

Combined
Blue Items/Handouts/
Presentations
for
May 2, 2024
NVTC Meeting

DMV *MOVES*

Moving our region forward, together.

The Region Today



- 24 jurisdictions
- 141 Activity Centers
- 156 transit stations*
- 12,000+ bus stops
- 3,500 square miles
- 5.7 million people
- 3.3 million jobs
- 18 million trips per day
- 122 million VMT

The Region in 2045

The region will have more people and jobs, but also much more traffic, slower and longer trips, and missed climate targets



Population 6.9 million, **+23%**



Jobs 4.2 million, **+26%**



Access to high-capacity transit **+10%**
Transit trips **+28%**
Transit mode share only **7%**



Single-driver trips **+10%**
Vehicle miles traveled **+15%**
Congested lane miles **+45%**



Vehicle hours of delay **+48%**
Minutes of delay **+31%**



GHGs -18% vs. target
-80% by 2050

* Refers to COG-defined high-capacity transit stations

A World-Class Region Needs World-Class Transit

The region wants to be...



- The DMV is a diverse, dynamic, and growing region with ambitious and visionary goals
- A sustainable, world-class transit network is **fundamental** to attaining those goals
- Building that world-class transit network requires a **Vision, Partnership, and Leadership**
 - A unified strategy, network plan, funding model, and action steps
 - Developed by regional leaders and supported by all jurisdictions and transit providers

Region's Goals and Objectives



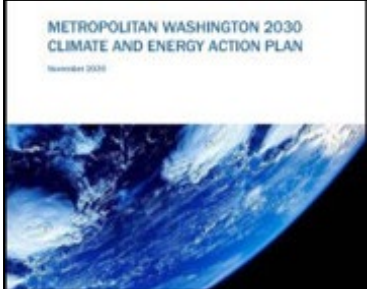
Region Forward
Metropolitan Washington Council of Governments (COG)



Region United Planning Framework
COG

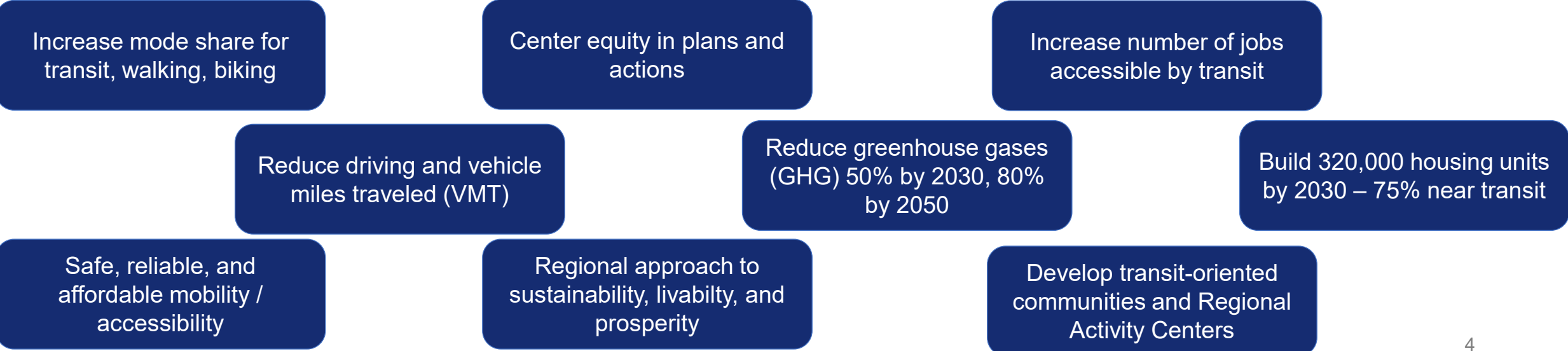


Visualize 2045
Long-Range Transportation Plan
Transportation Planning Board (TPB)



Metropolitan Washington 2030
Climate & Energy Action Plan - COG

Selected regional goals



Transit is Essential to Attaining the Region's Goals



\$9.4b

Additional business output from transit.

1.2m

Auto trips avoided each day by 2025.

1.2m

Metric tons of greenhouse gases avoided by transit.

\$330b

Property value in Metro station areas.

\$27b

Avoided road construction costs.

\$2b

Avoided parking construction costs.

World-Class Transit Would Help the Region Meet its Goals By:

- Positioning transit as most **people's first choice**
- Taking people **where they need or want to go**, when they want to go
- **Expanding connections to jobs and economic opportunities** with fast, high-frequency, all-day transit
- Providing **better service in traditionally underserved communities**
- **Reducing traffic** and harmful **emissions**
- **Improving air quality** and general health
- **Encouraging development** and strong **economic growth**
- Broadening **business access to more diverse workforce**
- Fostering vibrant, livable, **car-optional communities**

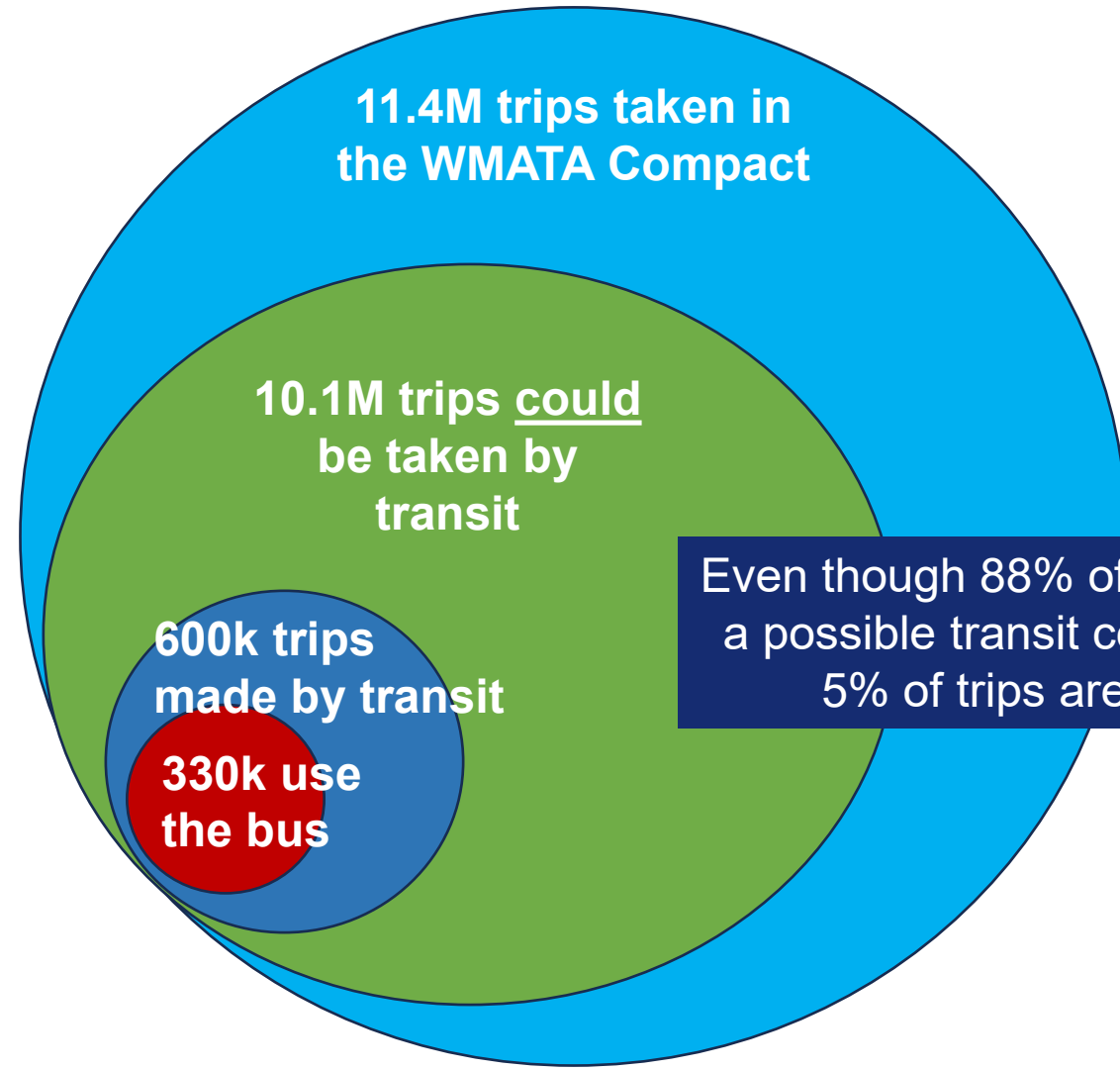


DMV Transit: A Complex Network of Multiple Providers

- WMATA Metrorail
- WMATA Metrobus (regional bus network)
- 12 local bus systems
 - Two also operate commuter bus
- 3 commuter bus systems
- 2 commuter rail systems
- DC streetcar
- Purple Line light rail (under construction)
- Multiple paratransit providers
- Multiple planning and funding organizations



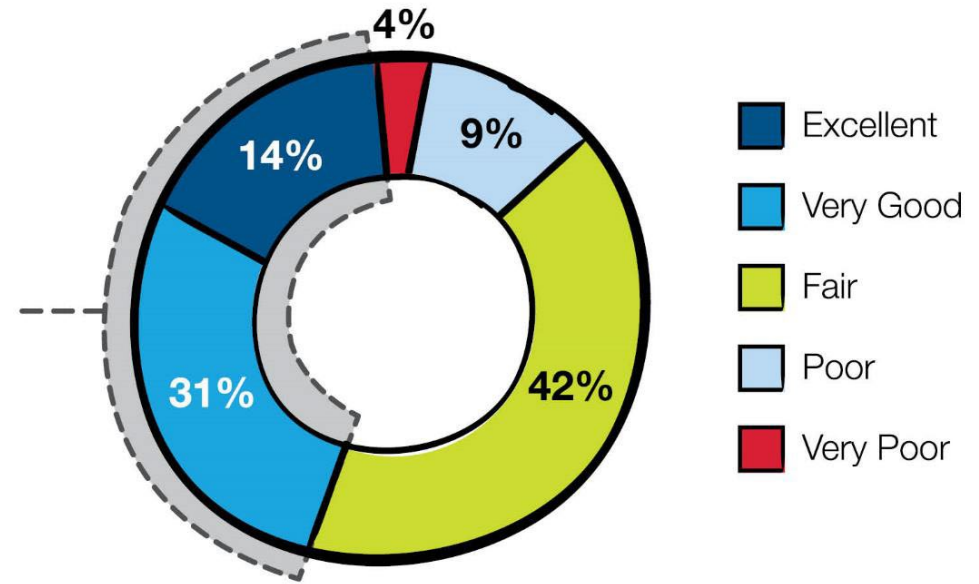
Transit Has Huge Market Potential in the DMV



Even though 88% of daily trips have a possible transit connection, only 5% of trips are on transit

Where there's high-quality transit and density, transit captures up to 20% of trips

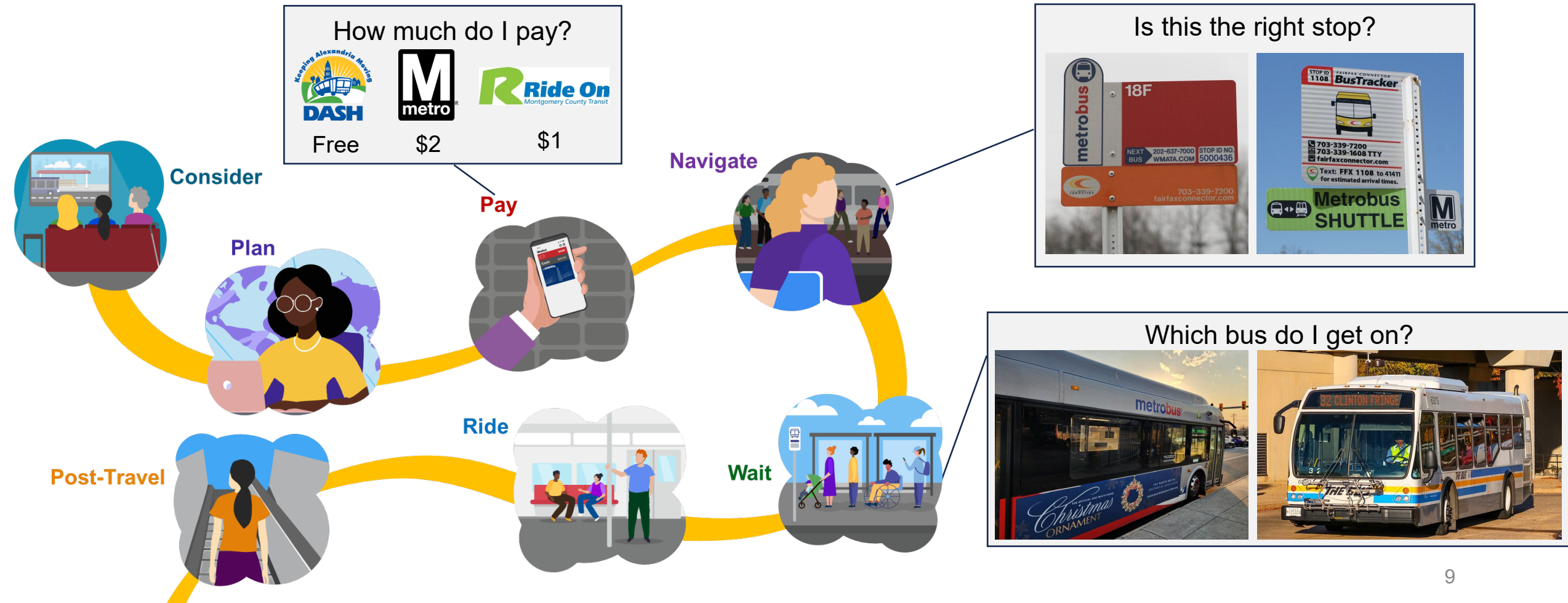
45% of people surveyed rated the region's bus services as "very good" or "excellent"



2022 Public Survey

Opportunity: A Consistent, Excellent Customer Experience

- 14 different transit providers = 14 different customer experiences
- A lot of potential for confusion, especially for visitors and occasional customers



Funding Approach is Insufficient and a Legacy, Structural Problem

"...the unfolding troubles of Metro potentially pose one of the gravest fiscal and political crises ever confronted by Washington."

- *Make Metro Work*, 1976

"It has long been understood that the lack of a dedicated revenue source is both unique and challenging for WMATA."

- *Keeping Metro on Track*,
The Brookings Institution, 2005

WASHINGTON CENTER REPORT RECOMMENDS
ACTIONS NEEDED TO "MAKE METRO WORK"

that "if the regi
continue to enjo
means must be fo
total size of th
limits on the r
jurisdictions

commissioned o
the unfolding
pose one of t
crises ever

projects in the counties.¹¹ These funds are derived from the state's transportation trust fund which is fed primarily by the state's 23.5 cent tax on gasoline, vehicle taxes, and fees.¹² Yet for all that, not even this state money is dedicated. To be sure, the funds allocated to WMATA flow from the revenues generated by the trust fund, which is separate and distinct from the state's general fund. But even these funds are also subject to annual legislative appropriations and are not guaranteed for WMATA. At the same time, while there are dedicated funds for transit from a portion of the property taxes in Prince George's and Montgomery counties, these are programmed to support local bus service.¹³

The five Virginia cities and counties, meanwhile, are the only jurisdictions in the WMATA service area that have any dedicated funding for the local subsidy. In northern Virginia, a 2-percent tax is levied on gasoline sellers and retailers (in addition to the 17.5 cent state tax). These funds are provided to the Northern Virginia Transportation Commission (NVTIC), which was created by the Virginia General Assembly in 1964 to plan and develop transportation projects in that part of the commonwealth. NVTIC then administers these funds to supplement the localities' share of the WMATA subsidy.¹⁴ But while these are dedicated funds, they only make up a small portion of the jurisdiction's total subsidy amount. In FY 2004, the tax generated \$17 million for WMATA—only about 13.2 percent of the total northern Virginia subsidy. Another 43.2 percent comes from state transit aid and federal funds not allocated directly to WMATA. Local jurisdictions provide the remaining 43.3 percent through allocations from their general fund.¹⁵

The lack of dedicated funds is problematic

Because of the lack of a stable and dedicated revenue stream, WMATA must rely excessively on general fund revenues from its state and local partners just to keep the system functioning. This is, of course, a difficult problem for any transit agency. But for the fourth largest agency in the country such an over reliance is extraordinary and problematic for several reasons.

It has long been understood that the lack of a dedicated revenue source is both unique and challenging for WMATA. Over the years, several GAO reports discussed the problems associated with WMATA's unique financial framework. A 1979 GAO report stated that

¹¹ Maryland General Assembly, "1998 Legislative Handbook Series," Volume II: Government Services in Maryland, Chapter 9: Transportation.
¹² For more information on how states fund transit see: Robert G. Stanley, "Characteristics of State Funding for Public Transportation-2002," National Academy of Sciences, Transportation Research Board, TCRP Project J-6/Task 46.
¹³ Todd Goldwyn, Sam Carbett and Martin Wachs, "Local Option Transportation Taxes in the United States," Part Two: State-by-State Findings, University of California at Berkeley, Institute of Transportation Studies, Research Report UCB-ITS-RR-2001-4, March 2001.
¹⁴ Except in Loudoun County, which may use the proceeds from the tax for any transportation expense.
¹⁵ Northern Virginia Transportation Commission, "Northern Virginia Transit Funding Resource Guide" (Arlington, VA: 2003).

Need: A More Sustainable Approach to Funding and Delivering Transit

- Current funding structure is unpredictable and unsustainable
- Transit delivery and administration is fragmented and inefficient
- Issues are structural and pervasive, have been well-documented for over 50 years; all DMV transit providers are impacted
- Inability to do short- and long-term planning for workforce, fleet, facilities, technology, capital, and service

14 transit agencies = different planning, operating, and funding approaches



Administration



Procurement and Contract Admin



Hiring and Training



Funding & Financing



Marketing and Communications



Data, Technology, & Standards



Fleet Design, Maintenance, and Use (including Zero Emissions)



Bus Stop Standards



Operations & Facilities



Fare Policy and Payment



Labor Relations and Collective Bargaining Policies



Signage & Wayfinding

Project Sets the Path to an Integrated, World-Class Transit System

DMV Transit Plan



Vision and System Plan

Craft a Vision for a future integrated mobility network

Identify projects, and service levels, and improvements needed for Vision



Supporting Policies

Develop policies to deliver a unified, integrated system and meet regional goals: service standards, fare payment, procurement, fleet management, hiring and training, land use, etc.



Funding Scenarios / Tools

Identify total capital and operating funding needs for existing transit plus the future Plan

Model funding scenarios with range of tools / sources



Funding / Oversight Plan

Explore the best-in-class, “best fit” funding and oversight models

Develop and approve Plan and action steps

Project Leadership and Delivery

Task Force

- Leads the initiative to produce consensus-based vision, plan, funding model, and action steps for world-class transit
- 20 regional leaders
 - 15 COG appointees
 - 4 WMATA appointees
 - 1 Federal representative
- Informed by opportunities for public input
- First meeting: June 10, Virginia location to be determined
- Second meeting: September, Maryland location to be determined

Advisory Groups

Community Partners Advisory Group

- Provides input and guidance on tasks and deliverables
- Includes business interests, advocacy groups, and community-based organizations

Government Partners Advisory Group

- Provides input and guidance on tasks and deliverables (e.g. future network, service standards, funding mechanisms)
- Includes staff from local transit agencies, planning organizations, and jurisdictions

Project Management



Metropolitan Washington
Council of Governments



Project facilitators

- Nuria Fernandez
- Nick Donohue



I-66 Commuter Choice

Proposed FY 2025-2026 Program of Projects

NVTC Commission
May 2, 2024

Allan Fye
*NVTC Director of Programs
and Policy*

I-66 Commuter Choice: Staff-Recommended Program of Projects



Applicant	I-66 Commuter Choice FY 2025-2026 Application	Proposed Award	Score (100 Points)
Arlington County	ART 75 Service Enhancement: Shirlington to Virginia Square	\$397,160	56
Fairfax County	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)	\$2,130,488	69
	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	\$1,506,053	78
	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$2,592,444	60
	Fairfax Centre Bikeshare Expansion	\$510,000	64
	Fairfax Connector Route 610: Centreville to George Mason University *	\$1,826,943	45
Loudoun County	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$553,000	84
	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$281,000	93
OmniRide	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	\$2,393,125	89
	OmniRide Route 622: Haymarket to Rosslyn	\$1,621,275	62
	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *	\$3,805,125	63
(continued)			

* Project was referred to DRPT's Outside the Beltway funding program based on the nature of the anticipated benefits. If DRPT opts to fund the project, it would be removed from Commuter Choice consideration.

I-66 Commuter Choice: Staff-Recommended Program of Projects



Applicant	I-66 Commuter Choice FY 2025-2026 Application	Proposed Award	Score (100 Points)
OmniRide	OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *	\$3,228,625	67
Prince William County	TDM Strategy: I-66 OmniRide Fare Buy-Down	\$1,000,000	55
VRE	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	\$537,420	94
	Crystal City Station Expansion **	\$8,000,000	73
NVTC	<i>Program Administration and Oversight FY 2025-2026</i>	\$350,000	
	<i>I-66 Corridor Needs Assessment</i>	\$250,000	
		Total \$30,982,658	

* Project was referred to DRPT's Outside the Beltway funding program based on the nature of the anticipated benefits. If DRPT opts to fund the project, it would be removed from Commuter Choice consideration.

** 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.

2,700
daily trips

21M
fewer annual
vehicle miles

250K
hours of delay
saved each year

70%
GHG emissions
reduction over
driving alone

\$2.6M
annual savings
for commuters
in fuel costs

Staff-Proposed Strategic Programming Adjustment: VRE Crystal City Station Expansion Project



- In the last I-395/95 Commuter Choice round, Commissions funded construction of the new, larger Crystal City VRE (and future Amtrak) station, a project with a unique nexus to both corridors
- \$18.8M award was to be split across I-395/95 FY24-25 (\$10.8M) and FY26-27 (\$8M) programs
- Staff propose to advance the outstanding \$8M as part of the current I-66 FY25-26 program instead
- Supports Transforming Rail in Virginia, makes funding available to VRE sooner, and frees up funding in the next I-395/95 cycle



Images: [VRE](#)



Image: [VPRA](#)



Image: [WMATA](#)



Thinking and Working Ahead: Staff-Proposed I-66 Corridor Needs Assessment



- Evaluation of current and future I-66 corridor travel needs to identify:
 - Menu of eligible local and regional transit and multimodal projects, and
 - Opportunities and considerations to leverage toll revenue strategically for long-term transformative capital investments
- Compilation of an investment pipeline will be based on:
 - Reviews of existing transit strategic plans and capital improvement programs for projects consistent with program requirements
 - Quantitative analyses of current and future travel patterns and needs
 - Workshops with localities and transit operators to discuss unmet needs and identify additional potential projects

I-66 Commuter Choice: Next Steps

April

- PAC Meeting, April 11: Endorsed Draft Program of Projects
- Public Comment opened April 12

May

- Commission Briefing on Proposed Program of Projects and Needs Assessment
- Public Comment Concludes May 13
- CTB Briefing (Rail and Transit Subcommittee) on May 14

June

- Commission Adopts Program of Projects and Authorizes Contracting for Needs Assessment
- CTB Approval of Program of Projects in DRPT's Six-Year Improvement Program

July

- Implementation of Funded Projects Begins
- Begin I-66 Needs Assessment

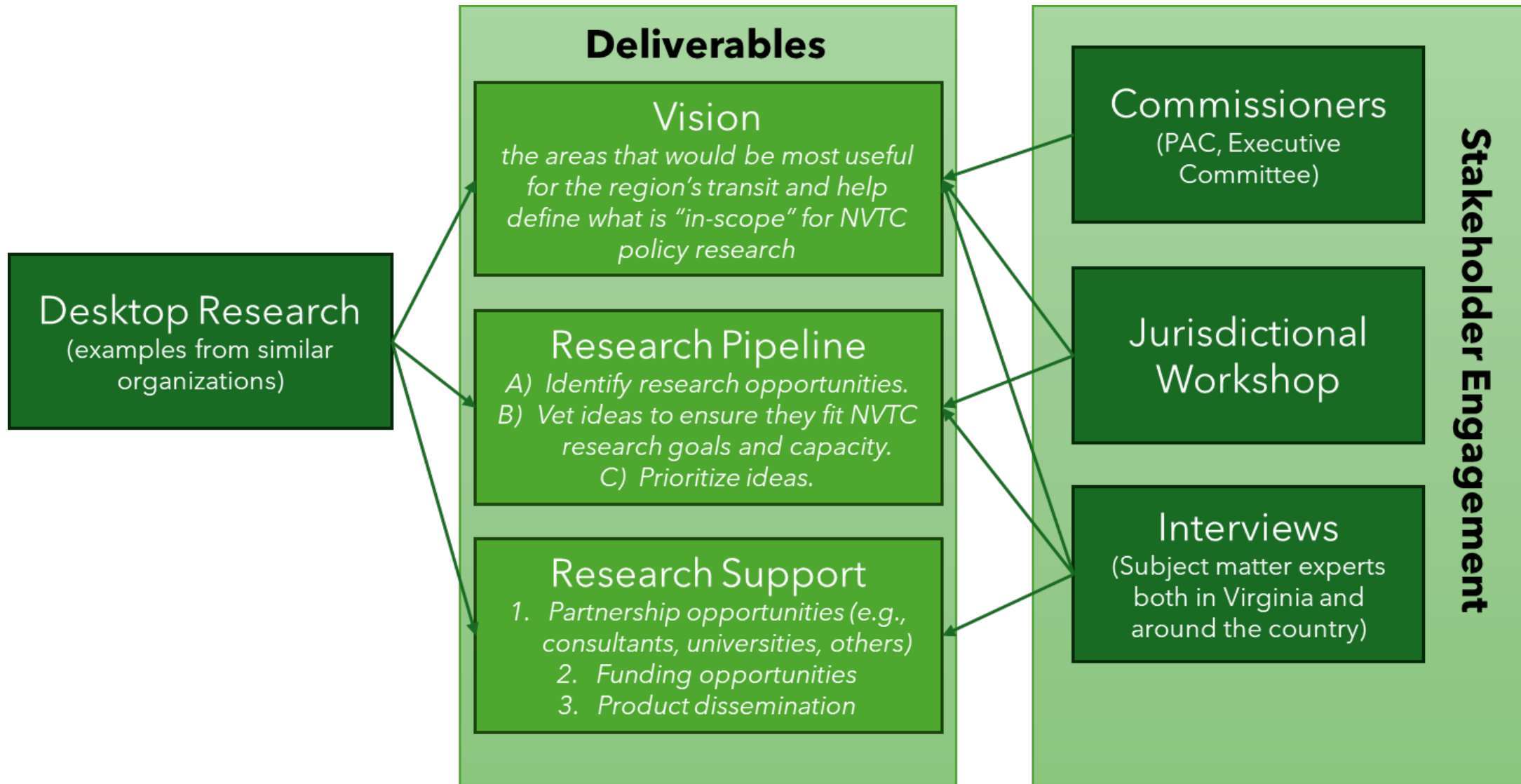


Transit Policy Research Roadmap Update

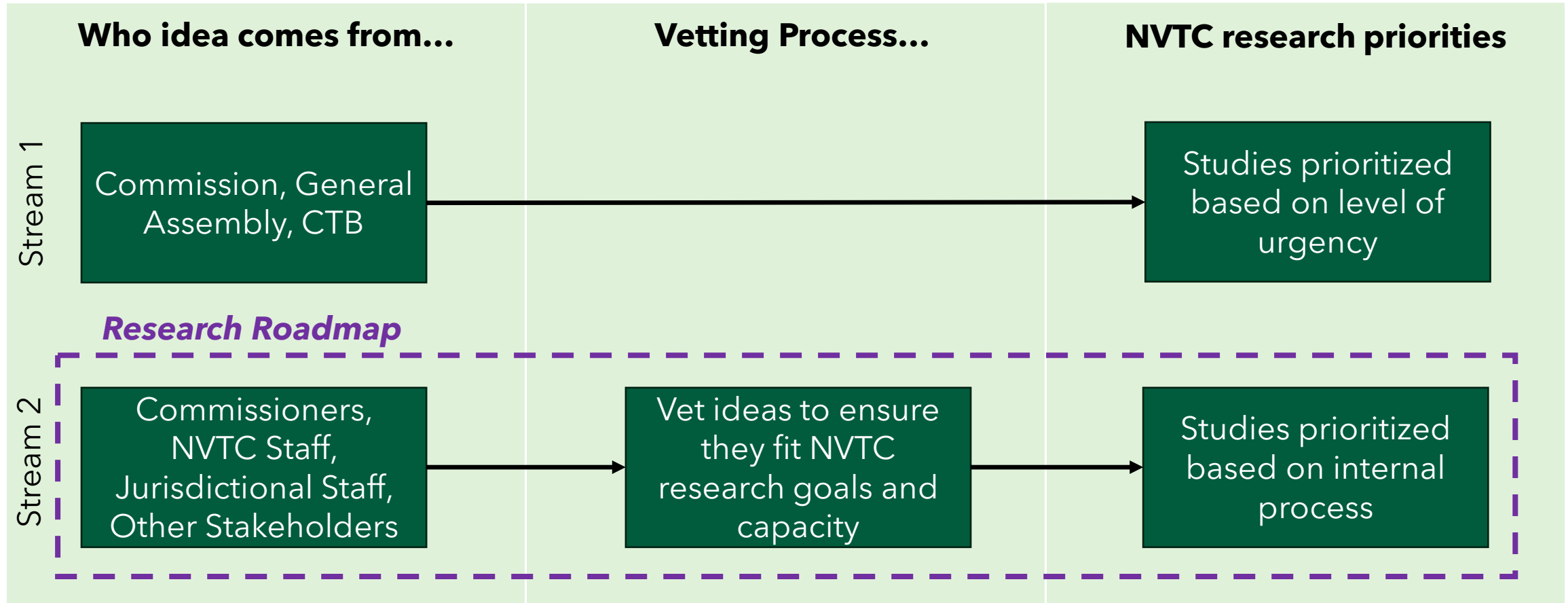
Commission Meeting - May 2, 2024

Xavier Harmony, PhD
Senior Program Manager

Overview



What is covered by this strategic roadmap?



What ideas have we learned?

Desktop Research and Interview Findings



Research agendas are rooted in larger organizational plans

- The existence of a plan does not necessarily shield research programs from being responsive to ad hoc or emergent requests
- Relying on staff's own interests and skillsets is important



The consistent need for funding can overwhelm any strategic planning

- Funding sources strongly influence research program direction and resource allocation
- NVTC is in a rare position of having a reliable source of funding



Strategic partnerships can bolster the quality, credibility, and reach of NVTC's research

- Partnerships are critical to achieve most measures of success, including research credibility
- Partnerships are also a natural way to build greater consensus around policy change



The presentation of research findings is as important as the research itself

- Research findings should always be accompanied by a strategic communication effort
- Invest in skilled communications staff

What ideas have we heard?

February PAC

Reducing transit op/cap costs

Reducing redundancy

Reducing travel costs

Different transit needs of women

Why don't people ride transit?

Reduce need to own a car

Different transit needs of kids/young people

More inclusive transit for people with disabilities

Increasing non-commute transit trips

Make transit easier to use

Better understand transit demand

March Jurisdictional Workshop

Emerging tech (AVs, AI)

Closing cost of transit vs. driving gap

Break transit rider stigmas

Designing routes that work for riders AND operators

Cost/operational benchmarking

Effect of parking pricing on transit ridership

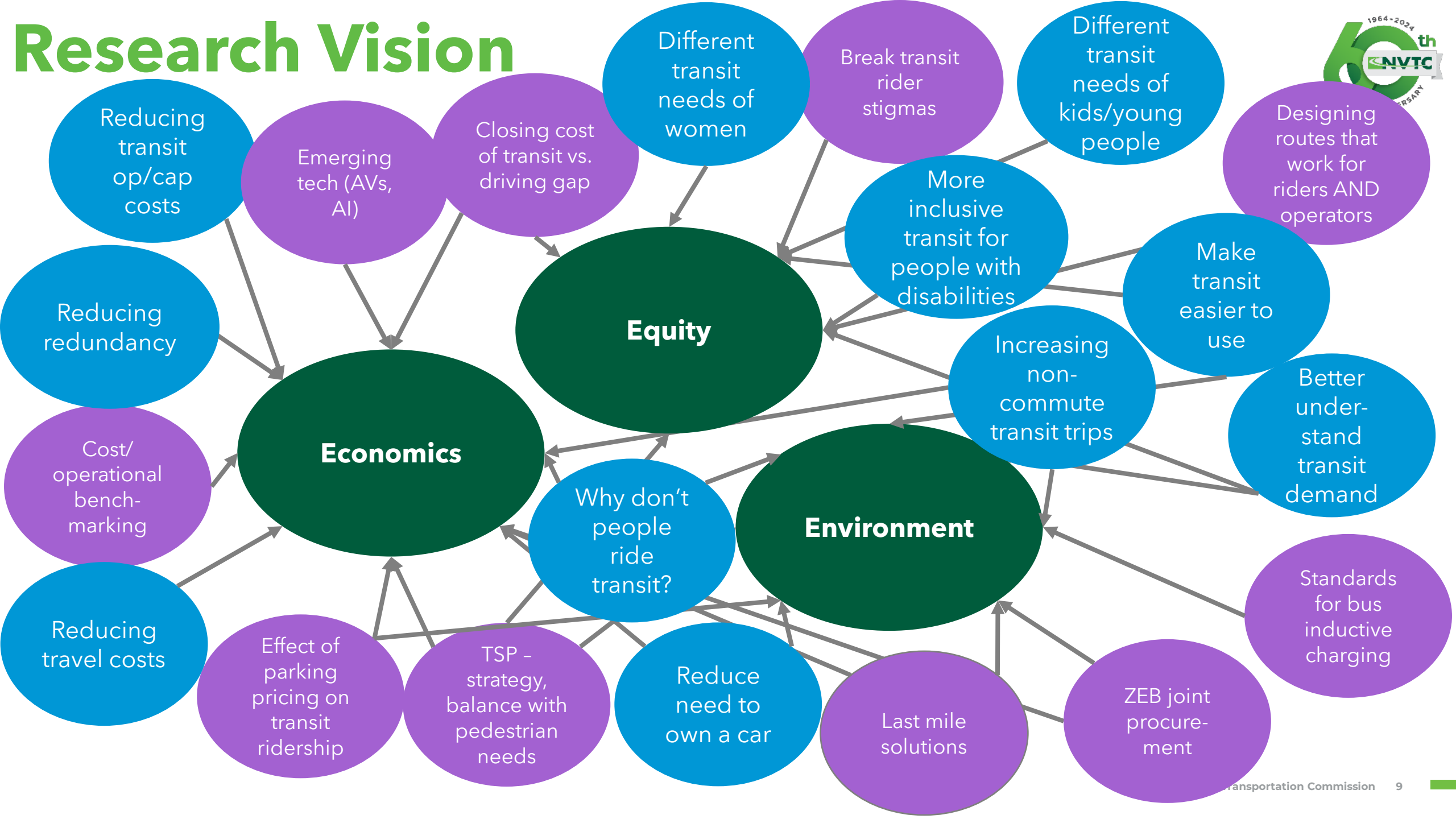
TSP - strategy, balance with pedestrian needs

Last mile solutions

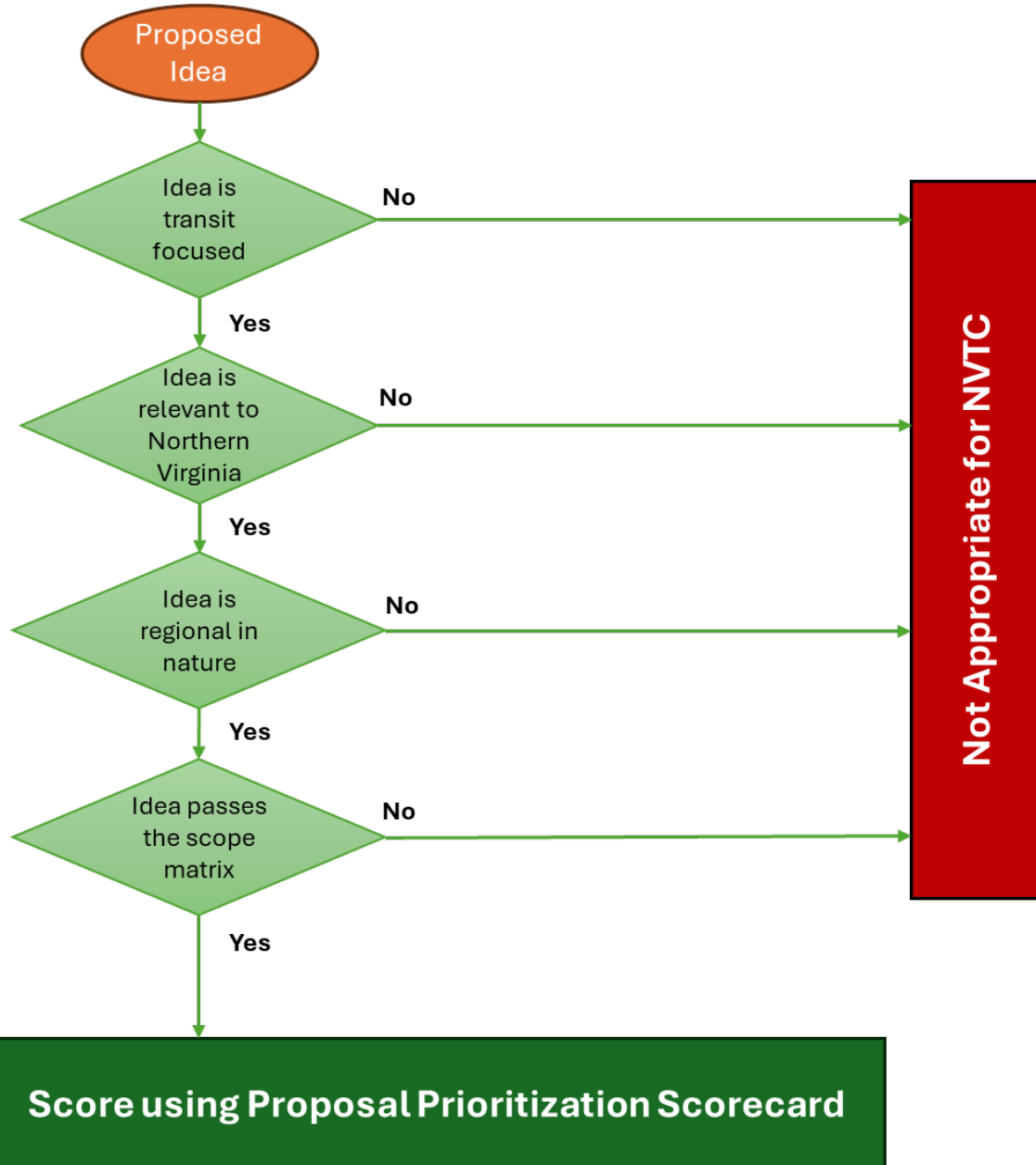
ZEB joint procurement

Standards for bus inductive charging

Research Vision



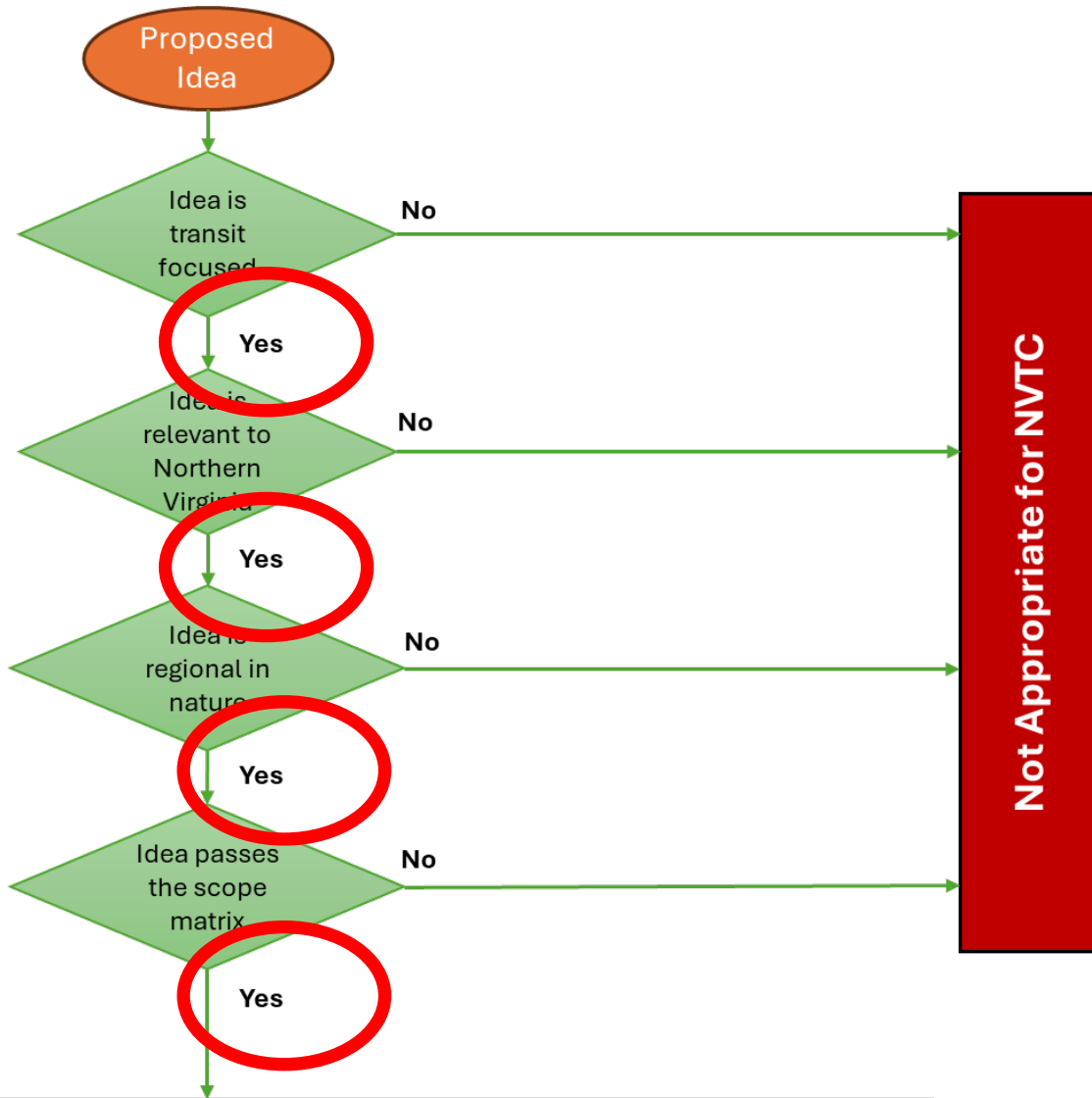
Vetting Research Ideas



To pass scope matrix, research proposal must be able to fit into at least one of the boxes in the matrix below.

Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center			
Transit Technology			
WMATA			

Example 1: Why don't people ride transit?

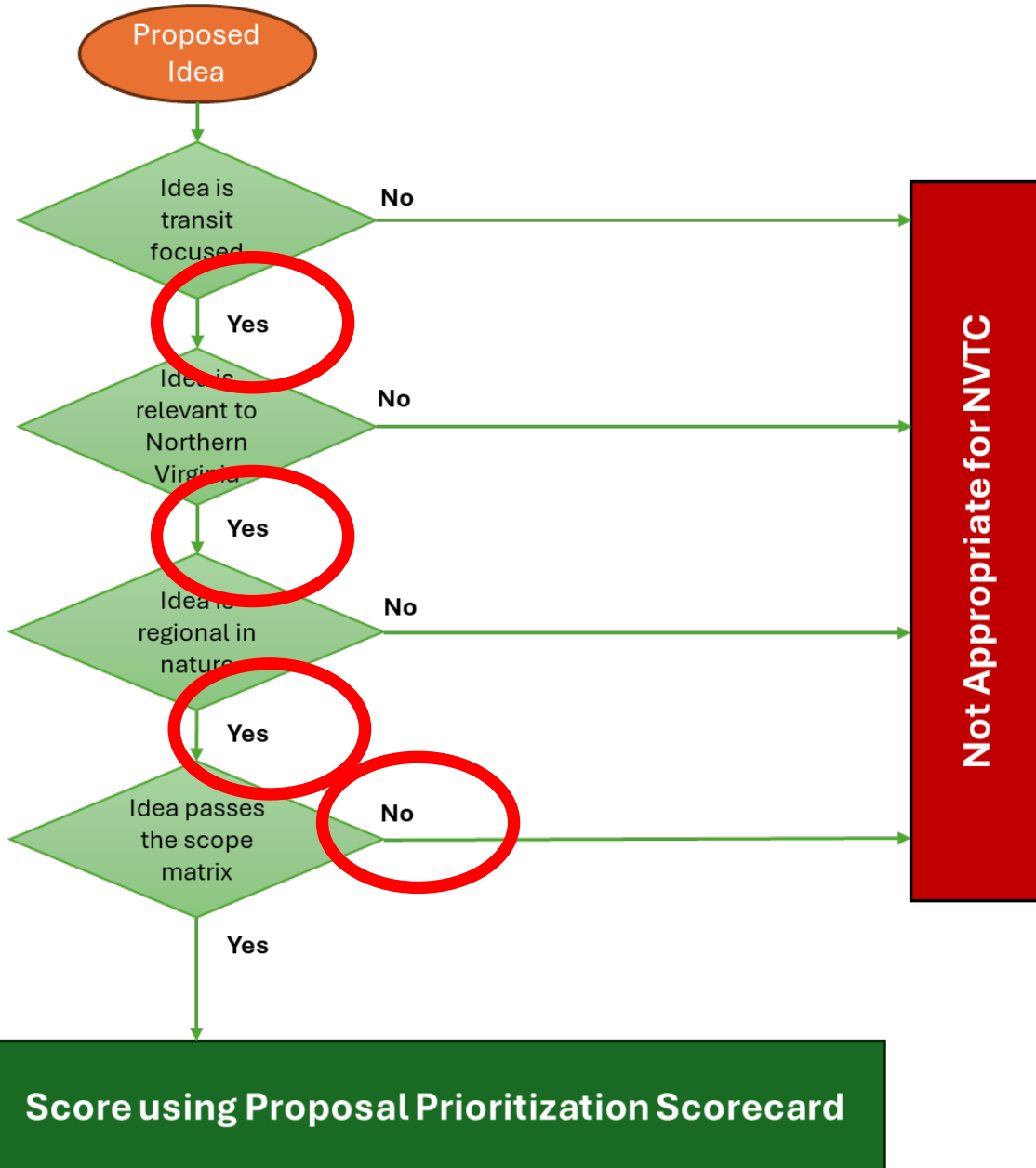


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Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center		✓	✓
Transit Technology			
WMATA			

Score using Proposal Prioritization Scorecard

Example 2: Transit Security Perceptions



To pass scope matrix, research proposal must be able to fit into at least one of the boxes in the matrix below.

Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center			
Transit Technology			
WMATA			

How do we support the work?

Research Support



Partnerships

- Does the partner bring unique qualifications?
- Does the partner have time/resources?
- How risky is this partnership?
- Can the partner help conduct outreach and dissemination of the research findings?

Funding

- Effort: How difficult is it to obtain funding from this source?
- Investment: What amount of support can generally be expected?
- Alignment: How much independence can NVTC expect to retain by accepting this support?

Dissemination

- First: produce research that is legible and useful
- Traditional media
- Social media
- Webinars
- Regional meetings
- Professional conferences

Next Steps

**May
Commission
Meeting** -
present
preliminary
findings to full
Commission

June - draft
study shared
with
Commissioners

July - ask for
Commission
acceptance of
findings

**Continue
project work** -
identify funding,
partnership,
dissemination
opportunities;
write report

**June Transit
Summit** - Share
findings and
future work with
public audience

Xavier Harmony, PhD
Senior Program Manager



2300 Wilson Boulevard, Suite 230, Arlington, Virginia
www.novatransit.org | [@novatransit](https://twitter.com/novatransit)

VRE ORIENTATION

May 2, 2024

**Northern Virginia Transportation Commission
2300 Wilson Boulevard
Arlington, Virginia**



VRE MISSION STATEMENT

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.





GOVERNANCE

- **Parent Commissions**
- **Governing Documents**
- **Delegation of Authority**
 - ✓ **Commissions**
- **VRE Operations Board**
- **Operations Board Representation**
- **Delegation of Authority**
 - ✓ **Operations Board**
 - ✓ **Chief Executive Officer**
- **Rolling Stock**
- **Connecting/Complementary Transit Services - 2050**



VRE PARENT COMMISSIONS

- VRE is a joint project of NVTC (established 1964) and PRTC (established 1986)
- Commissions own VRE but delegate many actions to the Operations Board through the Plan of Delegation



GOVERNING DOCUMENTS

Master Agreement

- Details the roles and responsibilities of VRE's two parent commissions and the Operations Board
- Signed by six jurisdictions – four contributing and two participating – in 1987
- Amended in 1992, when the cities of Fredericksburg and Manassas Park joined PRTC, and in 2010, when Spotsylvania County followed suit
- Last amended in 2014

Bylaws

Stipulates Operations Board's:

- Powers and duties
- Membership
- Officers and duties
- Meetings
- Administration
- Finances
- Last amended in 2022 to reflect changes to Virginia law regarding electronic meetings



DELEGATION OF AUTHORITY

Commissions

- Master Agreement amendments
- Chief Executive Officer and Chief Legal Counsel employment agreements
- State and federal grant applications
- Legislative agendas
- Strategic plan
- Sale or purchase of real property and equipment in the commissions' names
- Other major policies such as terms for new entrants
- Annual budgets / six-year financial plans



VRE OPERATIONS BOARD

- Consists of commission board members from VRE jurisdictions plus chairman of the Commonwealth Transportation Board or designee
- Coordinates development, operation of the service, and fiscal oversight



OPERATIONS BOARD REPRESENTATION

NVTC Jurisdictions



ARLINGTON
VIRGINIA

PRTC Jurisdictions



**Commonwealth
Transportation Board
Chair or Designee**



DELEGATION OF AUTHORITY

Operations Board

- Full authority on spending, provided the amount is included in the annual budget and six-year Capital Improvement Program
- Approval of fare changes (tariffs)
- Contractual agreements, provided funding is included in the approved budget, except operating (CSX, NS, VPRA and Amtrak) and insurance agreements



DELEGATION OF AUTHORITY

Chief Executive Officer

- Procurement authorization and contract award authority is up to \$200,000
- Procurement solicitation authority is under \$1 million
- Invitation for bid (IFB) is the preferred method of procurement
- Request for proposal (RFP)
 - ✓ Virginia Public Procurement Act (VPPA) requires RFP for professional services
 - ✓ Should be used if there are different approaches to the desired service and an evaluation of technical merit is required

ROLLING STOCK



20 MP36 diesel-electric locomotives



21 Gallery IV cab cars (123 seats)



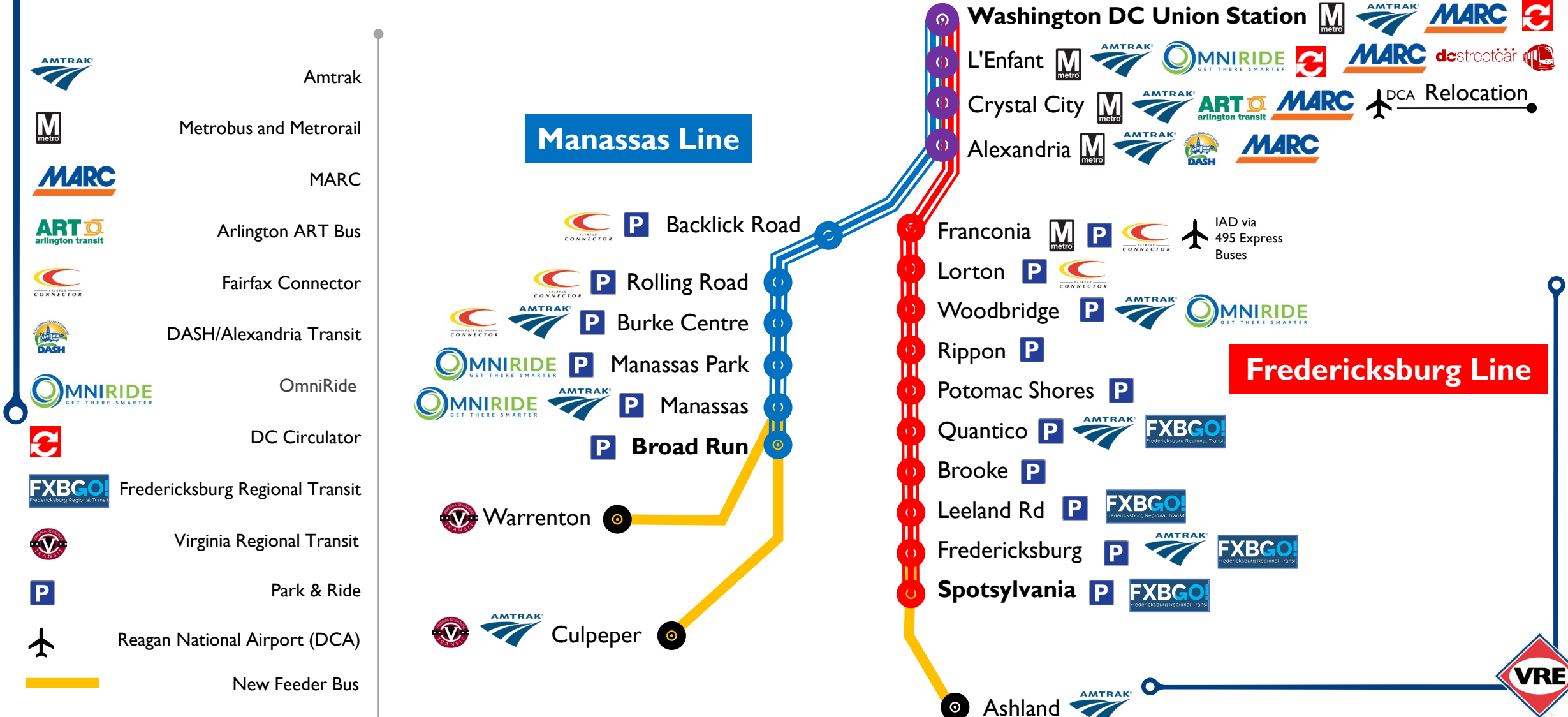
49 Gallery IV trailers with restrooms (132 seats)

30 Gallery IV trailers without restrooms (144 seats)

21 new railcars with restrooms and enhanced passenger amenities on order from Alstom Transportation Inc. (140 seats)



CONNECTING & COMPLEMENTARY TRANSIT SERVICES - 2050



DISCUSSION & QUESTIONS



[VRE.ORG](https://vre.org)






Advancing transit
in Northern Virginia
since 1964



Executive Director Newsletter



May
2024

 @NoVaTransit

NoVaTransit.org | NoVaRides.org



A Message from Kate Mattice

There's a saying that goes, "you aren't stuck in traffic, you are traffic," but what if you could magically escape the daily grind of driving through two of our region's most congested highway corridors? That's the promise of our Commuter Choice program, which reinvests toll revenues into projects that move more people through the I-66 and I-395/95 corridors.

Commuter Choice relies on a data-driven approach, evaluating proposed projects on how effectively they meet the legally required goals. Public feedback also plays an important role, giving people an opportunity to say how they think the proposals will improve their travels throughout our region.

That's where you come in. We are accepting comments through May 13 on proposed projects in the I-66 corridor totaling \$30 million. If approved, these projects would provide a variety of benefits, including:

- Continued funding for Fairfax Connector, Loudoun County Transit and OmniRide Commuter buses that offer fast reliable service and have seen rebounding ridership, as well as extension of a successful half-fare campaign on four OmniRide routes
- Improved service frequency for ART 75, which runs between Shirlington and Virginia Square
- Reinstatement of a program that lets Virginia Railway Express (VRE) passengers ride select Amtrak trains on the Manassas Line
- Completion of a funding award for a new VRE station in Crystal City
- Funding for new Fairfax Connector and OmniRide routes
- A study, in partnership with the Department of Rail and Public Transportation, to evaluate current and future travel needs in the I-66 corridor

Learn more about the projects and comment on our website: novatransit.org/programs/commuterchoice/commuter-choice-comments. You can also do so in Spanish: novatransit.org/programs/commuterchoice/comentarios-commuter-choice.

Our Commissioners will review all public feedback and vote on the I-66 Program of Projects at their meeting in June.


Executive Director

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Save
the
Date

May 14
Commonwealth
Transportation Board

May 16
Joint WMATA & Legislative
& Policy Committees

May 16
DRPT FY 2025-2026 SYIP
Public Hearing

May 17
VRE Operations Board

May 22-23
Virginia Transit Association
Annual Conference

NoVaTransit.org
NoVaRides.org



@NoVaTransit





NVTC asks GA to restore state funding for Metro

NVTC sent [a letter](#) to members of the General Assembly on April 12 asking them to reject Gov. Glenn Youngkin's amendment to the FY 2025-2026 budget that removes additional state funding to NVTC to match our local government contributions to Metro. Gov. Youngkin eliminated the \$65 million the GA committed for FY 2025 and reduced the \$84 million committed for FY 2026 to \$35 million.

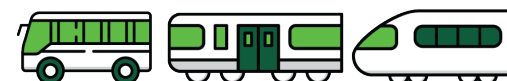
Faced with the Governor's amendment, NVTC local jurisdictions would bear the full burden of the more than \$119M increase in their Metro bills expected over the next two years, exhausting the local aid that is held in NVTC's trust fund. NVTC's jurisdictions are relying on the trust fund to cover the larger than expected Metro bills while a long term funding solution was studied by the General Assembly through [SJ28](#), the Northern Virginia Transit Funding study.

NVTC also shared concerns with the procedurally complex and overarching reporting and approval conditions towards Metro that are included in the

amendment. These additional requirements would undo efforts to have clear lines of authority within Metro and add financial uncertainty to the flow of funding, disproportionately affecting NVTC and its jurisdictions.

When the General Assembly reconvened on April 17, they did reject all 233 budget amendments presented by the Governor. Gov. Youngkin and leaders in the House and Senate then announced that they are working on a new budget for FY 2025-2026. Leaders say they've been meeting with Youngkin to develop a compromise budget that will be presented on May 13.

NVTC will continue to work with the administration and our Northern Virginia delegation to ensure a restoration of the long-standing, shared commitment between our localities and the Commonwealth to fund Metro.





Metro GM talks budget proposal, ridership trends with Commission

Metro GM/CEO Randy Clarke [discussed](#) the agency's Strategic Transformation Plan, growth in ridership, efforts to reduce fare evasion and the revised FY 2025 budget proposal when he spoke at the April Commission [meeting](#). Commissioners asked Mr. Clarke about Metrobus

service in Northern Virginia, plans for purchasing the future 8000-series railcars to replace aging railcars, details in the budget proposal, including wage and salary provisions, and the potential impact of a proposed fare increase on ridership.

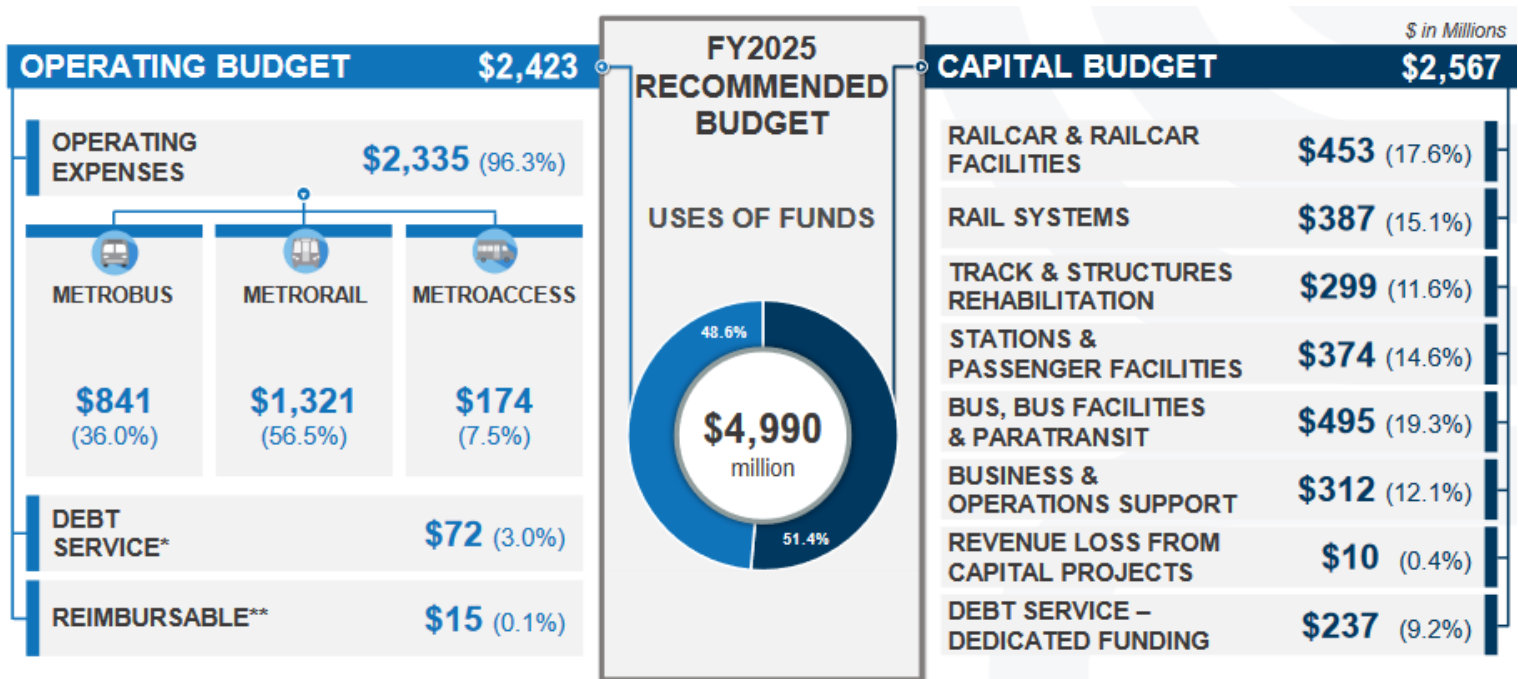




Metro Board approves FY 2025 budget that closes historic funding gap

The [Metro Board approved](#) the FY 2025 Budget and FY 2025–2030 Capital Improvement Program on April 25. The \$2.3 billion operating budget maintains gross operating expenses at FY 2024 levels as Metro implements a salary and wage freeze to control costs. While FY 2024 bus service levels will be maintained, Metro will soon

begin additional work on its [Better Bus Network](#) redesign effort. 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.



FY 2025 Budget Summary

Metro’s \$2.6 billion FY 2025 capital budget maintains the agency’s focus on state of good repair and system reliability needs. However, projected future funding levels will reduce the ability to proactively address other modernization needs. Metro anticipates reaching its debt limit in FY 2028, meaning no new debt could be issued

beginning in FY 2029 unless additional funding is identified.

Metro’s budget includes \$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.



Preventive Maintenance (PM)

- PM transfer at **\$181M**
- Debt limit reached in FY2028; No new debt in FY2029

(\$ in Millions)	
Expense <i>after PM transfer</i>	\$2,335
Revenue	(\$488)
Gross Subsidy	\$1,848
One-Time Savings	(\$95)
Subsidy	\$1,753

(\$ in Millions)	FY2024 Subsidy	FY2025 Base Subsidy	Additional Regional Investment	FY2025 Total Subsidy*
District of Columbia	\$448.2	\$461.6	\$200.0	\$661.6
Montgomery County	196.7	213.2	62.6	275.8
Prince George's County	277.0	274.8	80.7	355.6
Maryland Subtotal	\$473.8	\$488.0	\$143.3	\$631.3
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
Virginia Subtotal	\$330.3	\$340.2	\$119.4	\$459.6
Total Contribution	\$1,252.3	\$1,289.8	\$462.8	\$1,752.6

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

FY 2025 Subsidy Including \$463M in Additional Regional Investment

Metro 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 Metro’s budget team closes FY 2024.





Program Advisory Committee endorses I-66 projects; receives Envision Route 7, Strategic Research Plan updates

NVTC's [Program Advisory Committee](#) met April 11 to receive updates on and discuss I-66 [Commuter Choice](#), Envision Route 7 implementation planning and NVTC's research program. On I-66 Commuter Choice, the Committee endorsed NVTC staff's recommended Program of Projects for fiscal year 2025 and 2026 funding, presented by Senior Program Manager Ben Owen, which includes 15 projects with a total funding request of \$30.4 million. Taken together, the transit enhancements, commuter incentive programs and access to transit improvements

would support 2,700 additional daily trips in the corridor, reduce greenhouse gas emissions by 70% relative to drive-alone travel and save commuters \$2.6 million each year in fuel expenses. The program also includes funding for NVTC to conduct an in-depth evaluation of I-66 corridor transit travel needs in partnership with the Department of Rail and Public Transportation and, with significant input from localities and transit agencies in the corridor, identify projects that could help to meet the needs and be candidates for future program funding.

I-66 Commuter Choice: Next Steps



- PAC Meeting, April 11: Endorse draft Program of Projects
- Public comment opens April 12

- Commission briefing on proposed Program of Projects and Needs Assessment
- Public comment concludes May 13

- Commission adopts Program of Projects and authorizes contracting for needs assessment work
- CTB briefing (Rail and Transit Subcommittee) and final approval of Program of Projects as part of DRPT's Six-Year Improvement Program

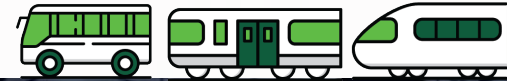
- Implementation of funded projects begins
- Begin I-66 Needs Assessment study



ENVISION ROUTE 7

Vikram Sinha, Senior Program Manager for the [Envision Route 7](#) Bus Rapid Transit (BRT) system provided an update on the project that will enable BRT on the 14-mile route connecting Tysons to the Mark Center in Alexandria, via Falls Church, Seven Corners and Bailey's Crossroads. The update centers around a Strategic Implementation Plan for the four jurisdictions the project travels through, Arlington and Fairfax Counties and the cities of Alexandria and Falls Church, recognizing short- and medium-term projects to improve bus service on Route 7. The plan focuses on the current Metrobus 28A route and jurisdictional

projects to improve bus service for the region. The 28A has the second highest ridership of any Northern Virginia bus route and the plan will build on this success by recognizing areas for improvement. It will work with key jurisdictional and operational partners to resolve challenges. The purpose of this effort is to layer bus improvements on the existing route to enhance the customer experience quickly as longer-term capital projects come online that enable BRT. The draft plan will be presented at the June Commission meeting.



NVTC report confirms environmental benefits of public transit in NoVa

Our newest research report finds that the use of public transit in Northern Virginia reduces up to 160,000 metric tons of carbon dioxide emissions each year and that even diesel-fueled buses provide greater benefits to the environment than people driving in cars, SUVs and light trucks. The "[Climate Benefits of Transit in Northern Virginia](#)" report concludes that while personal vehicles are a major cause of pollution, riding trains and buses can mitigate these emissions.

Key Findings:

- The use of public transit in Northern Virginia reduces 120,000 to 160,000 metric tons of CO2 annually.
- All bus fuel types, even diesel buses, are a much greater climate option than using cars.

- While electric cars might eventually produce fewer emissions per mile than fossil fuel buses, 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 when it comes to developing policies that consider how transit could benefit the environment.

The report, authored by NVTC Senior Program Manager Xavier Harmony and Senior Program Analyst Sophie Spiliotopoulos, also makes recommendations.

Climate Benefits of Transit in Northern Virginia Key Recommendations



- ✓ Increase Ridership
- ✓ Reduce miles and hours when a transit vehicle is not taking passengers
- ✓ Increase the amount of transit in the region
- ✓ Speed up buses using bus priority
- ✓ Transition to zero emission buses

NVTC staff watching the partial solar eclipse near our offices in Arlington on April 8.





USDOT modernizes Disadvantaged Business Enterprise Program

The U.S. Department of Transportation (USDOT) issued a [final rule](#) in April that modernizes the Disadvantaged Business Enterprise (DBE) program, which was created over 40 years ago to address and remedy the continuing effects of past discrimination against small businesses owned and controlled by minorities, women and other socially and economically disadvantaged individuals.

Senior Grants and Procurement Manager and DBE Liaison Officer Brittany Sumpter was on hand as Transportation Secretary Pete Buttigieg and other officials announced the rule at USDOT Headquarters. She also attended a three-day USDOT Civil Rights Training Summit to take a deeper dive into the changes and learn how to properly implement them. The changes in the DBE regulations will have a direct impact on the way in which NVTC administers its DBE program, sets DBE goals and provides oversight to its subrecipients.

Transit Innovation Summit

Join transit leaders from across the region to learn about the latest innovations in public transit.



Friday, June 14, 2024

8:30 a.m. - 2 p.m.

George Mason University

Schar School, Van Metre Hall
3351 Fairfax Dr., Arlington, VA 22201

RSVP Today!

novatransit.org/transitsummit





NVTC's Value of Transit study shared at APTA Legislative Conference

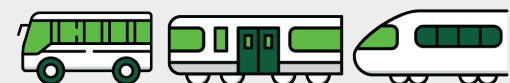
Executive Director Kate Mattice had an opportunity to share our [Value of Transit](#) in Northern Virginia study as part of the kick off of The American Public Transportation Association's (APTA) [Legislative Conference](#) in Washington on April 7. The annual event attracts public transit agencies from across the country. Kate shared NVTC's finding that the transit network in Northern Virginia generates \$1.5 billion in tax revenue each year for the Commonwealth during a Sunday panel that had more than 100 people in attendance. I also led a discussion of changes to FTA safety and oversight efforts in my role as vice chair of an APTA subcommittee covering federal procedures and regulations.



The following night, Kate spoke at an event at the French Ambassador's residence and hosted by transit-operator Keolis, sharing more about our Value of Transit study, as well as the state of public transit in our region. Several NVTC staff members joined Kate at the conference's closing reception, held at Union Station, where she connected with transit professionals from the Federal Transit Administration and our regional transit agencies.



Photo: (top left) Nathaniel Ford, Sr., CEO, Jacksonville Transportation Authority; David Zipper, Senior Fellow, MIT Mobility Initiative; Kate; Francis Julien, Keolis. (center) Kate, Paul Smedberg, Metro Board Chair; Paul Skoutelas, President/CEO, APTA and his wife. (bottom) Kate, Veronica Vanterpool, Acting Administrator, Federal Transit Administration.



Kate discusses NVTC's legacy with WTS-DC

Executive Director Kate Mattice shared the stage with NVTAs Monica Backmon to share their thoughts about transportation milestones in our region at an evening event sponsored by WTS, an organization that supports women in the transportation industry. The event provided Kate with the opportunity to share NVTC's legacy

of 60 years as well as her vision of building an organization with a culture that cultivates and supports a diverse body of professionals. The April 23 night event was attended by a broad range of women and men in the transportation sector and moderated by WTS-DC Chapter President Sophie Guiny of Infrastrategies.

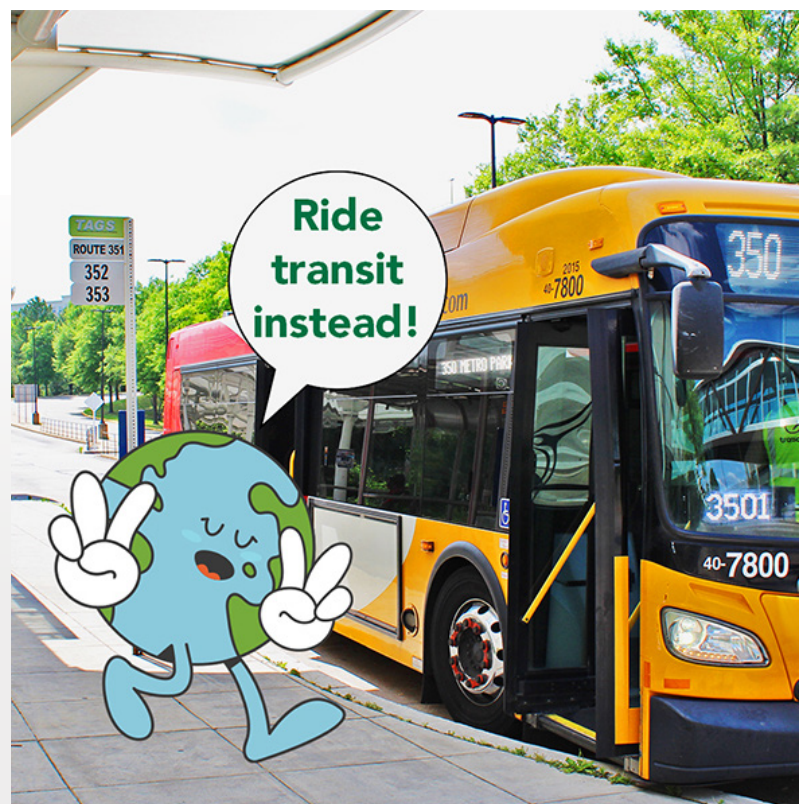


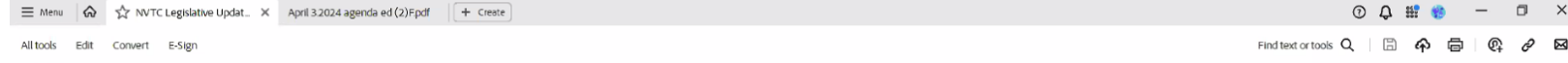
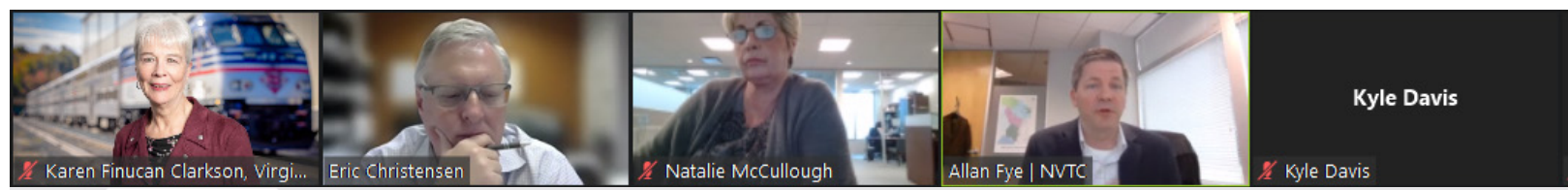
Sophie Guiny, Monica Backmon, Kate

Benefits of public transit highlighted for Earth Day

We joined the rest of the world in celebrating Earth Day on April 22. It was an opportunity to use our social media channels to remind followers that riding public transit reduces greenhouse gas emissions and benefits our planet. Thank you to our Transit Fellow Robert Rudesill for his fun and engaging posts and don't forget to follow us if you don't already. We're on X (formerly Twitter), [Facebook](#), [Instagram](#), [LinkedIn](#) and [YouTube](#).

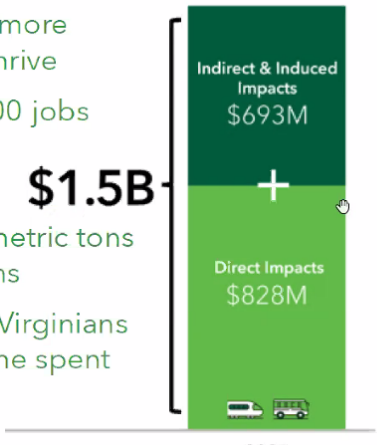
If you haven't seen our recent [Climate Benefits of Transit in Northern Virginia](#) report, check that out as well. The report details key findings about the use of public transit in our region and makes recommendations to further improve our climate.





Value of our Transit Network to Virginia - Metro/Locals/VRE

- Northern Virginia's transit network generates **\$1.5 billion in income and sales tax revenue to the Commonwealth.**
- Allows 128,000 more households to thrive
- Supports 311,000 jobs statewide
- Avoids 70,000 metric tons of CO2 emissions
- Saves Northern Virginians over \$1.7B in time spent sitting in traffic



Who We Are and What We Do

- Fund and provide oversight/stewardship of WMATA (Metro) and co-owners of Virginia Railway Express
- Manage state and regional funding for six local bus systems
- Administer the Commuter Choice Program (using tolls from I-66 inside the Beltway and I-395/I-95)
- Work across jurisdictional boundaries to enhance transit service, coordinate policies and share research

NVTC briefs local transportation group on General Assembly actions

NVTC Director of Programs and Policy Allan Fye briefed the Transportation Association of Greater Springfield (TAGS) in April about a variety of transit-related bills in the 2024 General Assembly Session. He recognized the legislation that would streamline the approval process to expedite the construction of bus stops across the Commonwealth. Allan also provided context

for two NVTC legislative priorities--a request for additional state aid and flexibility under Virginia's 3% operating cap, both of which would support Metro's ongoing ridership recovery and maintain frequent, reliable service across Northern Virginia and the Greater Washington region





*Advancing transit in
Northern Virginia since 1964*

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NoVaTransit.org
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