be fulfilled under I-66 Commuter Choice.

This summary table represents the final I-395/95 Commuter Choice FY 2024-2025 application evaluations. NVTC staff evaluated all eligible applications based on the information provided in submitted applications and any subsequent technical clarifications. The evaluations follow the Commission-adopted evaluation process in place at the time per the Commuter Choice Recipient Handbook.



# AGENDA ITEM #10 Virginia Railway Express (VRE)

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Virginia Railway Express (VRE)

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At the May 2024 meeting, VRE staff will update the Commission on recent VRE activities and provide a VRE orientation.

## **A. VRE CEO Report and Minutes**

VRE Chief Executive Officer Rich Dalton will provide his report on recent VRE activities. The [VRE CEO Report for April 2024](#) and the [Minutes of the April 19, 2024 VRE Operations Board meeting](#) are attached.

## **B. VRE Orientation to the Commission**

VRE CEO Rich Dalton will give an orientation on VRE and the role of the Commissions, outlining the work of VRE, its staff and the VRE Operations Board. A [VRE Operations Board Primer](#) is attached that provides information about VRE including its mission, organizational and governance structure, history, current service, fares and other important information.

VRE is wholly co-owned by NVTC and the Potomac and Rappahannock Transportation Commission (PRTC). The two Commissions own VRE's assets; bear all responsibility/risks; and are accountable for funds provided by federal/state/local sources. They appoint Commissioners to serve on the VRE Operations Board to monitor transit performance, agency finances, and compliance with local, state and federal requirements on behalf of the Commissions and their member jurisdictions.

The [VRE Management Audit, Phase II Final Report](#), published January 9, 2015, recommended an annual training session for Commissioners on their roles and responsibilities with respect to their oversight of VRE. The Management Audit also reviewed VRE's governance structure. The Commissions have delegated authority to the VRE Operations Board to execute most contractual agreements, provided funding is included in the approved budget. The [Delegation of Authority from Commissions to the VRE Operations Board](#) includes the exceptions that remain the responsibility of the Commissions.

# CEO REPORT

APRIL 2024



# 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.



# TABLE OF CONTENTS

CEO REPORT | APRIL 2024

## 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 PROCUREMENTS ..... 11**

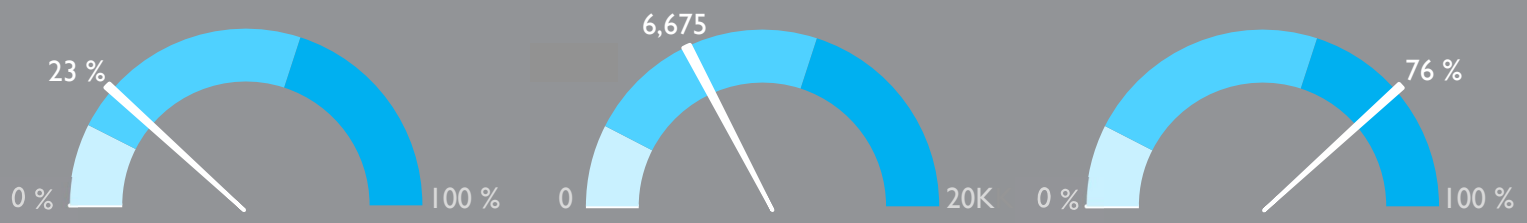
**CAPITAL PROJECTS UPDATES ..... 12**



VIRGINIA RAILWAY EXPRESS  
A better way. A better life.



# PERFORMANCE AT A GLANCE



**PARKING UTILIZATION**

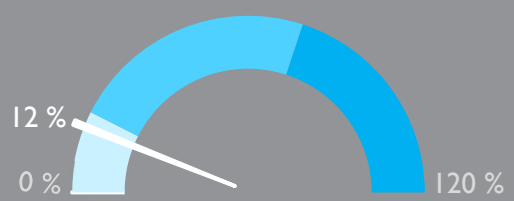
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.

**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: 6,365

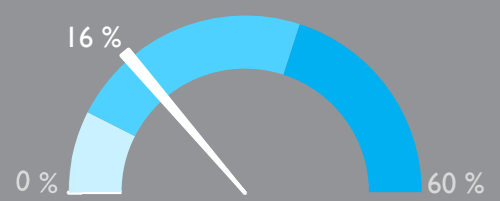
**ON-TIME PERFORMANCE**

Percent of trains arriving at their destination within 5 minutes of the schedule.  
Same month, previous year: 79%



**SYSTEM CAPACITY**

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



**OPERATING RATIO**

*Through February 2024*

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

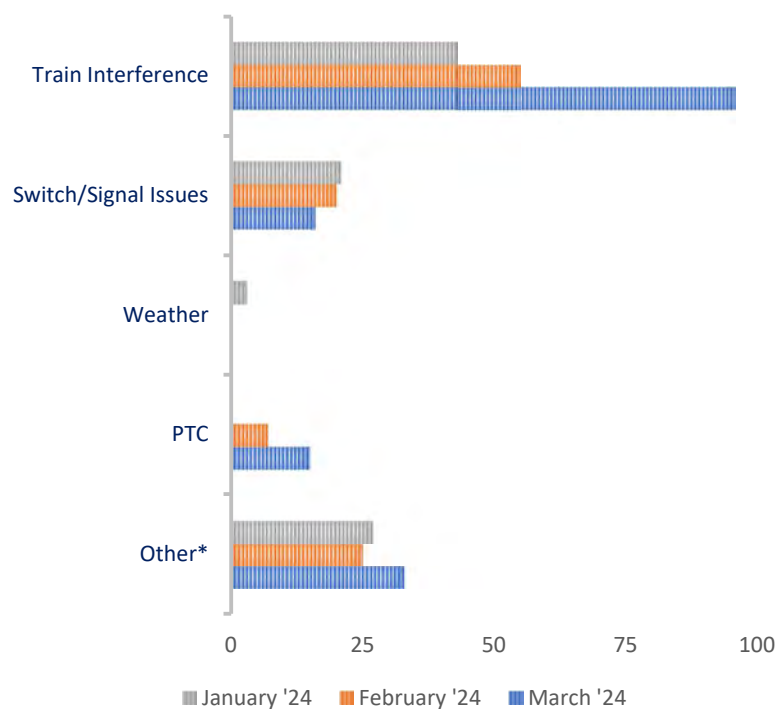
**March 2024**

# ON-TIME PERFORMANCE

## OUR RECORD

	March 2024	February 2024	March 2023
Manassas Line	75%	83%	85%
Fredericksburg Line	77%	84%	72%
Systemwide	76%	83%	79%

## PRIMARY REASON FOR DELAY



VRE operated 670 trains in March. The on-time rate for the month was 76 percent.

One-hundred sixty trains arrived more than 5 minutes late to their final destinations. Of those late trains, 82 were on the Manassas Line (51 percent), and 78 were on the Fredericksburg Line (49 percent). The average delay was 16 minutes. Ten trains were more than 30 minutes late to their destination station.

\*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	94	107	160	44	52	78	50	55	82
Average minutes late	17	20	16	14	26	18	19	16	16
Number over 30 minutes	12	19	10	3	14	6	9	5	10
Heat restrictions	0	0	0	0	0	0	0	0	0



# ON-TIME PERFORMANCE

## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



# AVERAGE DAILY RIDERSHIP

## VRE SYSTEM



## FREDERICKSBURG LINE



## MANASSAS LINE



## RIDERSHIP UPDATES

Average daily ridership for March was 6,675. There were 21 service days.

	March 2024	February 2024	March 2023
Monthly Ridership	140,182	137,284	146,391
Average Daily Ridership	6,675	6,864	6,365
Bicycles on Trains	1,096	1,183	1,431
Full Service Days	21	20	23
“S” Service Days	0	0	0

## SUMMONSES ISSUED

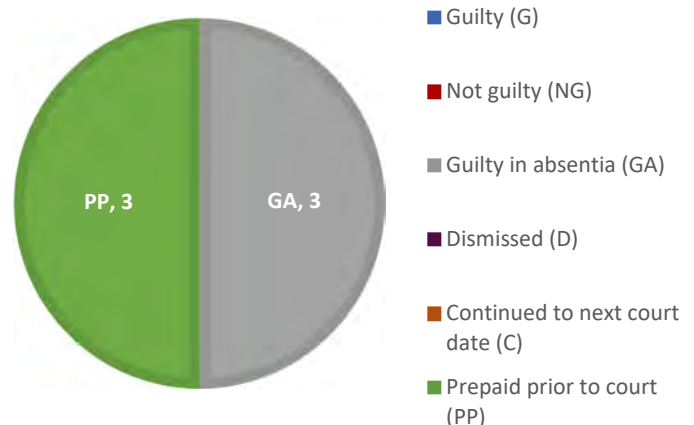
### VRE SYSTEM



### SUMMONSES WAIVED OUTSIDE OF COURT

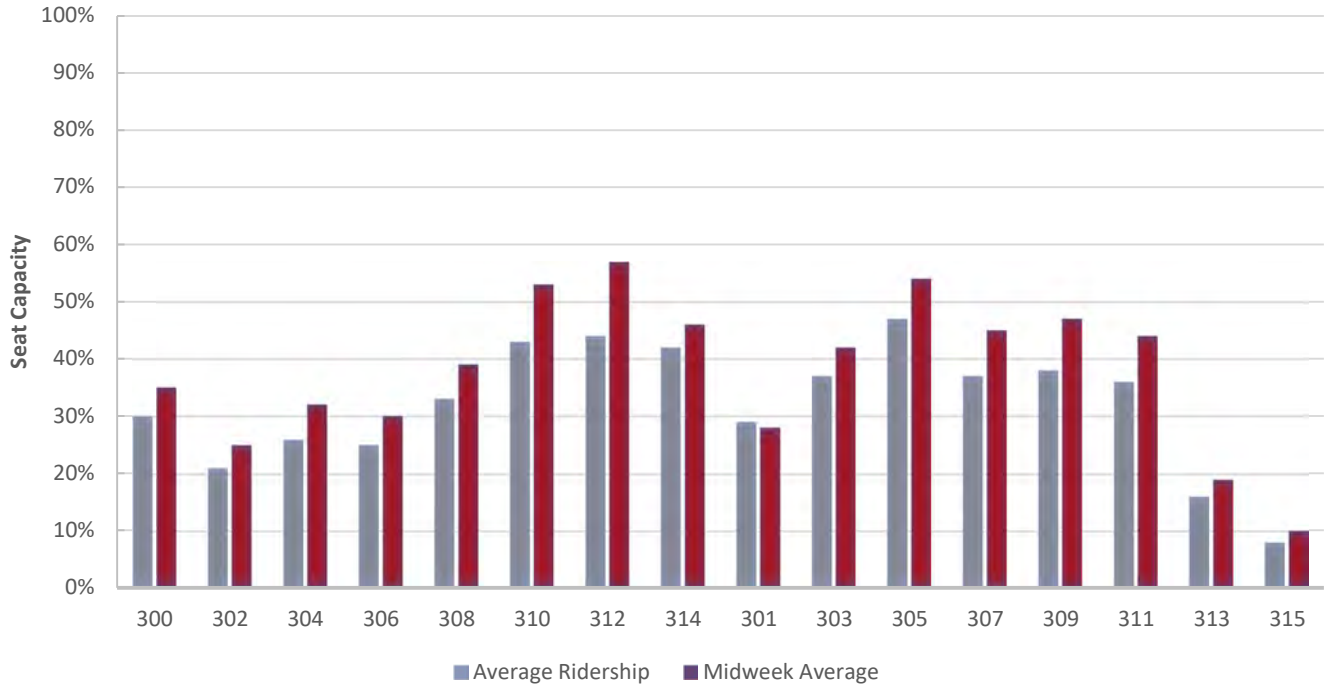
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	0
One-time courtesy	1
Per the request of the conductor	3
Defective ticket	0
Per ops manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
<b>Total Waived</b>	<b>4</b>

### MONTHLY SUMMONSES COURT ACTION

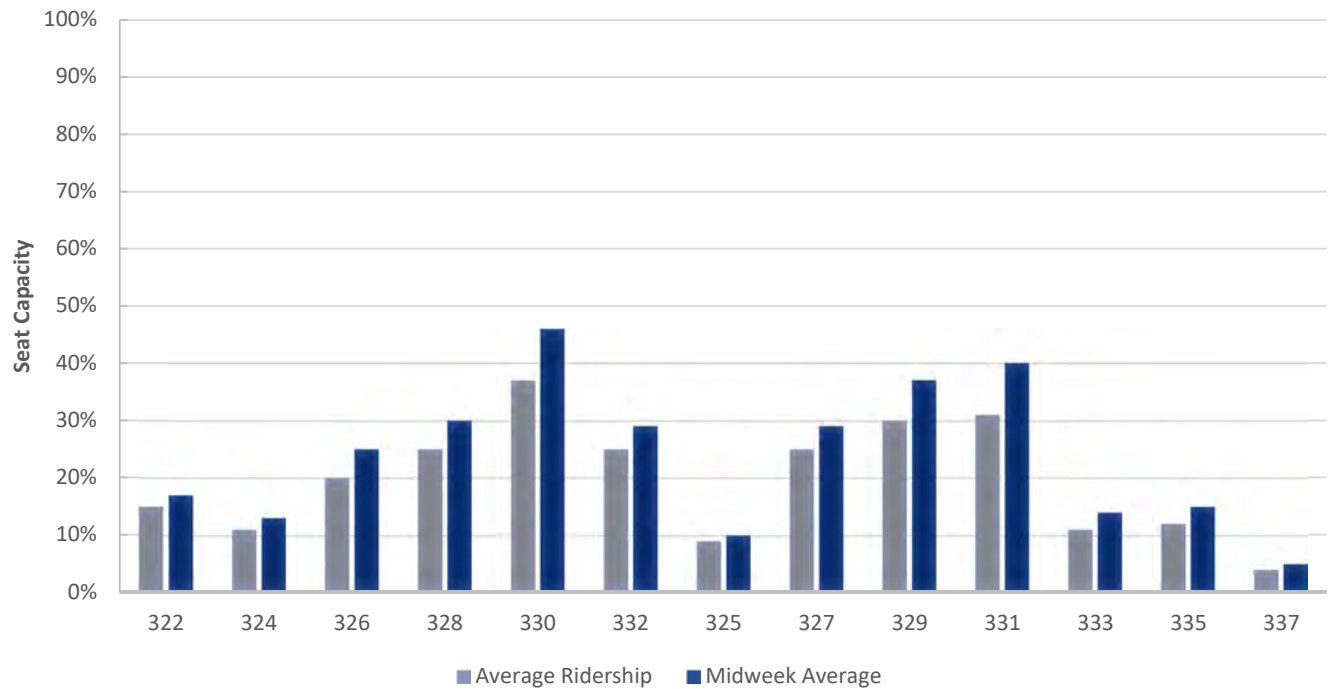


# TRAIN UTILIZATION

## FREDERICKSBURG LINE

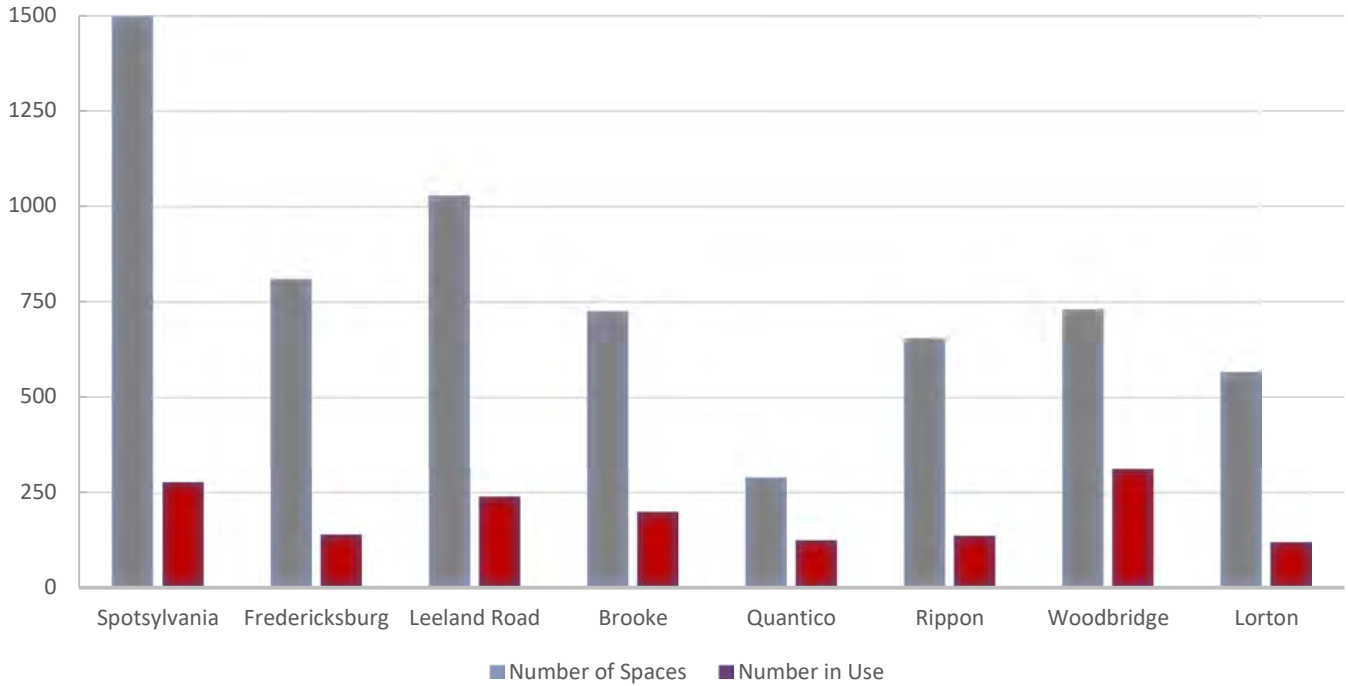


## MANASSAS LINE

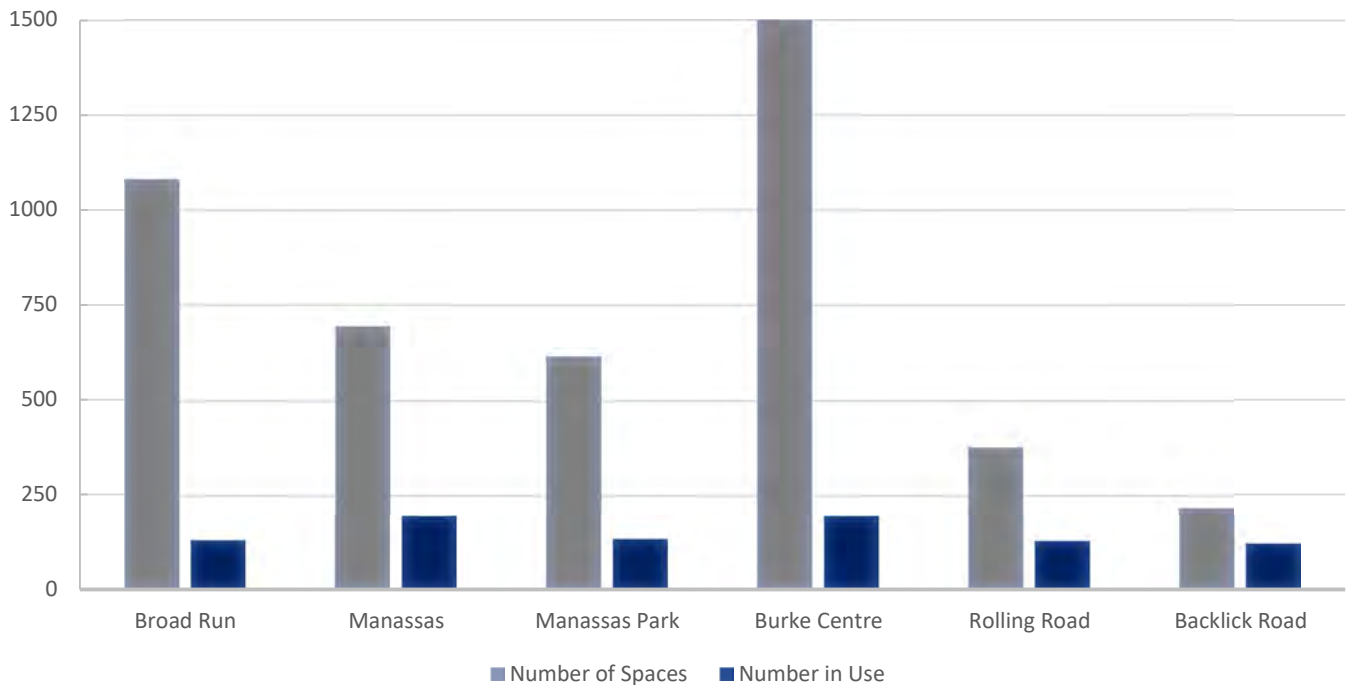


# PARKING UTILIZATION

## FREDERICKSBURG LINE



## MANASSAS LINE



# FACILITIES UPDATE

The following is a status update of VRE facilities projects.

Completed projects:

1. Replacement of broken glass panel on pedestrian bridge at Woodbridge station
2. Replacement of elevator machine room HVAC unit at Rippon station
3. Installation of temporary timber pedestrian crossing to accommodate new Track 3 Potomac Avenue grade crossing at Quantico station
4. Improvements to drainage system at Backlick Road station



*Temporary timber pedestrian crossing at the Quantico station.*



*Fredericksburg station ADA parking lot (before upcoming improvements)*

Projects scheduled to be completed this quarter:

1. Minor repairs to concrete platform at Lorton station
2. Replacement of stair tower and pedestrian bridge logo signs at Woodbridge station
3. Replacement of drainage outfall riprap at Woodbridge station
4. Repairs to electrical conduits at Brooke station
5. Replacement of parking lot LED light fixtures at Spotsylvania station
6. Replacement of concrete drainage flume at Manassas Park station
7. Replacement/installation of pathfinder signage for multiple stations

Projects scheduled to be initiated this quarter:

1. Minor repairs to concrete platform at Alexandria station
2. Replacement of LED lighting at Woodbridge station parking garage
3. Painting of Woodbridge station and parking garage
4. Replacement of windscreen panels at Lorton, Woodbridge and Leeland Road stations
5. Painting of warehouse and crew building exteriors at Crossroads MASF
6. Replacement of existing lighting with LED lighting at Manassas station parking garage
7. Repairs to steel railings at Burke Centre and Manassas Park stations
8. Installation of electric meter for two-way radio antenna system in Old Town Alexandria

APRIL 2024

Ongoing projects:

1. Modernization of east elevator at Woodbridge station
2. Improvements to various elements of Quantico station
3. Improvements to various elements of Fredericksburg station
4. Improvements to various elements of Manassas Park station
5. Replacement of parking lot entrance signs at various stations

## UPCOMING PROCUREMENTS

1. Locomotive AR-10 parts
2. State government relations services
3. Window gaskets for VRE railcars
4. Modernization of Woodbridge Station east elevator
5. Construction of Alexandria Station improvements
6. Broad Run and Crossroads security camera system power and network infrastructure upgrade
7. Locomotive master controllers
8. Passenger information and messaging system
9. Locomotive exterior painting services
10. Construction management services for the Crystal City Station improvements project
11. Construction management services for the Franconia-Springfield Station improvements project

## 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	VRE is progressing with resolution of comments on 90% station design and unification with King and Commonwealth bridge designs. (Apr) VRE is working to resolve comments in coordination with Alexandria 4th Track and King and Commonwealth Bridge designs. (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	Updating exhibits and design elements based on prior discussions related to property acquisition. (Apr) Met with Prince William County Staff on 3/5/24 to review project updates and discuss property needs. (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. (Apr)
Crossroads MSF Employee Parking	Design and construction of a permanent employee parking lot at VRE Crossroads Yard.	Final Design	\$ 7,365,765.00	Resubmission of special use permit package is imminent as review comments have been addressed. (Apr) Met with county technical review committee on 2/22/24 for special use permit application. Addressing comments and will resubmit. (Mar)
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	Revised 60% design shared with CSXT, VPRRA and Amtrak for review on 3/25/24. Design advancing to 90% while review is performed. (Apr) Revised 60% design incorporating south entrance stairwell and mezzanine to be delivered 3/19/24. (Mar)

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## VIRGINIA RAILWAY EXPRESS

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

VRE.ORG





## MINUTES

### VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEETING

April 19, 2024

14700 Potomac Mills Road, Woodbridge, VA 22192

#### **Members Present**

\*Sarah Bagley (NVTC)  
 \*Andrea O. Bailey (PRTC)  
 \*Margaret Franklin (PRTC)  
 \*Monica Gary (PRTC)  
 \*Lori Hayes (PRTC)  
 \*Jannan W. Holmes (PRTC)  
 \*Takis Karantonis (NVTC)  
 \*Michael McLaughlin (VPRA) ‡  
 \*Alanna Mensing (PRTC)  
 \*Ralph Smith (PRTC)  
 \*Daniel G. Storck (NVTC)  
 \*James Walkinshaw (NVTC) ‡

#### **Jurisdiction**

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

#### **Members Absent**

Meg Bohmke (PRTC)  
 Tom Gordy (PRTC)

Stafford County  
 Prince William County

#### **Alternates Present**

\*Pamela Yeung (PRTC)

Stafford County

#### **Alternates Absent**

Canek Aguirre (NVTC)  
 Tinesha Allen (PRTC)  
 Victor Angry (PRTC)  
 Kenny Boddy (PRTC)  
 Deborah Frazier (PRTC)  
 Libby Garvey (NVTC)  
 Will Mackintosh (PRTC)  
 Darryl Moore (PRTC)  
 Pam Sebesky (PRTC)  
 Emily Stock (DRPT)

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

\*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**

Trinette Broussard – VRE  
Rich Dalton – VRE  
John Duque – VRE  
Anaya Farah – VRE  
Karen Finucan Clarkson - VRE  
Chris Henry – VRE  
John Kerins - Keolis  
Lezlie Lamb – VRE

Steve MacIsaac – VRE Chief Counsel  
Dagmawie Shikurye- VRE  
Dallas Richards – VRE  
Bob Schneider - PRTC  
Mark Schofield – VRE  
Alex Sugatan - VRE  
Joe Swartz – VRE

Vice Chair Bagley called the meeting to order at 9:06 a.m.; the roll call followed.

Vice Chair Bagley informed the Board that Members McLaughlin and Walkinshaw requested to participate remotely. Mr. McLaughlin is participating from North Carolina on personal travel and Mr. Walkinshaw is participating from Fairfax County due to attending another event. Ms. Bailey moved, with a second by Ms. Gary, to approve Mr. McLaughlin’s and Mr. Walkinshaw’s remote participation. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, Mensing, Smith, Storck, and Yeung.

### **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**

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

### **Approval of the Minutes of the March 15, 2024 VRE Operations Board Meeting – 5**

Mr. Storck moved, with a second by Ms. Bailey, to approve the Minutes from March 15, 2024. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, and Storck. Dr. Yeung abstained.

### **Vice Chair’s Comments – 6**

Vice Chair Bagley welcomed members, staff and the public to the April VRE Operations Board meeting and conveyed Chair Bohmke’s apologies for being unable to attend the meeting. The Vice Chair announced plans for a ribbon-cutting for the VRE Fredericksburg Station improvements on May 21, 2024 at 10:00 a.m. Vice Chair Bagley also reminded Board members of VRE annual Meet the Management events being held over the course of the next five weeks.

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

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

- Safety
- Performance
- Ridership
- Events

**Public Comment Time – 8**

The Chair opened the floor for public comments. There were no speakers. Two written comments were submitted, forwarded to Board members, and are attached.

**Consent Items – 9**

Authorization to Issue a Request for Proposals for Locomotive Exterior Painting Services –9A

Authorization to Issue a Request for Proposals for Construction Management Services for the Crystal City Station Improvements Project – 9B

Authorization to Issue a Request for Proposals for Construction Management Services for the Franconia-Springfield Station Improvements Project – 9C

Ms. Bailey moved, with a second by Ms. Gary, to approve the Consent Agenda. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Yeung.

**Closed Session – 10**

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A(7) and (8) of the Code of Virginia), Vice Chair Bagley moved, with a second by Ms. Bailey that the VRE Operations Board convene a closed meeting for the purpose of consultation with legal counsel and briefings by staff concerning probable litigation where discussion in public could adversely affect the negotiating and litigating posture of the Commissions, 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 Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Yeung.

The Board entered closed session at 9:28 a.m.

[Mr. Walkinshaw joined remotely during the closed session.]

At 10:38 the Board ended its closed session.

Vice Chair Bagley moved with a second by Mr. Karantonis, that The VRE Operations Board certifies 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 Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

Ms. Bailey moved Resolution 10-04-2024, with a second by Mr. Smith, to Authorize the CEO to amend the current Task Order for Construction Administration Services for the Quantico Station

Improvements Project executed with STV Incorporated under the General Engineering Consulting Services Contract. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, and Walkinshaw.

**Action Items – 11**

**Authorization to Issue a GEC VIII Task Order for Engineering Design Services for Fredericksburg Parking Lot Improvements – 11A**

Ms. Holmes moved, with a second by Ms. Bailey, to authorize the CEO to issue a General Engineering Services task order to HDR Engineering, Inc for engineering design services for Fredericksburg Station Parking Lot Improvements. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

**Authorization to Issue a GEC VIII Task Order for Design Services for Repairs to the Franconia-Springfield Station – 11B**

Ms. Bailey moved, with a second by Ms. Mensing, to authorize the CEO to issue a General Engineering Services task order to HDR Engineering, Inc. for design services for repairs to the Franconia-Springfield station. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

**Authorization to Issue a Task Order under the Maintenance Services for VRE Facilities Contract for Quantico Station Parking Lot Milling and Resurfacing – 11C**

Ms. Bailey moved, with a second by Mr. Karantonis, to authorize the CEO to issue a task order to U.S. Facilities, Inc. for Quantico Station parking lot milling and resurfacing. The vote in favor was cast by Members Bagley, Bailey, Franklin, Gary, Hayes, Holmes, Karantonis, McLaughlin, Mensing, Smith, Storck, Walkinshaw, and Yeung.

**Information Items – 12**

**Spending Authority Report – 12A**

The April Spending Authority Report outlined purchases greater than \$50,000 but less than \$200,000 made in March 2024.

**Update on VRE Mobile and VRE.org – 12B**

Staff briefed the Board on the progress of VRE’s integration of up-to-date service information with the VRE Mobile application and readying a new VRE.org website.

**Members Time – 13**

Ms. Holmes shared her impressions of her VRE system tour.

Ms. Gary shared she’s had discussions with homeschool groups who are excited about free fare for those 18 years old and younger,

The meeting adjourned without objection at 11:01 a.m.

Approved this 17<sup>th</sup> day of May 2024



---

Meg Bohmke  
Chair

---

Ralph Smith  
Secretary

**CERTIFICATION**

**This certification hereby acknowledges the minutes for the April 19, 2024 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.**



Leslie M. Lamb

**From:** [opscommforms@gmail.com](mailto:opscommforms@gmail.com)  
**To:** [Lezlie Lamb](#); [Holly Cockrell](#)  
**Subject:** Public Comments  
**Date:** Tuesday, April 16, 2024 9:19:30 PM

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**Caution:** This email originated outside of VRE. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

**A response was submitted for the form "Public Comments"**

(REQUIRED) First and Last Name: Julie Wiegandt

City or County of residence: Springfield VA

Comments: Have you considered/could you consider starting some trains at L'Enfant to avoid congestion and switch issues at Union Station?

Acknowledgement Yes

**From:** [opscommforms@gmail.com](mailto:opscommforms@gmail.com)  
**To:** [Lezlie Lamb](#); [Holly Cockrell](#)  
**Subject:** Public Comments  
**Date:** Friday, April 19, 2024 7:15:08 AM

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**Caution:** This email originated outside of VRE. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

**A response was submitted for the form "Public Comments"**

(REQUIRED) First and Last Name: Michael Matthews

City or County of residence: Lake Ridge (Prince William County)

Comments: There needs to be an increased emphasis on security at the stations. My car, along with a handful of others, have been stolen (or vandalized) from the Woodbridge station garage in recent weeks. At a minimum the garage/parking lots should have cameras by the entrances. The increase in criminal activity, combined with the proposed price increase, is making me reconsider the VRE as a safe and viable commute option.

Acknowledgement Yes



# Operations Board Primer

Virginia Railway Express





# Contents

- 02 Mission
- 03 How the Virginia Railway Express (VRE) Was Established
- 04 Organizational and Governance Structure
- 07 Service
- 08 Financial
- 09 Jurisdictional Contributions
- 10 Fares
- 11 VRE Mobile
- 12 Safety
- 13 The Future of VRE

# Mission

**THE VIRGINIA RAILWAY EXPRESS**, a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, will provide safe, cost effective, accessible, reliable, convenient, and 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.






- 1964 Northern Virginia Transportation Commission Established
- 1986 Potomac and Rappahanock Transportation Commission Established
- 1989 VRE Master Agreement Signed
- 1992 Manassas & Fredricksburg Lines Open
- 1994 Lorton Station Opens
- 1995 Franconia-Springfield Station Opens
- 2015 Spotsylvania Station Opens

# How the Virginia Railway Express (VRE) Was Established

*The prospect of commuter rail service in Northern Virginia was debated for more than 20 years. But in 1984, when a regional feasibility study demonstrated the viability of commuter rail, planning began in earnest.*

**THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)**,  which represents three jurisdictions served by VRE, spearheaded the effort. After NVTC was unable to bring several, more southern jurisdictions into its fold, the **Potomac and Rappahannock Transportation Commission (PRTC)** was established in 1986 to represent them. Today VRE serves nine jurisdictions, each of which is a signatory to the rail system's chartering document, the **VRE Master Agreement**, first signed in 1989.

When establishing PRTC, state legislators enacted a 2 percent motor fuels tax for use by member jurisdictions to support VRE capital and operating costs and other transportation investments. NVTC already had a 2 percent motor fuels tax, which was dedicated to funding the Washington Metropolitan Area Transit Authority. Over the decades the funding mechanism evolved to cents per gallon of fuel sold by a distributor to a retail dealer. The amount in fiscal year 2024 stood at \$.087 per gallon for gasoline and \$.088 for diesel.

VRE service to Manassas began on June 22, 1992. The Fredericksburg Line opened a month later, on July 20, 1992. Trains originally served 16 stations – six each on the Manassas and Fredericksburg lines and four in the core, which serve trains on both lines. Subsequently, three stations were added on the Fredericksburg Line – Lorton in 1994, Franconia-Springfield in 1995, and Spotsylvania in 2015.





## Organizational and Governance Structure

*The VRE Master Agreement details the roles and responsibilities of the two commissions and the Operations Board, a joint committee of the commissions providing oversight of the service. The two commissions co-own all VRE assets, including rolling stock, some stations and parking lots, and maintenance and storage facilities. Some local jurisdictions have invested in VRE stations and parking in their territories. VRE contracts for access rights to 90 route miles of track from CSX Transportation (CSX), Norfolk Southern and the Virginia Passenger Rail Authority (VPRA), and access to Washington Union Station and midday storage facilities from Amtrak.*





## Operations Board

The VRE Operations Board, created in 1989, consists of local elected officials who reside in one of VRE's member jurisdictions and both serve on and are appointed by NVTC or PRTC. The board also includes a representative designated by Virginia's Secretary of Transportation.

The Master Agreement established two types of jurisdictions that are represented on the board – contributing (the City of Alexandria and Arlington County) and participating (the cities of Fredericksburg, Manassas, and Manassas Park and the counties of Fairfax, Prince William, Spotsylvania and Stafford). Each contributing jurisdiction is entitled to one seat on the board. Representation from participating jurisdictions depends on ridership by residents of each jurisdiction, as determined by the annual Master Agreement Survey each fall. Participating jurisdictions with ridership of:

**≥ 25%**

of total system ridership may have **three members**

**15-24%**

of total system ridership may have **two members**

**< 15%**

of total system ridership may have **one member**

The Operations Board has been delegated authority by the commissions to approve spending, provided the amount is included in the annual budget and the six-year financial plan, and execute certain contractual agreements. The commissions retained approval authority for:

- VRE annual budget
- Contractual agreements for track access, operations and maintenance, real property acquisition and disposal, and liability insurance plan
- Amendments to the Master Agreement
- Hiring, termination, and amendments to employment contracts of the chief executive officer (CEO) and chief legal officer (CLO)
- State and federal grant applications
- Legislative agendas and strategic plans

The Operations Board meets the third Friday of each month, except August, at PRTC's headquarters in Woodbridge. The [agenda, supporting documents and monthly CEO Report](#) are provided electronically a week before the meeting, as is a request from the board clerk to confirm attendance to ensure a quorum.

A quorum requires a minimum of eight members or their alternates, representation from at least five jurisdictions, and 60 percent of the weighted vote. The weighted vote requirement, described in detail in the Master Agreement, means at least one member from two of the three major weight-holders – the commonwealth and currently the counties of Fairfax and Prince William – must be in attendance.

VRE's [Electronic Participation Policy](#) allows Operations Board members to attend in-person meetings remotely, up to three times per calendar year, provided certain criteria are met and procedures followed.

## Committees

The VRE Operations Board has six standing committees, each of which meets several times a year, generally prior to or after a board meeting. Members of the Executive Committee serve a one-year term beginning in January. The committee, according to [VRE's bylaws](#), must consist of two officers from each commission. The offices of chair and vice chair shall not be held at the same time by members representing the same jurisdiction or the same appointing commission. The office of chair shall be rotated annually between the two commissions. Members of the other committees are appointed by the chair.

## VRE Staff and Contractors

The CEO, who oversees some 60 staff members, and CLO are employees of both commissions. All other VRE staff are employees of PRTC. Some 140 contractor employees help carry out the rail service's daily functions. The two largest contracts are to operate service and maintain the rolling stock. Both functions, while separately contracted, are currently performed by Keolis Rail Services Virginia.

The CEO, whose contract award authority is \$200,000, is required to communicate any award greater than \$50,000 to the board each month as an information item.



## Committee Roles and Responsibilities

### EXECUTIVE

Discusses matters pertaining to the business of the Operations Board. Prioritizes issues for the board to address. Serves as a sounding board for senior management to explore emerging issues that may or may not ultimately require a presentation to the full board.

### AUDIT

Serves as the primary venue for board interaction with VRE's external auditors. Obtains clarity on issues of concern from the audit partner. Receives and reviews the audited financial statements and auditor's letter before forwarding them to the board.

### CEO/CLO EVALUATION

Assesses the performance of the CEO and CLO and measures it against established goals and expectations of the board and commissions. Presents its recommendations for contractual modifications, including compensation and benefits, to the Operations Board for referral to the commissions.

### FINANCE

Serves as a forum for review of the annual operating and capital budgets prior to approval and referral to the commissions by the board in December. Provides review and oversight of important financial activities on an ad hoc basis.

### LEGISLATIVE

Assists in preparation of the annual Legislative Agenda, which communicates VRE's legislative priorities at the federal and state levels. Deliberates on issues for inclusion and passes a draft agenda for consideration by the Operations Board and, ultimately, the commissions.

### NOMINATING

Presents a slate of nominations for VRE Operations Board officers to the board. Adheres to the requirements for officers provided for in the Operations Board Bylaws, Master Agreement, and the Charge to the Committee, which requests it take into consideration the balance of interests of the commissions, representation of the interests of the citizens patronizing VRE, and/or balance with respect to interests of all VRE jurisdictions and their citizens.

**LEGEND**

- VRE Routes
- Virginia Corridors of Statewide Significance I-66/I-95/I-395
- VRE Stations
  - Present
  - Under Design



# Service

VRE operates 32 trains each weekday. The service consists of two lines, Fredericksburg and Manassas, which converge in Alexandria and continue into the District of Columbia. Trains generally run north each morning and south each afternoon/evening.

The rail system directly serves nine cities and counties in Central and Northern Virginia, although riders come from jurisdictions throughout the northern half of the commonwealth. Nineteen stations, two of which are in the District of Columbia, comprise the system. During morning service, the most popular origination stations are Broad Run-Airport on the Manassas Line and Spotsylvania on the Fredericksburg Line. The L'Enfant station in the District is the top destination station. A new privately developed station, Potomac Shores in Prince William County, is in the final design stage.

VRE connects with Metrorail at five locations, extending its reach throughout the National Capital Region, including Ronald Reagan Washington National and Dulles International airports.

<p>○ —</p> <h1>21</h1> <p>Gallery IV Cab Cars (123 seats)</p>	<p>○ —</p> <h1>49</h1> <p>Gallery IV Trailers with restrooms (132 seats)</p>	<p>○ —</p> <h1>30</h1> <p>Gallery IV Trailers without restrooms (144 seats)</p>	<p>○ —</p> <h1>20</h1> <p>MP36 Diesel-Electric Locomotives</p>
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# Financial

**\$205.7**  
million

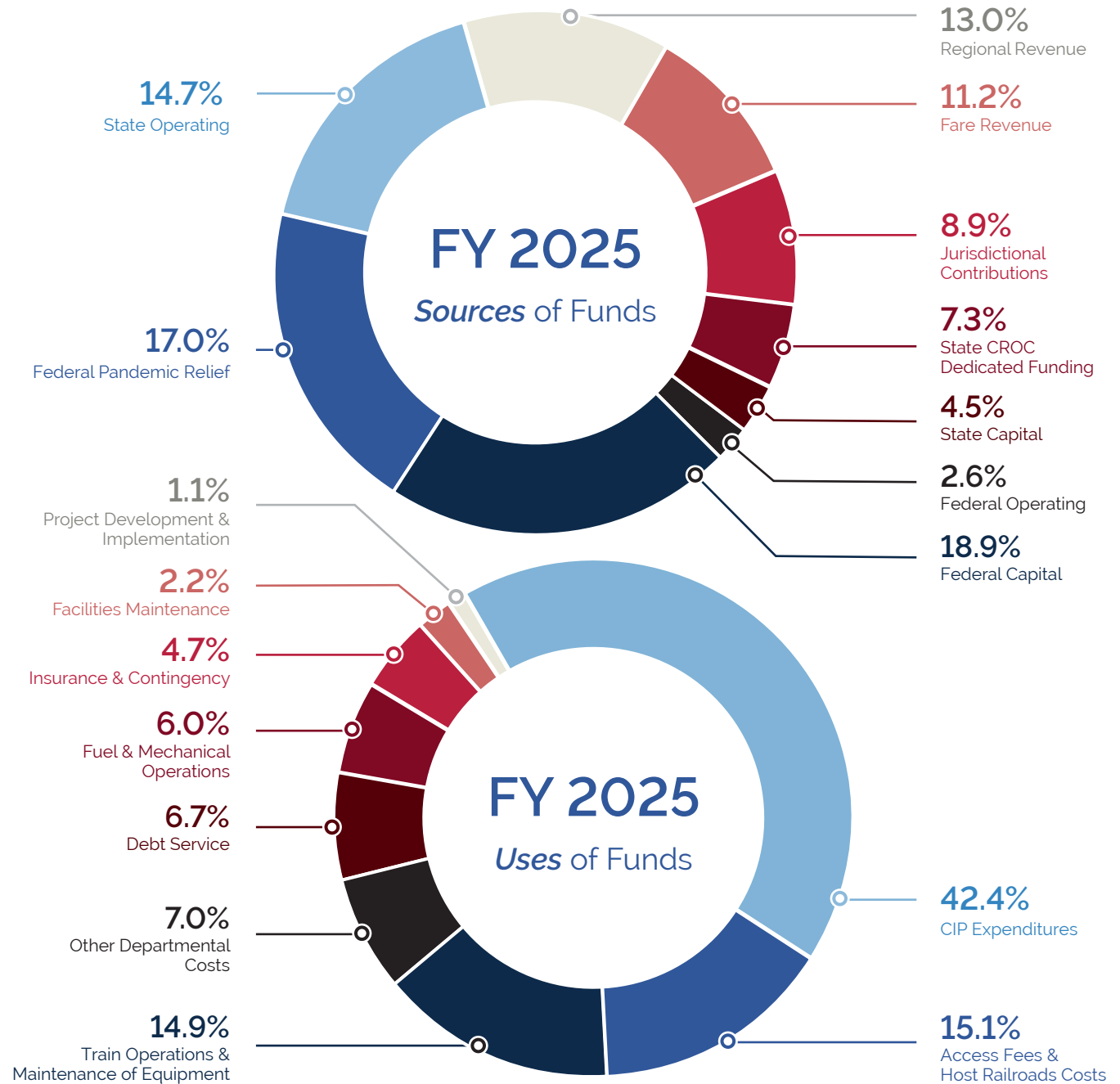
VRE's fiscal year 2025 budget, which was approved by its parent commissions, covers the period July 1, 2024 through June 30, 2025.

**\$118.4**  
million

*operating expenses*

**\$87.3**  
million

*capital expenses*

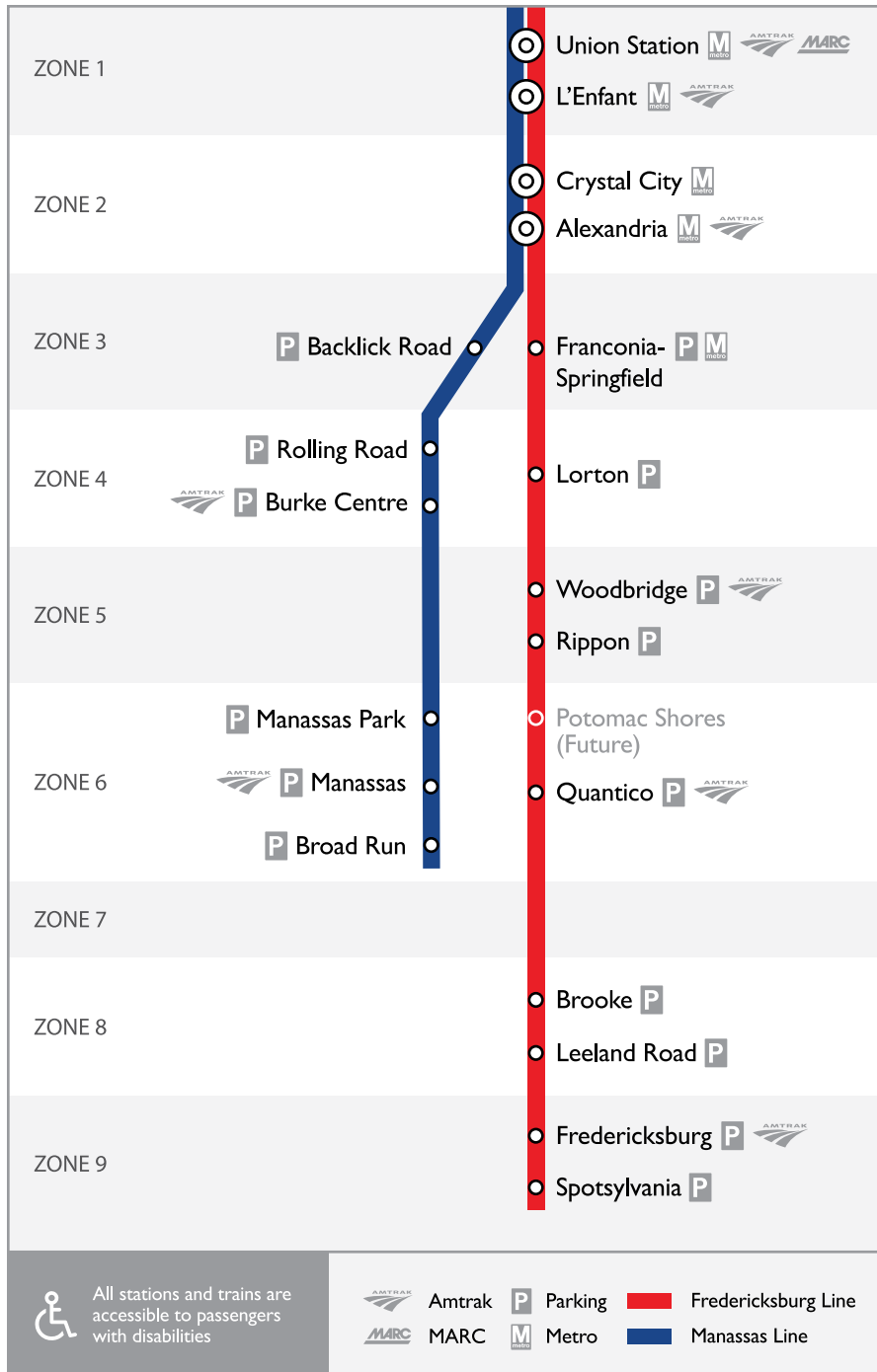


# Jurisdictional Contributions

Each fall VRE undertakes a ridership survey in accordance with the Master Agreement. The resulting data, which includes riders' jurisdiction of residence, is used to determine contribution amounts from the seven participating Virginia cities and counties. Contributing jurisdictions, Arlington County and the City of Alexandria, pay a fixed amount each year.

JURISDICTION	FY 2024		FY 2025		Change FY 24 to FY 25	
	Subsidy	Percent	Subsidy	Percent	Net +/-	% Change
Fairfax County	5,005,547	31.3%	5,473,928	29.9%	+468,381	+9.4%
Prince William County	4,924,666	30.8%	5,468,148	29.9%	+543,482	+11.0%
Stafford County	2,306,625	14.4%	2,782,517	15.2%	+475,892	+20.6%
Spotsylvania County	1,813,436	11.3%	2,218,752	12.1%	+405,316	+22.4%
Manassas	659,532	4.1%	760,700	4.2%	+101,168	+15.3%
Fredericksburg	518,584	3.2%	698,263	3.8%	+179,679	+34.6%
Manassas Park	450,426	2.8%	531,102	2.9%	+80,676	+17.9%
Arlington County	190,784	1.2%	218,219	1.2%	+27,435	+14.4%
Alexandria	130,400	0.8%	149,151	0.8%	+18,751	+14.4%
<b>TOTAL</b>	<b>16,000,000</b>	<b>100%</b>	<b>18,300,780</b>	<b>100%</b>	<b>+2,300,780</b>	<b>+14.4%</b>





# Fares

The Master Agreement establishes, as one of its guiding principles for financial plans, that VRE cover at least half of its fiscal year operating expenses through passenger fares. Historically, fare revenue covered about 52 percent of those expenses. Since the onset of the COVID-19 pandemic, VRE has used federal relief funds to cover what has been a significant drop in ridership and fare revenue.

## Tickets and Passes

VRE uses a distance-based [zone system to determine fares](#), and riders can purchase multi-ride pass products that offer a discount off the single-ride fare. As of January 2024, VRE offers a:

<b>31-Day Pass</b> (mobile only)	<b>7-Day Pass</b>	<b>Day Pass</b>	<b>Single Ride Pass</b>	<b>10-Ride Ticket</b>
<b>Calendar Monthly Ticket</b> (paper only)		<b>\$5 Flat Fare</b> for travel entirely within zones 1, 2 and 3 (mobile only)		
<b>Transit Link Card (TLC)</b> for unlimited trips on VRE and Metrorail in a calendar month		<b>Free Ride</b> for children ages 10 and under when accompanied by a fare-paying adult		
<b>Reduced Fare Ticket</b> for riders who are disabled, a senior citizen (age 65 and up) or a youth (between ages 11 and 18)				

more than **70%** are federal government or U.S. military employees who are **eligible for the federal Transit Subsidy program** [↗](#)

 Many private sector employers also offer commuter subsidy programs.

### On July 1, 2024, VRE will introduce several fare changes:

- Increasing base fares by 5 percent
- Making permanent the zone 1-3 flat fare and extending its availability to paper tickets
- Eliminating the underutilized seven-day pass
- Eliminating the youth discount and extending free fares to all children and youths ages 18 and under

### Amtrak Step-Up Ticket

The Amtrak Step-Up ticket allows passengers with a VRE multi-ride ticket or pass to purchase an upgrade and ride any of 12 Amtrak trains listed on the VRE schedule. The program, which was suspended at the start of the pandemic, will be reinstated in 2024. The Step-Up ticket will only be available through VRE Mobile to comply with Amtrak's requirement to have all customer names on the train manifest.

### Validation

Under Virginia law, all tickets must be validated to ensure the fare is deducted from the ticket. [Validation can be accomplished](#) through ticket vending machines on VRE station platforms or, if the ticket was purchased via VRE Mobile, through the app on a smartphone. VRE conductors check tickets on each railcar to ensure they have been validated.

### Summonses

[Virginia law](#) gives conductors the authority to write legal summonses when riders do not present a validated ticket. A summons requires paying a fine or appearing for a court hearing. Fines are deposited in the Virginia Literary Fund and do not go to VRE.



## VRE Mobile

*VRE is preparing to roll out an updated version of its ticketing app, which was the first in the region when it launched in 2015. The new **VRE Mobile** will allow passengers to access information on trip planning, parking availability in VRE lots and garages, seat availability on railcars, and Amtrak arrivals.*

Use of VRE Mobile has gone from 30 to more than 60 percent over the last four years. The app saves VRE a significant amount over paper tickets sent by mail. For example, a 10-Ride Ticket to travel between zones 6 and 1 will cost VRE just \$0.46 in commission through the mobile app but as much as \$6.67 through VRE's vendor network.



# Safety

*The safest form of public transportation in the commonwealth, VRE was among the first commuter rail systems in the nation to implement positive train control (PTC), as required by federal law. PTC is designed to automatically slow or stop a train should an engineer not take suitable action for a given situation. Having achieved this safety milestone in April 2019, VRE shared its experiences and lessons learned with other rail systems to ensure the smoothest implementation possible throughout the country.*

**SAFETY PERMEATES EVERY ASPECT OF VRE.** It guides all actions and decisions by staff, train crews, maintenance workers, and the Operations Board. It is foremost in the rail system's mission statement – for if VRE service isn't safe, being cost-effective, accessible, reliable, convenient and comfortable doesn't matter. Safety is more than a philosophy; it is a culture.



VRE regularly holds onsite and classroom trainings for first responders in its jurisdictions, ensuring their familiarity with the railroad operating environment. Every few years, VRE partners with the U.S. Federal Bureau of Investigation to host an onsite training for K-9 teams from across the country.



VRE staff and Keolis train crews are first-aid and CPR/AED certified. Of note is the exceptional level of injury-free days recorded by VRE and Keolis mechanical staff at the Broad Run Maintenance and Storage facility.



In 2020, VRE was the recipient of the Virginia Transit Association's Outstanding Public Safety Award.



# The Future of VRE

*Expanded capacity and increased reliability on both the Fredericksburg and Manassas lines are in the offing. Over the next decade, due primarily to infrastructure improvements that will separate freight and passenger trains, VRE will be able to run longer and more frequent trains and explore the possibility of weekend service. VRE's fiscal year 2025 budget includes funds to operate limited Saturday service, contingent on agreements with the host railroads.*

## Fredericksburg Line Improvements

Additional track, a [Franconia-to-Springfield bypass](#) for passenger trains, and six sidings to allow trains to pass are among improvements planned for VRE's Fredericksburg Line. These improvements are made possible through the commonwealth's acquisition of half of CSX's right-of-way and construction of 37 miles of track. The new track opens the door to increased weekday and weekend service.

## Manassas Line Improvements

TRV's rail infrastructure improvements will also allow for increased capacity and reliability on the Manassas Line, as all VRE trains stop at stations between Alexandria and the District and utilize the existing Long Bridge.

## Second Crossing Over the Potomac River

The commonwealth is building a [second bridge over the Potomac River](#), primarily dedicated to passenger trains. The existing Long Bridge, which operates at 98 percent capacity during rush hour, is one of the most significant rail bottlenecks on the East Coast. The new bridge will reduce train congestion in the region, improving VRE's on-time performance. The bridge, estimated to cost \$2.3 billion, is part of a \$4 billion package of infrastructure improvements, known as [Transforming Rail in Virginia](#) (TRV), to be completed by 2030.

VRE is a TRV funding partner. In June 2022, a public bond sale, backed by the Commuter Rail Operating and Capital (CROC) Fund, allowed VRE to contribute \$119.2 million to support the initiative. The bond proceeds were transferred to VPRA to assist in the purchase of rail right-of-way in the Interstate 95 corridor from CSX.

In addition to funds from the bond issuance, VRE has committed another \$75 million of CROC funds to be contributed over 10 years. The first contribution occurred in November 2022 when VRE reimbursed VPRA for \$7.5 million of engineering and environmental work on the new Long Bridge.

A \$729 million federal grant to VPRA to help fund the new Long Bridge and other infrastructure improvements was included in an \$8.2 billion package for rail infrastructure improvements nationwide in December 2023. Additional [track and station improvements at L'Enfant](#) and construction of a combined nine miles of third track at three locations within the VRE service area also will benefit from the grant.

## Station Projects

VRE has 16 projects – involving platform extensions; station rehabilitation, expansion or construction; and track improvements – at various levels of implementation. The projects, many of which are directly related to TRV, are designed to improve the safety and reliability of VRE's service. Its **\$1.3 billion Capital Improvements Program** is more than two-thirds funded.

### Quantico

Significant progress has been made on improvements to VRE's Quantico station. Work on the towers supporting the new pedestrian bridge has been completed with elevator installation to begin in 2024. An island platform that will serve one of the existing tracks and a new third track is in place. When completed, this \$27.5 million project will improve passenger safety and enhance operational efficiency.

### Fredericksburg

Work on the \$14.4 million rehabilitation of the Fredericksburg station continues. The deep cleaning of concrete rail bridges in the historic downtown has removed decades of grime and stains. Work to extend the east platform was finished and the west is underway. A set of stairs, constructed near the end of the platform extensions, will allow passengers to cross over Princess Anne Street rather than at grade.

### Crystal City

Construction of a new Crystal City station received a boost in June 2023 when the Commonwealth Transportation Board approved \$10.8 million in funding through NVTC's I-395/95 Commuter Choice program. Another \$8 million for the station will be included in the 2026–2027 round of funding. The \$69 million project, which is now fully funded, includes an island platform to enable the simultaneous boarding of two trains and allows for a future multimodal connection, being planned by Arlington County, from the station to Ronald Reagan Washington National Airport.

### Alexandria

Currently in final design, the \$44.3 million Alexandria station project will improve safety by replacing an at-grade pedestrian track crossing with elevators to connect 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.

### Broad Run

A \$128 million state grant will help fund improvements to the Broad Run station as well as a third mainline track from the station to a location east of Manassas. Access will be improved through construction of a bridge leading into the parking lot and a bus loop. Parking capacity also will be increased.



## Parking Garages

Construction is underway at two parking garages that will serve VRE's Manassas Park and future Potomac Shores stations.

The 560-space Manassas Park parking garage is being built by VRE with funding from multiple agencies. A \$24 million garage with 400 parking spaces is being built by the Potomac Shores community's developer, Biddle Real Estate Ventures.

<b>Work in Progress</b>	 <b>Manassas Park Parking Garage</b> <b>+560</b> new spaces
	 <b>Potomac Shore Parking Garage</b> <b>+400</b> new spaces

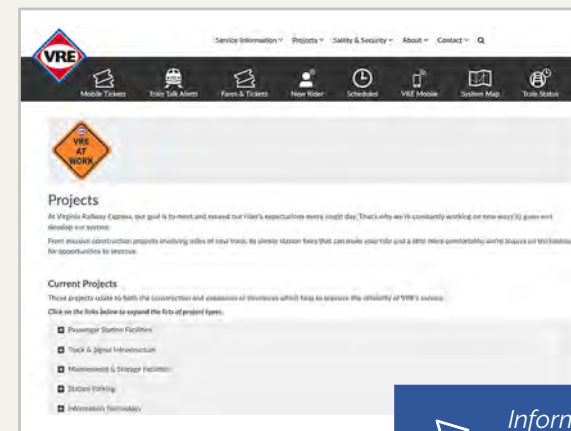
## Maintenance and Storage Projects


### Broad Run

The maintenance and storage facility will be enlarged to store additional equipment. A new 6,200 square-foot administrative and employee welfare building will include locker rooms, conference rooms, individual offices, and a break area for use by VRE train crews, maintenance staff and security personnel.

### New York Avenue Midday Storage

A permanent storage facility in the District of Columbia will better accommodate VRE trains upon arrival at Union Station following morning service. The new facility will be able to handle longer train consists and additional equipment.



Information on all VRE projects can be found at [vre.org](https://vre.org) 





 [www.VRE.org](http://www.VRE.org)

 [RideVRE](#)

 [VARailExpress](#)

 [VirginiaRailwayExpress](#)

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



**DELEGATION OF AUTHORITY FROM COMMISSIONS  
TO THE VRE OPERATIONS BOARD**

Effective July 1, 2008

*(Updated with CEO spending authority limits effective September 2020)*

- Full authority of spending, provided the amount is included in the annual budget and six-year financial plan
- Approval of fare changes (tariffs)
- All contractual agreements, provided funding is included in the approved budget, with the exception of any operation agreements (including CSX and NS) and Insurance Agreements.
- Responsibilities not delegated:
  - a. Amendments to the Master Agreement
  - b. Hiring and termination of the Chief Executive Officer
  - c. Statewide and federal grant applications
  - d. Approval of legislative agendas
  - e. Approval of strategic plan
  - f. Sale or purchase of real property and equipment in the Commissions' name
  - g. Other major policies such as terms for new entrants
  - h. Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans.

VRE Operations Board approved spending authority delegated to VRE CEO:

- VRE CEO's authorization limit to award contracts up to \$200,000 and procurement authorizations up to \$1,000,000 (effective September 2020)



# AGENDA ITEM #11 Department of Rail and Public Transportation (DRPT)

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Department of Rail and Public Transportation (DRPT)

---

At the May 2024 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

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

(804) 786-4440

Director

600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

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

TO: Chair de Ferranti and NVTC Commissioners

FROM: Jennifer DeBruhl, Director

DATE: April 25, 2024

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

The Commonwealth Transportation Board (CTB) met on April 16 in Richmond at the VDOT Auditorium. At the workshop, the CTB received a briefing on DRPT's [draft FY25-30 Six Year Improvement Program](#) (SYIP).

The \$834 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 FY25. Additionally, the NVTC WMATA allocation, which provides state aid for jurisdictional capital and operating subsidies from the Commonwealth Mass Transit Fund, is \$221 million for FY25, up about \$11 million from FY24.

Transit providers statewide are projected to receive \$128 million in operating funding and \$90 million in transit capital assistance from DRPT in the draft FY25 budget. \$58 million of state of good repair applications are funded, as well as \$24 million in minor enhancement projects. Two major expansion project applications are being funded at \$8 million, which includes additional work on the new ART Shirlington Administration and Maintenance Facility in Arlington. The draft SYIP also includes funding for FY25 interns at ART, DASH and NVTC as well as funding for NVTC to conduct a Shared On-Route BEB Charging Feasibility Study, ART to conduct a Microtransit Feasibility Study and a Security/Transit Signal Priority Study, and for DASH to implement a Thru Vision Blindspot Camera Pilot Project.

New this year, as a result of 2023 legislation, state capital and operating funding for Virginia Railway Express (VRE) will be provided directly to NVTC separately from the statewide transit capital and operating programs. VRE's budgeted FY25 allocation is about \$16 million, which is the maximum permitted 3.5% of the Commonwealth Mass Transit Fund.

The complete draft [SYIP](#) is available for viewing in DRPT's [Open Data Portal](#), which is searchable by transit service provider and construction district.

Public comment on DRPT's draft FY25-30 SYIP is being accepted through May 20 via email at [DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov) or via snail mail at Public Information Office, 600 East Main Street, Suite 2102, Richmond, VA 23219. Stakeholders may also provide comment at one of the nine joint public hearings that DRPT is hosting with the CTB and the Virginia Department of Transportation (VDOT). The Northern Virginia district public hearing will be held on April 25 at 5 p.m. in Leesburg. For further information, please visit the [Commonwealth Transportation Board's website](#).

In addition to participating in the district public hearing, for the first time, DRPT will host its own SYIP public hearing on Thursday, May 16 at 4 p.m. The public hearing will be conducted as a hybrid meeting with opportunities to submit public comments in person at either DRPT's Richmond HQ office or our Northern Virginia office in Alexandria as well as via a virtual option. Northern Virginia stakeholders may participate and provide comment either [virtually](#) or at DRPT's Northern Virginia office at 1725 Duke Street in Alexandria.





# AGENDA ITEM #12 Executive Director Report

**TO:** Chair de Ferranti and NVTC Commissioners  
**FROM:** Kate Mattice  
**DATE:** April 25, 2024  
**SUBJECT:** Executive Director Report

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At the May 2024 meeting, the executive director will give her 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 jurisdictional and regional partners.

The May 2024 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 [March 2024 Financial Reports](#) are provided as information.

# Northern Virginia Transportation Commission

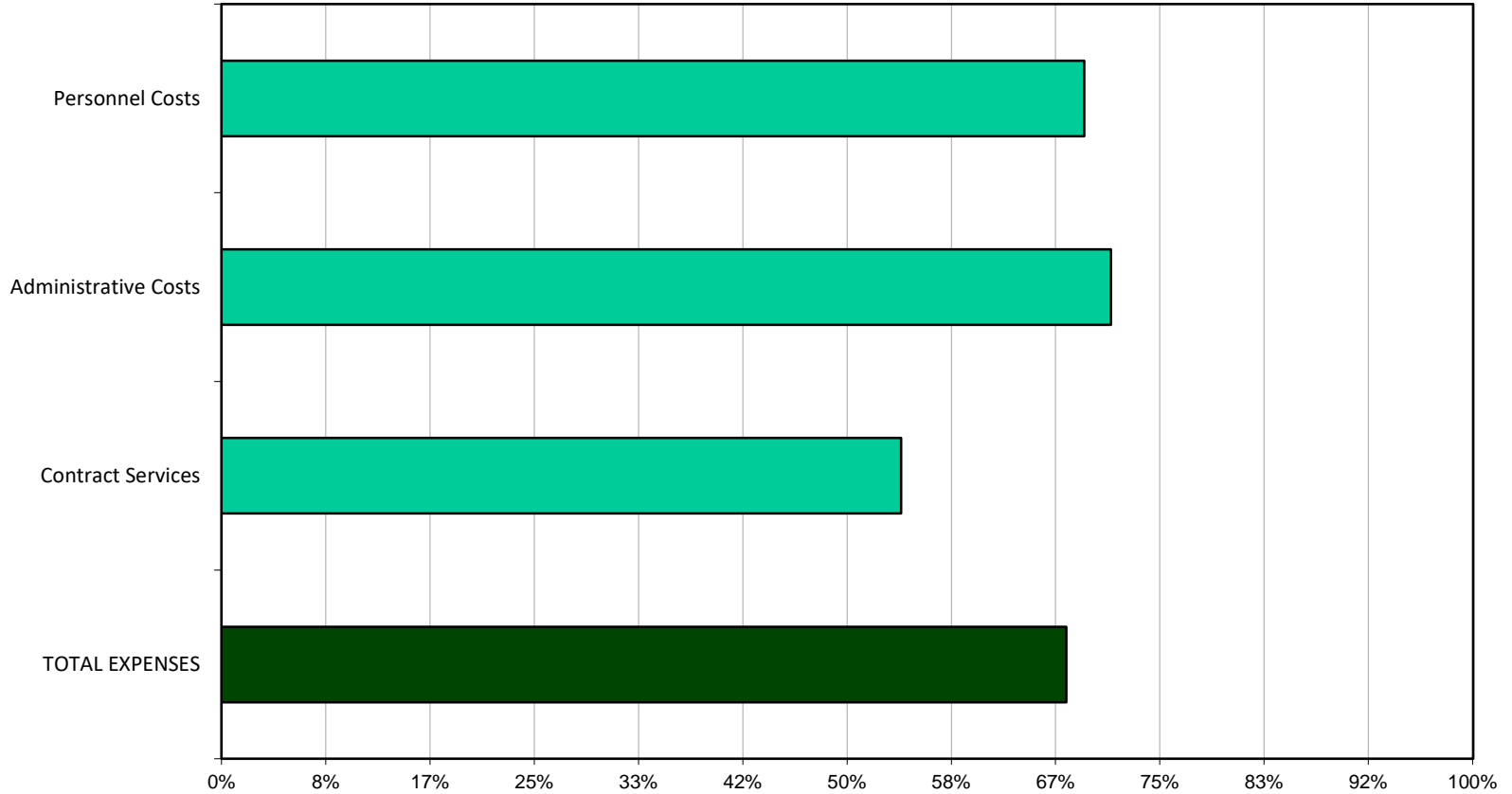
Financial Reports

March 2024

# PERCENTAGE OF FY 2024 NVTC ADMINISTRATIVE BUDGET USED

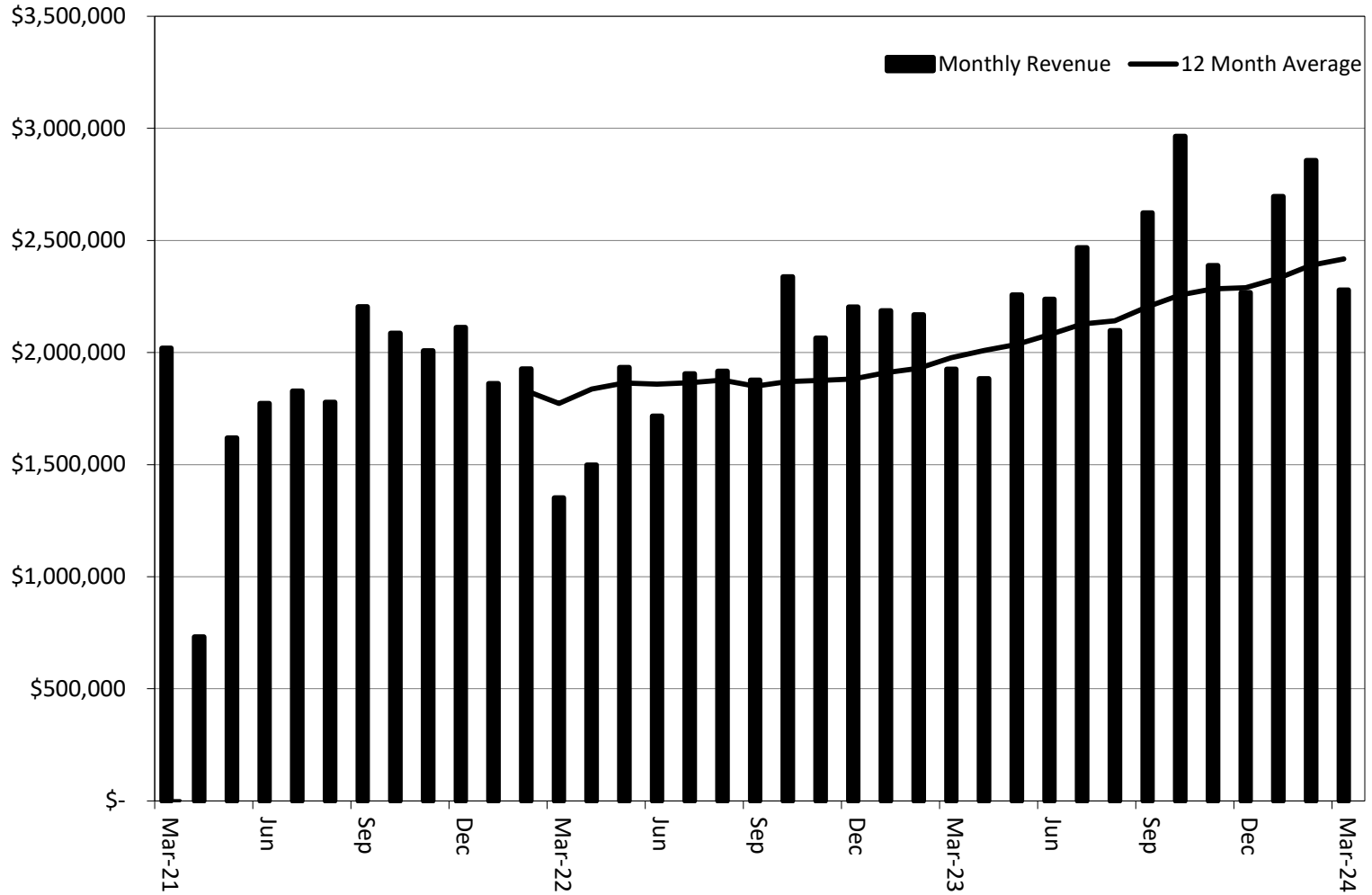
## March 2024

(TARGET 75% OR LESS)



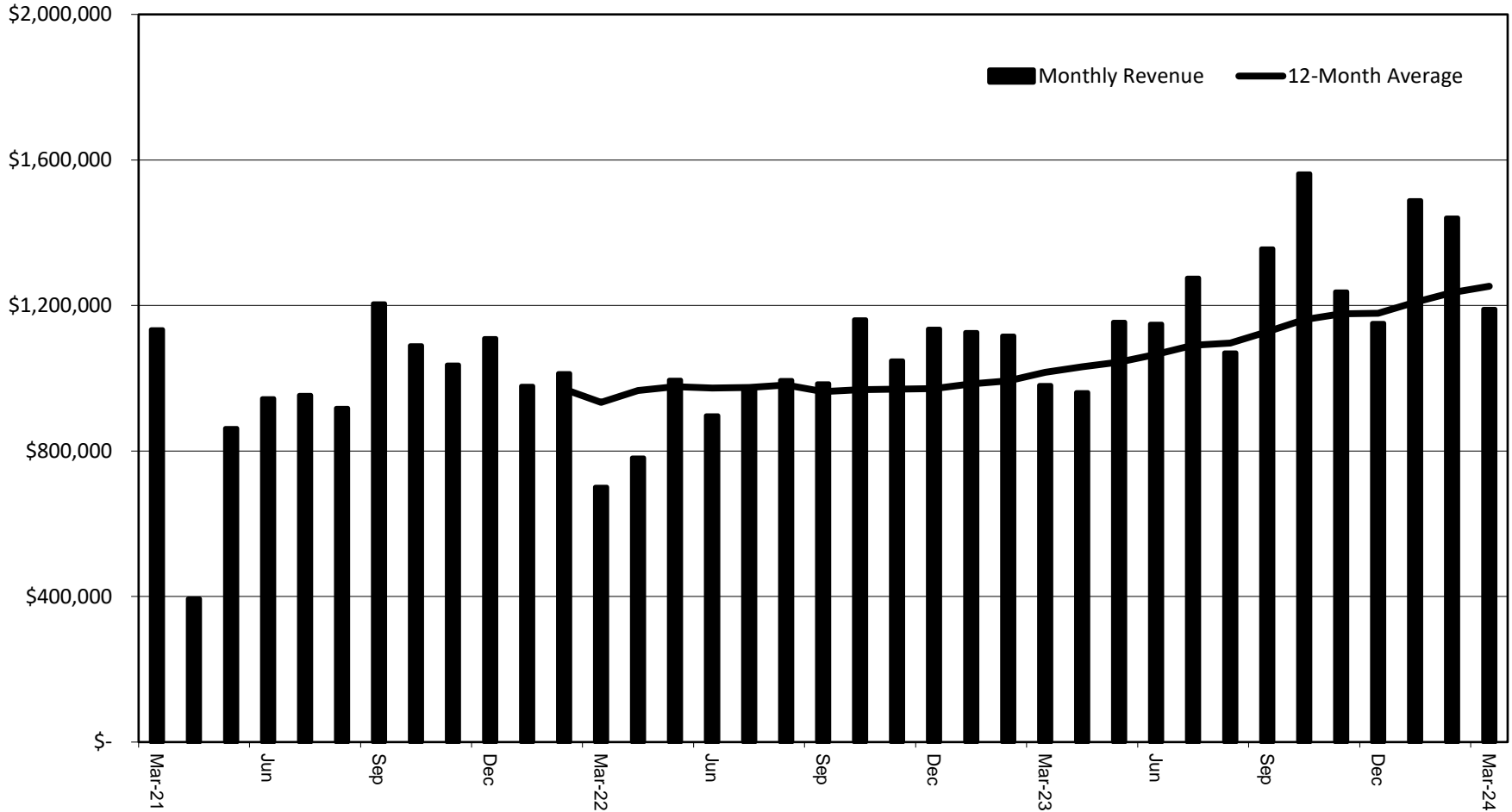
**Note: Refer to pages 2 and 3 for details**

# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2021-2024



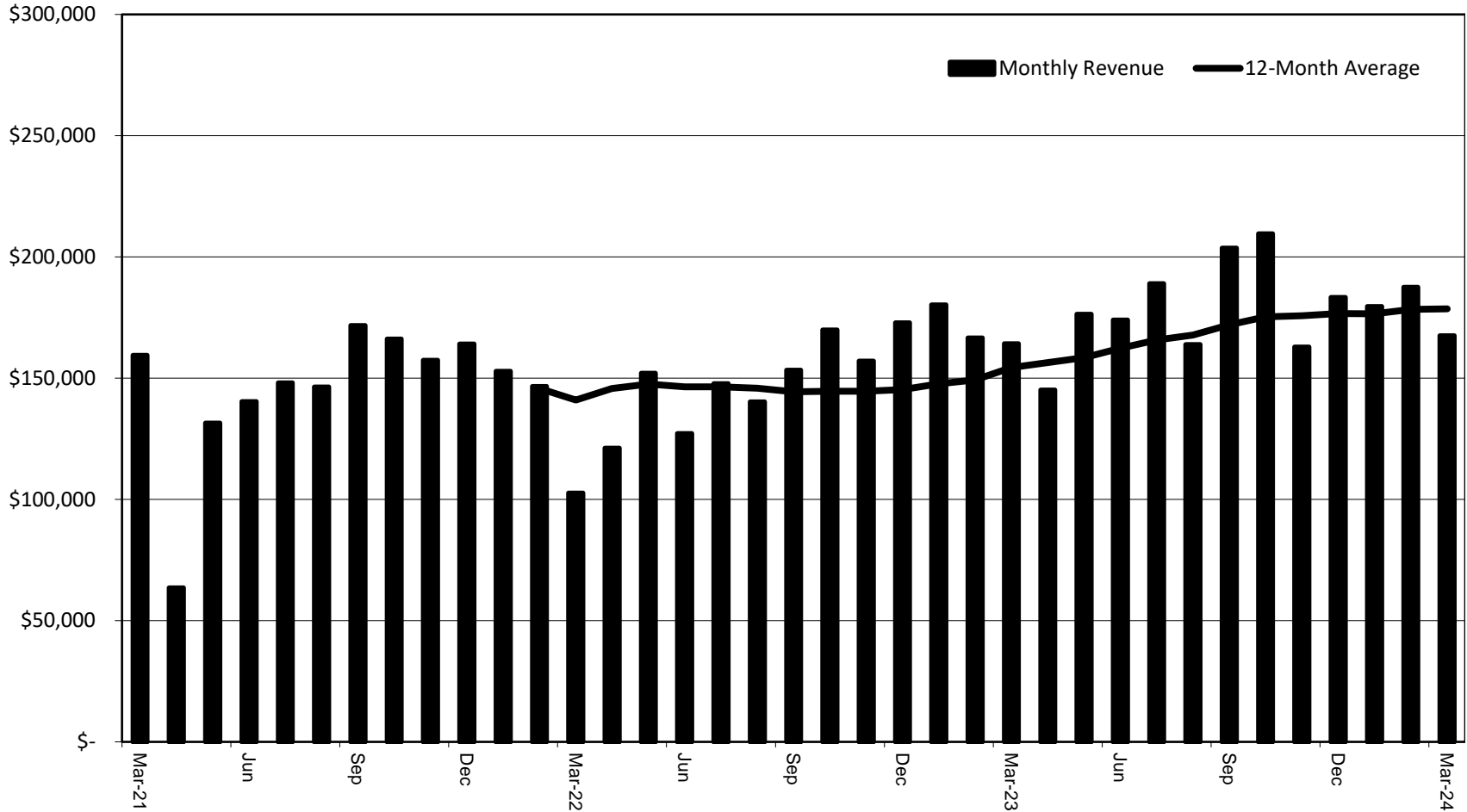
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2021-2024



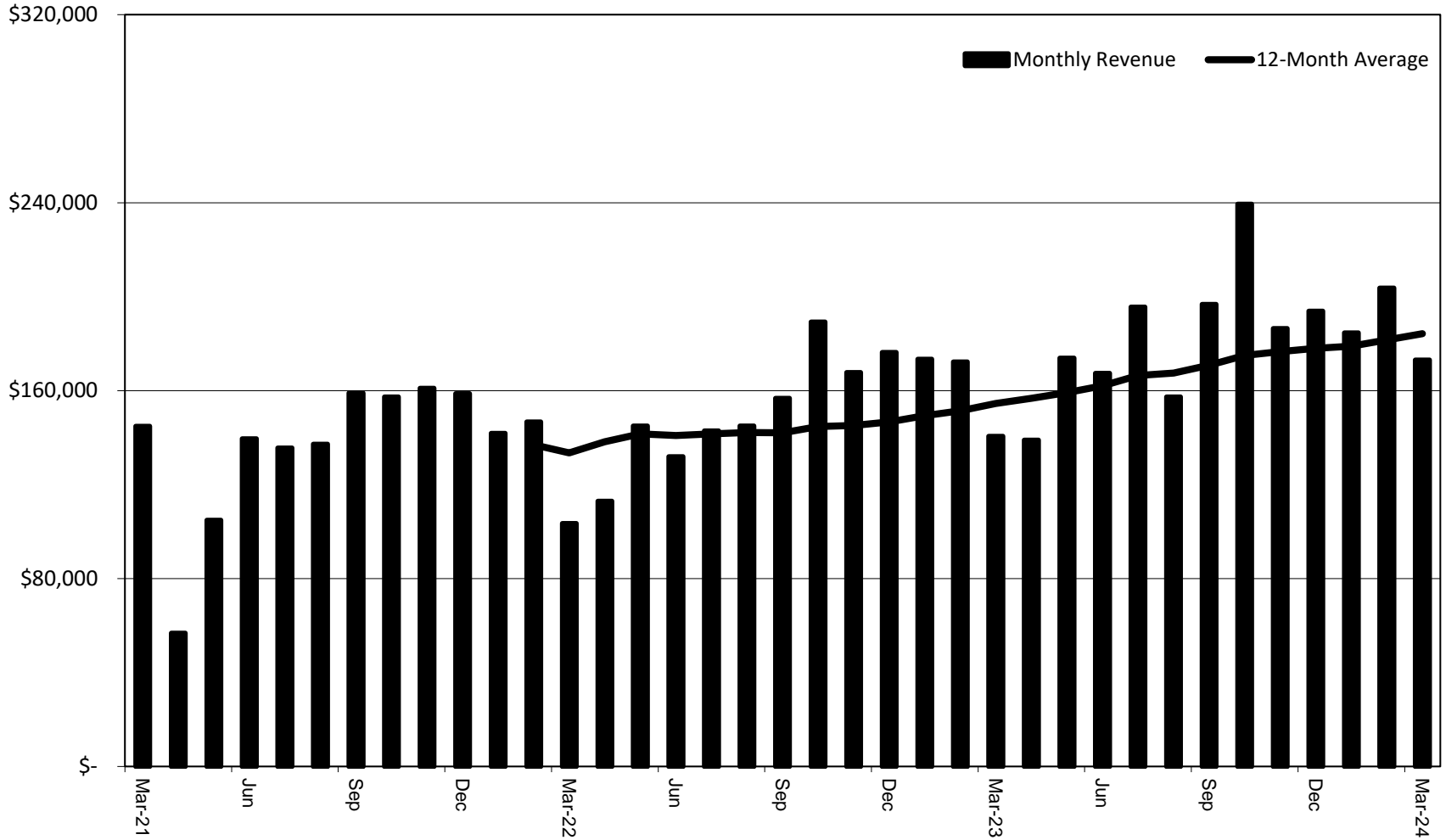
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2021-2024



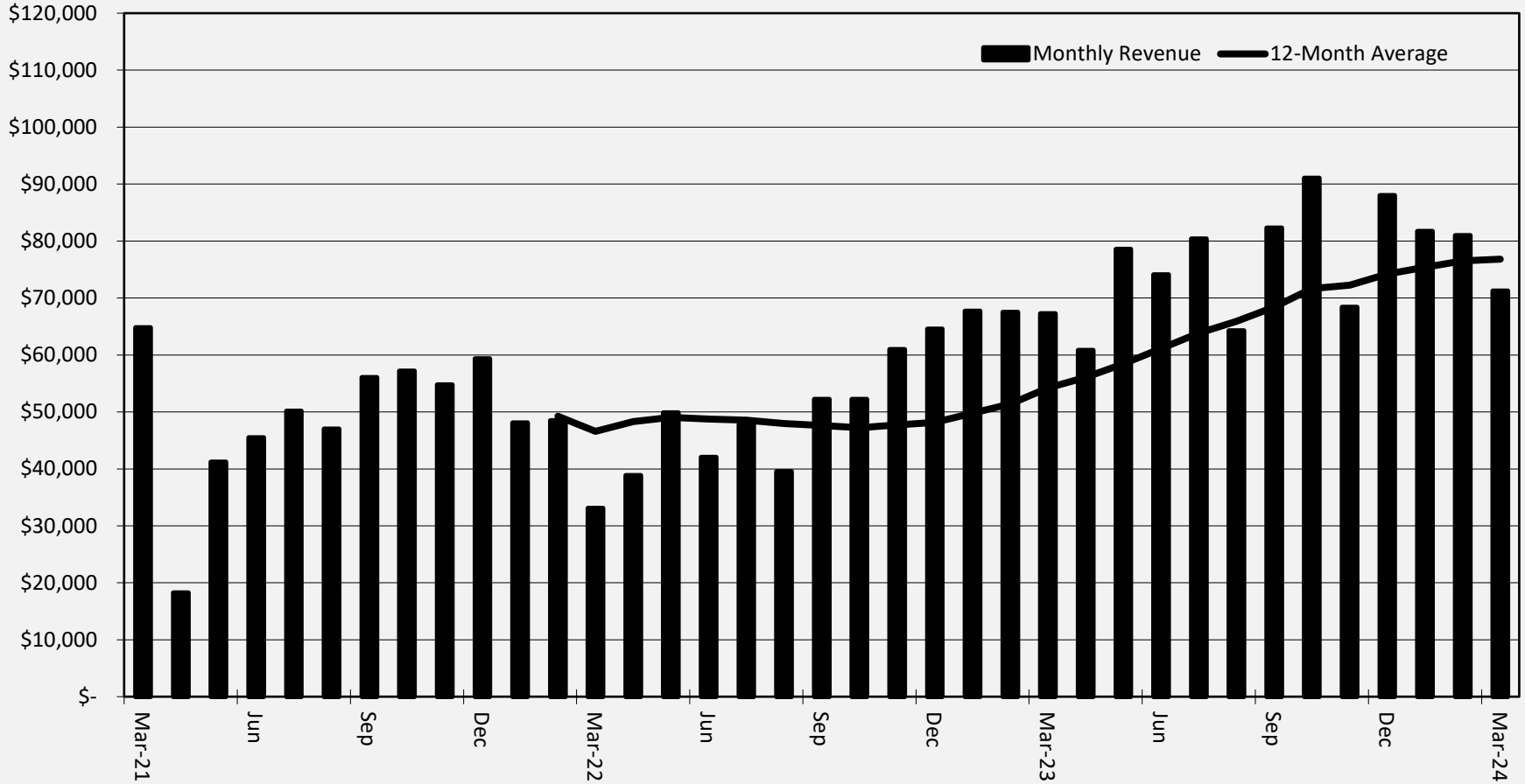
*Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.*

# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2021-2024



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

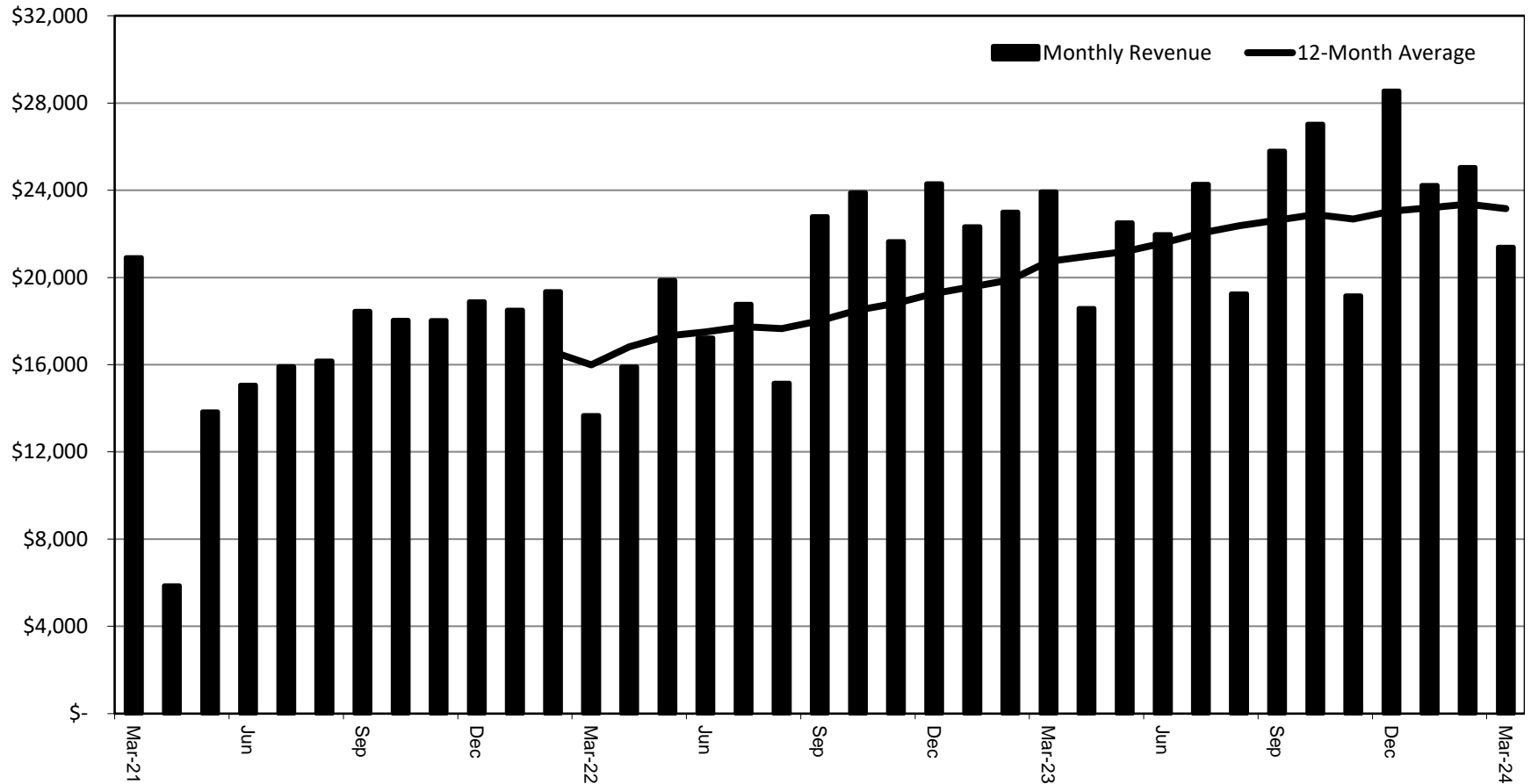
# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2021-2024



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

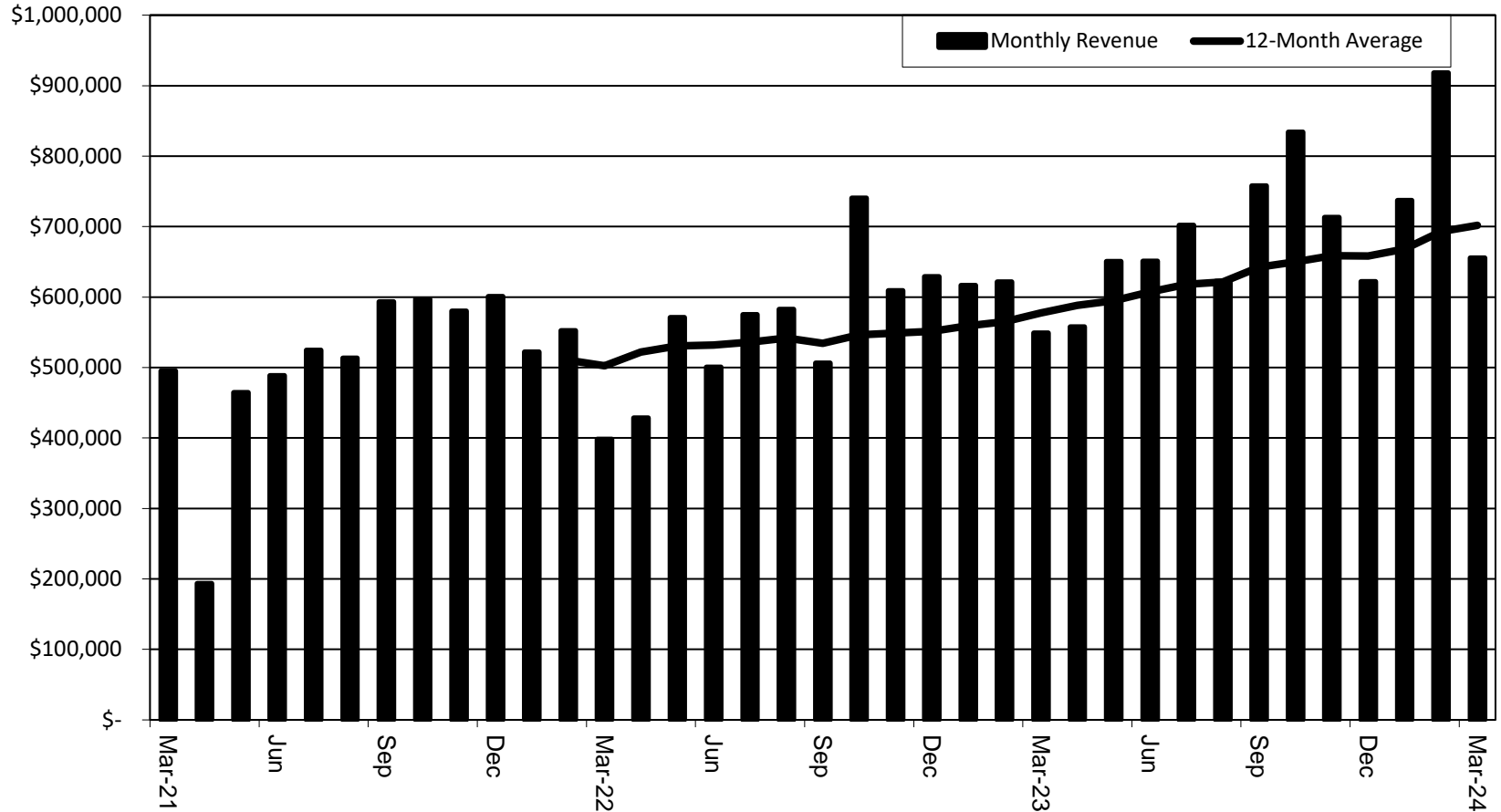


# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2021-2024



*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 2021-2024



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