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AGENDA

1. Review of MAC Minutes of June 17, 2014

2. Update on NVTC Activities

3. Future Agenda Items

Committee Members:
Paul Smedberg, Chairman
Sharon Bulova
Jim Dyke
Bill Euille
Jay Fisette
Cathy Hudgins
Mary Hynes
Jeff McKay
Tom Rust
Dave Snyder
AGENDA

1. ACTION ITEM: Approve the July 10, 2014 NVTC Minutes

2. ACTION ITEM: Approve the **CONSENT AGENDA** (subject to approval by Chairman)
   A. Approval to Forward to the Jurisdictions the Preliminary Projections of NVTC’s General & Administrative Direct Contributions for FY 2016
   B. Resolution Honoring the Service of Representative James P. Moran, Jr.
   C. Resolution Honoring the Service of Representative Frank Wolf
   D. Resolution Honoring Ed Tennyson

3. INFORMATION ITEM: Remote Access in Respect to the Recent Amendment Regarding Electronic Participation in Commission Meetings

4. INFORMATION ITEM: Commonwealth and Regional Agency Reports

5. INFORMATION ITEM: NVTC Financial Report for June and July 2014

6. INFORMATION ITEM: Executive Director Report
The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 8:06 P.M.

**Members Present**
Richard Black  
John Cook  
Phil Duncan (Falls Church alternate)  
James Dyke  
William Euille  
Catherine Hudgins  
Mary Hynes  
James LeMunyon  
Jeff McKay  
J. Randall Minchew  
Jennifer Mitchell (DRPT alternate)  
Ken Reid  
Thomas Rust  
Paul Smedberg  
Jennifer Wexton

**Members Absent**
Sharon Bulova  
Jay Fisette  
John Foust  
Jeff Greenfield  
David F. Snyder  
J. Walter Tejada

**Staff Present**
Kelley Coyner  
Rhonda Gilchrest  
Claire Gron  
Scott Kalkwarf  
Jillian Linnell  
Kala Quintana  
Melissa Walker  
Doug Allen (VRE)  
Bryan Jungwirth (VRE)  
Steve Maclsaac (VRE)  
Joe Swartz (VRE)
Chairman Smedberg recognized a number of special guests:

- Senator Barbara Favola
- Senator Adam Ebbin
- Delegate Marcus Simon
- Scott Kasprowicz - Commonwealth Transportation Board
- Mike Lucier from Congressman Jim Moran’s office
- Dominic Bonaiuto from Congressman Connelly’s office
- Monica Backmon – NVTA Executive Director

Chairman Smedberg stated that there has been a lot of positive and exciting news since NVTC last met, including the Commonwealth Transportation Board (CTB) approving the final Six-Year Improvement Program (SYIP); DRPT transmitted the local and WMATA project agreements which will be approved in July – the first month of the fiscal year; and the opening of the Silver Line on July 26th.

Mrs. Hudgins stated that the opening of the Silver Line is a major milestone of decades of work with many regional partners. The Silver Line will operate from Weihle-Reston East to Largo, with five new stations in Virginia. This will complete Phase I of the Dulles Rail Project, with work to continue on Phase II extending service out to the Dulles Airport, which will be the largest Metrorail extension in the WMATA Compact. This new service will demonstrate what transit means to the community by opening up new neighborhoods as well as providing new economic development and vitality. She reported that to help mitigate impacts on the Blue Line, WMATA General Manager Sarles has announced that eight-car trains will run on at least 50 percent of Blue Line service. Chairman Smedberg also recognized the other NVTC Commissioners serving on the WMATA Board: Mary Hynes, Jim Dyke, and Bill Euille. He also drew attention to the Silver Line goody bags provided to Commissioners from WMATA. There is also a dedicated Silver Line website at www.silverlinemetro.com.

Oath of Office for New Commissioners

Chairman Smedberg stated that Delegate James LeMunyon needs to be sworn in as a NVTC Commissioner. Chairman Smedberg administered the oath of office to Delegate LeMunyon. The Commission welcomed him to NVTC.

Approval of the Agenda

On a motion by Mr. McKay and a second by Mrs. Hynes, the Commission unanimously approved the agenda. The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.
Approval of the Minutes

Mrs. Hudgins moved, with a second by Mr. Black, to approve the minutes of the May 1, 2014 NVTC Meeting. The vote in favor was cast by Commissioners Black, Cook, Dyke, Hudgins, Hynes, McKay, Minchew, Reid, Rust, Smedberg and Wexton. Commissioners Duncan, Euille and LeMunyon abstained.

Consent Agenda

On a motion by Mr. Euille and a second by Mrs. Hynes, the Commission unanimously approved the Consent Agenda, which includes the following items:

- Resolution #2251: Authorization to Sell Six VRE Legacy Gallery Railcars to Metra
- Resolution #2252: Approve Amendment to the VRE Financing Agreement with the Federal Railroad Administration

The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.

VRE

Report from the VRE Chief Executive Officer. Mr. Allen announced that at the APTA Rail Conference, VRE received the Gold Award for APTA’s Annual Rail Safety and Security Awards in recognition of VRE’s joint emergency drill with first responders at Accotink Bridge. He also reported that overall on-time performance (OTP) reached 85 percent for the month of June, which is down slightly due to heat restrictions and maintenance work being down on the tracks to continue “state of good repair.” He also reported that VRE ran special Firecracker Trains on July 4th. Tickets sold out on the Fredericksburg Line and 90 percent on the Manassas Line. VRE broke even on costs with the ticket sales. He stated that it was a successful event with many families taking advantage of this service to D.C. to see the fireworks display. Mr. Allen stated that he signed the Notice to Proceed today for the Spotsylvania Station and the contractor will begin work on Monday, July 14th. The groundbreaking event for the Potomac Shores Station is scheduled for July 31st and Governor McAuliffe is scheduled to attend.

Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT and CSXT for the Addition of the Potomac Shores Station. Mr. Allen stated that the VRE Operations Board recommends Commission approval of Resolution #2253, which will authorize the VRE CEO to execute the amendment of the Corridor Improvement Project MOU detailing the Group 2 Improvements necessary to allow the Potomac Shores Station to open. The work needed to be done also helps to build VRE’s infrastructure for the future, including the third track. Chairman Smedberg stated that an updated amendment was provided as a blue item and noted that it does not
change the resolution. He acknowledged all the hard work of VRE staff, Steve MacIsaac, the Prince William County Board of Supervisors, especially Maureen Caddigan, and county staff on this project.

Mr. Cook moved, with a second by Mr. Dyke, to approve Resolution #2253 (copy attached). The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Rust, Smedberg and Wexton. Mr. Reid abstained.

Amendment to the Master Agreement Regarding Weighted Voting to the Participating and Contributing Jurisdictions for Approval. Mr. Allen stated that the VRE Operations Board recommends Commission approval of Resolution #2254, which will authorize the transmittal of the Master Agreement amendment to all Participating and Contributing Jurisdictions for their approval and execution and thereafter to be approved and executed by the Commissions. Mr. Allen explained that the VRE Master Agreement must be amended to incorporate the weighted voting requirement set forth in HB2152 which will become effective July 1, 2015, and will give the state representative a weighted vote. In response to a question from Chairman Smedberg, Mr. Allen stated that procedurally all nine jurisdictions must approve the Master Agreement Amendment.

Mr. Cook moved, with a second by Mr. Rust, to approve Resolution #2254 (copy attached). The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Rust, Smedberg and Wexton. Mr. Reid abstained.

Work Session: Capital Funding Issues

Chairman Smedberg introduced the three speakers for this work session: Jillian Linnell, of NVTC staff, Monica Backmon, NVTA Executive Director, and Jennifer Mitchell, DRPT Director.

Federal: Trust Fund Solvency/Reauthorization. Ms. Linnell gave a brief update on federal funding issues. She stated that federal funding—specifically for capital investments—is a critical component of sustaining and expanding high quality, high capacity transit serving Northern Virginia. While the region receives no federal operating assistance, capital grants through federal formula programs including the Large Urbanized Area Program, State of Good Repair and Bus and Bus Facilities are vital to WMATA. WMATA also receives federal support from the Passenger Rail Investment and Improvement Act (PRIIA) and through federal highway funds flexed to the Federal Transit Administration (FTA). Additional FTA programs such as the Capital Investment Grant program, including New Starts and TIGER grants, among others, are also important to transit systems and localities in the region.

Ms. Linnell stated that three critical issues that impact all these funding programs are converging now. The Department of Transportation currently is predicting the Highway Account of the Highway Trust Fund will face insolvency as soon as August and the Mass Transit Account faces insolvency before the end of December.
Secretary Anthony Fox has stated that DOT will begin to implement cash management procedures for the highway program by August 1st if there is no Congressional action. She stated that if action is not taken by Congress, it could have a major negative impact on the economy, including the loss of hundreds of thousands of jobs especially in the construction field.

Ms. Linnell stated that another issue is that the federal authorization legislation for surface transportation--Moving Ahead for Progress in the 21st Century Act (MAP-21)—expires at the end of the fiscal year (September). Congress needs to take action either by a reauthorization bill or an extension. Another issue is the Department of Transportation and Housing and Urban Development annual appropriation bill that still needs to pass both the House and Senate. On June 10th the House approved its version but the Senate has not taken any action.

Ms. Linnell reported that Congress returned from its Fourth of July break and some action has occurred in shoring up the Highway Trust Fund. The House Ways and Means Committee marked up the current bill today (HR5021) which would raise $11 billion and extend the current transportation policy through end of May 2015. The Bill passed Committee and it is expected to be taken up by the full House next week. On the Senate side, the Senate Finance Committee released a new Highway Trust Fund proposal late last night, which would recommend $11 billion be transferred to the Highway Trust Fund. That bill passed out of Committee this afternoon and is expected to be before the full Senate next month. As of today, it looks more hopeful for at least a short-term solution to the Highway Trust Fund. There are still many unknowns about a long-term solution.

In response to a question from Mr. Rust, Ms. Linnell stated that it is not a new source of funding. She explained that traditionally the transportation program is funded using gas tax revenue and those receipts have not been reaching a level that matches the level that has been appropriated by Congress through MAP-21 legislation so general funds have been transferred for the last two years.

Regional: HB2313/HB599 Implementation. Ms. Backmon gave some historical background of the creation of the Northern Virginia Transportation Authority (NVTA), which was created in 2002 by SB576 and in 2007 the General Assembly granted NVTC the authority to raise and collect up to seven taxes and fees to fund transportation projects in Northern Virginia. In 2008 the Virginia Supreme Court ruled the legislation unconstitutional. In April 2013 the General Assembly passed a new transportation funding bill (HB2313) with all taxes and fees imposed by the General Assembly. This provides approximately $300 million in revenue annually. 70 percent of these revenues are to be used for regional projects and 30 percent goes back to the jurisdictions where the tax was collected. Ms. Backmon stated that NVTA developed a FY2014 project list. There is a caveat to the 70 percent that a project must be in the TransAction 2040 plan and part of the HB599 evaluation and rating process. For FY 2014 NVTA received an exemption from the HB599 process. The 34 projects on the FY 2014 list total $209 million.
Beyond FY 2014, VDOT is in the process of analyzing HB599. As of today VDOT is evaluating and rating 37 projects for FY 2015. VDOT has released the preliminary results and will present them to the Project Implementation Working Group on July 11th. Ms. Backmon stated that this is important because NVTA has not funded any project outside of TransAction 2040. In regards to revenue projections, because of sequestration revenue projections are down but trends are showing they are spiraling back. For jurisdictions to receive the 30 percent, the jurisdiction must enact the local Commercial and Industrial Property (C&I) tax or dedicate an equivalent amount to transportation to receive the full amount. There is also a maintenance of effort requirement. As of today, all NVTC jurisdictions are receiving their 30 percent funds.

State: Capital Funding Cliff and Other Pending Issues. DRPT Director Mitchell gave a presentation on the overall funding situation for transit in the Commonwealth particularly capital funding. She stated that a significant decline in revenue is expected by 2019. In 2011, SB1140 directed DRPT to work with the Transit Service Delivery Advisory Committee (TSDAC) to develop new methods for distributing operating funding based on performance metrics. Ms. Mitchell gave some highlights of the TSDAC process and the performance measures. Operating formulas went into effect last year for FY 2014. The working group went back and looked at the formulas and has recommended TSDAC continue to use them moving forward. The intent is to provide operators with incentives to operate efficiently. TSDAC also looked at capital allocation. Previously statewide needs were based on how many requests and how much funding was available. The new formula breaks out how types of assets and different matching levels are based on those assets. For example, rolling stock is funded at 68 percent while infrastructure (tracks, roadway improvements, maintenance facilities, etc.) is funded at 34 percent and technology is funded at 17 percent. These percentages reflect the importance the Commonwealth Transportation Board (CTB) is placing on investments to ongoing state of good repair.

Ms. Mitchell explained that the ten-year trend analysis for capital needs, which is based on the SYIP, shows that increased capacity has been made and sustained through an increase in funding since 2006 (almost tripling). Future growth and sustainability is dependent upon the funding commitment. She explained that the trend line does not include any future funding commitments for WMATA Momentum.

Ms. Mitchell stated that in 2007, the CTB authorized the state to issue Capital Project Revenue (CPR) bonds. It was $3 billion in bonding authority with a minimum of 20 percent designated for transit. DRPT elected to receive those funds over a 10 year period ($60 million annually) whereas VDOT accelerated the bond allocation for a number of high priority projects and used the majority of that bonding capacity early. In addition to funds being used for the capital program, $50 million per year is designated to WMATA for the PRIAA match. She explained that at this time, there is no ongoing commitment to continue to fund this after the 10 year commitment is done even though these funding needs continue. When added to the 20 percent funding commitment for transit capital plus funding for Dulles Toll Road and Dulles Rail Project, the total share of the CPR bonds that went to transit was approximately 40 percent, which is significantly higher than the 20 percent minimum. Ms. Mitchell highlighted this because
a significant amount of the state’s transit improvement program has been funded by the CPR bonds.

Ms. Mitchell stated that in 2013, HB2313 provided an additional $15 million in revenue for transit capital on an annual basis. For FY 2015 there is a total of $158 million in revenues that are being allocated statewide for transit capital projects, including $48 million from the Mass Transit Trust Fund, which is a sustainable source of funding. Transit receives 14.7 percent and the rest goes to highway projects. For FY 2015, $110 million of CPR bond revenues are going into the program.

Ms. Mitchell stated that DRPT is seeing an increasing amount of needs and thus is projecting a significant drop in the match ratio. A provision in HB2313 was designed to help fund transit capital needs through the Marketplace Fairness Act. Failure of the federal government to pass this legislation results in a net loss to transit. It was expected to realize about $20-23 million annually between FY2014 and FY2019 for a total loss of $129.5 million by FY2019. The funds would have been deposited in the Mass Transit Trust Fund with 72 percent for operating, 25 percent for capital, and three percent for special programs. Unlike highway funding, there is no substitute provision in HB2313. In response to a question from Mr. Reid, Ms. Mitchell stated that the Marketplace Fairness Act is federal legislation that has not passed but it would establish a sales tax on internet purchases and was expected to generate a significant amount of revenue to Virginia.

Ms. Mitchell stated that the net effect to transit capital revenues beginning in 2018 are projected to permanently decline by about 62 percent. The FY 2015 amount which is approximately $158 million will drop to just over $60 million by 2021. The result will be that the difference will need to be borne by local agencies and jurisdictions. For example, currently there is a 68 percent match for replacement buses or rolling stock but by 2021 it will drop to about 30 percent. There will also be similar drops in infrastructure projects and other projects. The net result is that local matching tiers will increase significantly. In 2021, local matching shares will be closer to 50 percent across the board.

Ms. Mitchell then reviewed the impacts on the local operators, which will require the local jurisdictions to fill the funding gap. For Northern Virginia where there are significant transit needs and it will be a challenge but it will also be very difficult in rural communities because they don’t have the ability to shift around capital funding sources or necessarily have large capital plans where they can make tradeoffs or defer major projects. It will result in services being cut so there will be many transit needs that go unfulfilled. Many of these agencies will also have difficulty in matching federal funds and it is expected that many capital projects will be deferred or cancelled. There is a potential for local agencies to incur much more debt financing to be able to finance major capital projects. Ultimately, the larger capital needs that are deferred will result in higher O&M costs, shorter life cycles of assets, and lower reliability of operations.

Regarding matching shares, Ms. Mitchell stated that prior to 2009 the state provided about 25 percent on an aggregate level as the state match. Following bond authorization the state has been able to increase its aggregate share across all asset
categories from 50 to 70 percent for capital needs. That was continued after the TSDAC distribution formula went into effect in FY2014. After FY2019, DRPT expects a decrease of at least $100 million in transit funding. Matching that with increasing needs will result in projections of only $65 million in revenue with $650-800 million in need, which translates into a 10 percent match.

Ms. Mitchell stated that there are a number of potential mitigation strategies. DRPT will be working with the McAuliffe Administration and the General Assembly to look at opportunities to fill the gap. This is a huge priority for DRPT. One possibility is to reauthorize the CPR bonds on a revolving basis, but that would depend on the underlying revenue potential which right now is tax revenue based on insurance premiums. There may or may not be enough underlying revenue to support this level of bonding on an ongoing basis. With HB2 there will be opportunity for projects to receive other sources of funds. There may be opportunities to increase the share for transit from the Transportation Trust Fund above the 14.7 percent. She expects that the solution will not be any single one of these strategies and maybe a combination or something that has not even been identified yet. DRPT is concerned because transit needs are growing across the state, especially with WMATA Momentum. The state would like to continue to be a significant funding partner but it will be a challenge with the decline in state funds.

Delegate LeMunyon asked how much of the $158 million statewide revenue for FY 2015 will go to Northern Virginia. Ms. Mitchell replied that it is approximately 65 percent.

Mr. Reid noted that Senator Barbara Favola had arrived. He stated that Loudoun County does not get as much of the share of funding for local fixed route service as some of the other systems in Virginia because WMATA gets a large portion of that funding. Mr. Reid stated that Loudoun County had to take over its fixed route service because of the loss of federal funding. Now the County is spending a lot of its gas tax revenue but will need to be used for its WMATA contribution in five years when Phase II of Silver Line is complete. Mr. Reid stated that this issue also affects other small jurisdictions. Ms. Coyner stated that the issue is the way the local match is calculated since Northern Virginia designates its federal funds to WMATA, which is about 35 percent. The region is in the process of evaluating the effective rate of that contribution on our systems. When CTB approved the approach it directed DRPT to analyze the equity issue, which is a timely issue. Ms. Mitchell stated that this is something DRPT is looking at and will make a recommendation back to the CTB on the equity issue. She stated that DRPT will be asking for NVTC’s help as DRPT looks for solutions.

Mrs. Hynes asked what NVTC and/or the localities can do to help. Ms. Mitchell stated that it is important to continue to talk about the issue and elevate everyone’s awareness of the implications of this issue. It will be a significant issue for local budgets because localities will need to find ways to fill the funding gaps.

Ms. Coyner stated that this work session was developed to underscore the different ways projects are funded. With federal funds in jeopardy and the state capital funding cliff looming, it is important to spread awareness as the first step. Second is the
real need for NVTC to join others to look for ways to find solutions to the problem and to underscore the funding needs.

Delegate Rust asked if the CPR bonds count against the state’s bonding capacity or are they self sustaining. Ms. Mitchell stated that she is not 100 percent sure but she believes that they are included in the state’s bond ceiling. Delegate Rust stated that it would be important to look into this. Ms. Mitchell stated that the statewide revenue picture is also dire and there will be challenging issues with a lot of competing funds. Delegate Rust stated that HB2313 was dependent on the Marketplace Fairness Act for transit. It would be a pretty tough sell to go back and make major changes to HB2313.

Report from the Legislative and Policy Committee

Mr. McKay gave an update from the Legislative and Policy Committee. He stated that nearly a year ago the Commission began to refresh its role as a technical resource on transit issues especially those related to funding. After working through a new legislative and policy agenda last fall, the Committee continued its work to promote successful implementation of the top priorities under the state portion of the agenda. This year’s overall effort recognizes that not only is the legislative cycle really year round—with implementation and development ongoing during the “off season” —but that the policy and agency activity is key to realizing securing high quality, high capacity transit service.

Mr. McKay explained that the Legislative and Policy Committee asked staff to develop a timeline for the remainder of the year; analyze key issues related to federal, state, and regional funding and to find approaches to exploit the opportunities and challenges in each area; identify a series of key issues which the Commission should weigh in on; and develop concise one pagers on key issues as resource for Commissioners placing the highest priorities of the issues discussed during this work session.

Mr. McKay moved, with a second by Mr. Euille, to authorize the Chairman, or as appropriate the Executive Director, to send letters to the Congressional Delegation regarding the implications of the exhaustion of Highway Trust Funds and the importance of Long Term Reauthorization of Federal Surface Transportation Programs with particular emphasis on formula and discretionary grant programs that are essential to WMATA and local and regional transit systems; and letters to the Northern Virginia General Assembly Delegation and the Governor regarding implications of the pending state capital funding cliff.

Mr. McKay stated that since the other two issues are not as time sensitive he asked the Executive Director to give a presentation at a future meeting on the state’s new capital allocation formula, including how DPRT calculates the local match for state assistance, and the metrics for consideration as part of the HB2 prioritization process since there are new NVTC Commissioners. Following the briefing, NVTC could send comments.
Mr. Reid asked if Commissioners will get a copy of the letters. Mr. McKay stated that due to time sensitivity of these issues and the need for NVTC to weigh in on them quickly, Commissioners will receive a copy of the letters after they are sent. Mr. Reid observed that a resolution can be more powerful than a letter. Delegate LeMunyon stated that he normally would prefer to see the letters before they are sent. Ms. Coyner stated that in this instance, these are issues that NVTC has already gone on record. She stated that she will be happy to circulate copies of the letters to Commissioners after they are sent.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.

Commonwealth of Regional Agency Reports

WMATA. Mrs. Hudgins reported that the Capital Funding Agreement (CFA) process is underway. WMATA staff met with Northern Virginia jurisdictional staff and other regional funding partners on June 30 to discuss a proposed work plan for the development of a new Capital Funding Agreement. The CFA identifies how capital investments will be funded and is being replaced now to address the first phase of Momentum known as Metro 2025. Ms. Hudgins stated that the target for completing a draft agreement is late fall 2014 in order to have a final agreement in place before July 2015. In response to a question from Mr. Reid, Mrs. Hynes explained that the work being done on the CFA is at the staff level and the new agreement will come before the WMATA Board at the end of the process. She stated that it will come to NVTC as a report but not an action item. Mrs. Hudgins stated that Loudoun County will be a part of this CFA. Ms. Coyner stated that on Monday, July 14, NVTC staff will participate in a meeting between WMATA and Loudoun county staff to discuss the CFA. Mr. Reid stated that he would like to see a briefing on the CFA at a future NVTC meeting.

Mrs. Hudgins stated that in its CY2014 Work Plan, the Office of Inspector General (OIG) included a review of WMATA’s local jurisdictional subsidies. WMATA held a brief meeting with jurisdictional staff on June 27 to outline plans for the study, which they expect to complete in March 2015. Mrs. Hudgins also announced that WMATA plans for the pilot phase of the NEPP to run from January to June 2015.

Department of Rail and Public Transportation (DRPT). Ms. Mitchell reported that the final $3.2 billion Six-Year Improvement Program (SYIP) was approved by the Commonwealth Transportation Board on June 18th. Total operating expenses for Northern Virginia is $377.9 million and total capital expenses is $433.1 million. FY 2015 Program highlights for transit include $7.2 million for program management, preliminary engineering and NEPA/Planning for the Columbia Pike and Crystal City Streetcar Projects, $6 million for the multi-year VRE track lease payments, funding for VRE second platforms, and $13.1 million for five VRE expansion railcars. WMATA state funding in the SYIP for FY 2015 is $91 million in operating assistance and $42 million in capital assistance. This is in additional to the $50 million in state funds for the PRIAA match and $9 million for Metro 2025 program, which totals $200.3 million in state
funding for WMATA in FY2015. CTB also approved a total of $216.5 million in funds for FY2015-FY2020 for Fixed Guideway Projects including Virginia Beach Light Rail and the Fairfax/Arlington Streetcar. Ms. Mitchell also stated that project agreements and agency letters for NVTC jurisdictions that are the grantees have already been transmitted.

Ms. Mitchell also gave an update on the Route 1 Multimodal Alternatives Analysis. The evaluation of the alternatives that began in April will be completed this summer. The Executive Steering Committee, Technical Advisory Committee and Citizens Involvement Committee meetings are being delayed until September and the public meeting delayed to October in order to brief elected officials in Fairfax and Prince William Counties.

Northern Virginia Transportation Authority (NVTA). Ms. Backmon reported that in coordination with NVTA, VDOT is conducting a study to evaluate and rate transportation projects in the Northern Virginia Transportation District that reduce congestion and improve mobility during emergencies. VDOT’s HB599 study includes the development of a Project Selection Model (PSM) and a Project Evaluation Model (PEM) which will be applied to 70 percent of regional VDOT performed a basic evaluation and rating for the 32 NVTA and five CTB projects nominated for evaluation. The results will be received by the Project Implementation Working Group (PIWG) and will go before the full NVTA at its next meeting.

NVTC’s 50th Anniversary Event

Chairman Smedberg announced that NVTC’s 50th Anniversary event is scheduled for September 4th at George Mason University. NVTC plans to honor Congressmen Moran and Wolf for their many years of service to the Northern Virginia region.

Executive Director’s Report

Ms. Coyner stated that at a previous meeting, NVTC staff presented transit ridership. Staff has now provided additional information compiled by jurisdiction staff to look at the ridership trends. She stated that in order to provide more timely information, NVTC will now report on ridership on a quarterly basis. Due to the lateness of the hour, Ms. Coyner directed Commissioners to her written report and offered to answer any questions.

NVTC Financial Report

The financial report for May 2014 was provided and there were no questions from Commissioners.
Closed Session

Mr. McKay moved, with a second by Mrs. Hynes, to convene a Closed Session, as authorized by Virginia Code section 2.2-3711.A. (1) and (7), for the purpose of discussing one personnel matter and for the purpose of consultation with legal counsel concerning case number 1:12-cv-00268 pending in the United States District Court for the District of Columbia.

The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.

The Commission entered into Closed Session at 9:36 P.M. and returned to an Open Meeting at 10:12 P.M.

Mr. McKay moved, with a second by Mr. Rust, the following certification:

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

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and

2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.

Mr. Black moved, with a second by Mr. McKay, to authorize the Chairman to execute an amendment to Ms. Coyner’s employment contract in accordance with the Closed Session discussion. The vote in favor was cast by Commissioners Black, Cook, Duncan, Dyke, Euille, Hudgins, Hynes, LeMunyon, McKay, Minchew, Reid, Rust, Smedberg and Wexton.

Mr. Reid asked staff to brief the Commission at the next meeting regarding NVTC developing a policy for remote voting in response to new legislation. Ms. Coyner stated that staff will add this to the agenda.
Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 10:17 P.M.

Approved this fourth day of September, 2014.

__________________________
Paul C. Smedberg
Chairman

__________________________
Jay Fisette
Secretary-Treasurer
TO: Chairman Smedberg and NVTC Commissioners  
FROM: Kelley Coyner  
DATE: August 25, 2014  
SUBJECT: Consent Agenda  

RECOMMENDED ACTION: Approve Consent Agenda:

A. Approval to Forward to the Jurisdictions the Preliminary Projections of NVTC’s General & Administrative Direct Contributions for FY 2016

The Commission is requested to authorize NVTC staff to forward the preliminary FY 2016 direct contribution requirements to the NVTC’s member jurisdictions for planning purposes.

NVTC funds its G&A budget through direct payments from the member jurisdictions, as well as an amount taken off the top of state aid. The direct payment amount in total has been constant, while the amount derived from state aid has varied subject to the review and approval of the Commission. Using this approach for the FY 2016 budget, staff is able to determine the direct payments due in total and from each jurisdiction even though the FY 2016 budget is still being developed. Scott Kalkwarf is preparing a project budget to accompany the General and Administration budget. This will give a more comprehensive picture of the resources supporting regional initiatives. This tool, along with identification of resources needed for the updated strategic framework and implementation, will inform development of the FY2016 budget. Final approval of the budget is targeted for January.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>FY 2015 Actual</th>
<th>Approved Budget FY 2015</th>
<th>Preliminary Budget FY 2016</th>
<th>FY 2016-2015 Budget Increase (Decrease)</th>
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<td>Alexandria</td>
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<td>Arlington</td>
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<td>55,567</td>
<td>(118)</td>
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<tr>
<td>City of Fairfax</td>
<td>6,751</td>
<td>5,212</td>
<td>4,692</td>
<td>(520)</td>
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<td>Fairfax County</td>
<td>173,465</td>
<td>167,903</td>
<td>168,142</td>
<td>239</td>
</tr>
<tr>
<td>Falls Church</td>
<td>2,328</td>
<td>2,549</td>
<td>2,436</td>
<td>(113)</td>
</tr>
<tr>
<td>Loudoun</td>
<td>17,259</td>
<td>17,652</td>
<td>16,265</td>
<td>(1,387)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$284,247</td>
<td>$284,247</td>
<td>$284,247</td>
<td>$0</td>
</tr>
</tbody>
</table>
B. Resolution Honoring the Service of Representative James P. Moran

The Commission is requested to approve the NVTC resolution honoring Representative Moran for his service to Northern Virginia. Representative Moran has served in the United States House of Representatives since 1991 and prior to that served on the Alexandria City Council. He was a NVTC Commissioner from 1985 to 1990 and served as NVTC’s Chairman in 1988 and 1990. Representative Moran plans to retire from public office in 2014.

C. Resolution Honoring the Service of Representative Frank Wolf

The Commission is requested to approve the NVTC resolution honoring Representative Frank Wolf for his service to the region as he has also announced his retirement from public office in 2014. He has served for 17 consecutive terms in Congress.

D. Resolution Honoring Ed Tennyson

The Commission is requested to approve the NVTC resolution honoring Ed Tennyson, who passed away on July 14, 2014 at the age of 92. Mr. Tennyson faithfully attended NVTC meetings during his tenure as an Arlington County employee and after he retired. His expertise and commitment to the mission of NVTC will be sorely missed.
WHEREAS, the Honorable James P. Moran will retire from public office in 2014; and

WHEREAS, the Honorable James P. Moran served as an NVTC Commissioner from 1985 to 1990 and as NVTC’s Chairman in 1988 and 1990; and

WHEREAS, James P. Moran was first elected to the United States House of Representatives in 1991 and has represented the 8th District for 12 consecutive terms; and

WHEREAS, Congressman Moran helped Northern Virginia grow into the economic engine of the Commonwealth and one of the premier transit corridors on the East Coast; and

WHEREAS, Congressman Moran worked across party lines to enact the Passenger Rail Investment and Improvement Act of 2008 which authorized $1.5 billion for the Washington Metropolitan Area Transit Authority’s (WMATA) capital and preventive maintenance projects; and

WHEREAS, Congressman Moran helped authorize $1.5 Billion in federal funds to replace the Woodrow Wilson Memorial Bridge, the single worst bottleneck on I-95; and

WHEREAS, Congressman Moran worked with the area congressional delegation on legislation to secure $900 million to finance up to 30 percent of Phase I of Dulles Rail project from West Falls Church to Wiehle Avenue and funding for up to 40 percent of Phase II from Wiehle Avenue to Dulles International Airport; and

WHEREAS, Congressman Moran worked through appropriations to secure more than $21.4 million to launch four new Northern Virginia transit services: the “Richmond Highway Express” or “REX” service on the Route 1 corridor; Falls Church’s “George” service; the Rosslyn-Georgetown Connector service linking the Rosslyn Metro Station with Georgetown University and Georgetown commercial district; and the Transportation Authority of Greater Springfield (TAGS) service that provides local bus service to the Springfield community; and

WHEREAS, Congressman Moran worked with his colleagues to identify $15 million to complete planning, design work and right-of-way for improved transit/street car service along Columbia Pike and Jefferson-Davis Highway (Route 1) and providing more than $7 million to support maintenance and expansion of Northern Virginia's network of recreational trails; and

WHEREAS, James P. Moran served Northern Virginia, the Commonwealth, and the nation with distinction; he leaves a legacy of excellence as an example for other public officials.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission commends the Honorable James P. Moran on the occasion of his retirement from public office.

BE IT FURTHER RESOLVED, that the Chairman of the Northern Virginia Transportation Commission prepare a copy of this resolution for presentation to the Honorable James P. Moran as an expression of the Commission’s admiration for his leadership and dedicated service to the Commonwealth and the nation.

Paul C. Smedberg, Chairman
WHEREAS, the Honorable Frank Wolf will retire from public office in 2014; and

WHEREAS, Frank Wolf was first elected to the United States House of Representatives in 1980 and has represented the 10th District for 17 consecutive terms; and

WHEREAS, Congressman Wolf helped Northern Virginia grow into the economic engine of the Commonwealth and one of the premier transit corridors on the East Coast; and

WHEREAS, Congressman Wolf helped address transportation improvements in the region, from congestion relief on Interstate 66, to extending Metrorail to Dulles Airport and Loudoun County; and

WHEREAS, Congressman Wolf worked to improve morale and productivity by pushing federal agencies to come into the 21st century and adopt robust telework policies to reduce traffic congestion, save energy, improve air quality and provide cost savings to taxpayers; and

WHEREAS, Congressman Wolf led the effort to transfer control of Dulles and then-National airports from the federal government to a local authority, now called the Metropolitan Washington Airports Authority, which has led to Dulles becoming a gateway to the world and Reagan National becoming one of the premiere airports in the country; and

WHEREAS, Frank Wolf served Northern Virginia and the Northern Shenandoah Valley, the Commonwealth, and the nation with distinction.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission hereby commend the Honorable Frank Wolf, a true statesman, on the occasion of his retirement from public office.

BE IT FURTHER RESOLVED that the Chairman of the Northern Virginia Transportation Commission prepare a copy of this resolution for presentation to the Honorable Frank Wolf as an expression of the Commission’s admiration for his leadership and dedicated service to the Commonwealth and the nation.

___________________________________

Paul Smedburg, Chairman
NORTHERN VIRGINIA TRANSPORTATION COMMISSION RESOLUTION

Commending Edson L. Tennyson

Agreed to by the Northern Virginia Transportation Commission September 4, 2014

WHEREAS, Edson L. Tennyson, a renowned transit engineer and consultant, was a tireless supporter of the Northern Virginia Transportation Commission and an effective advocate for transit throughout his professional career and long into his retirement; and

WHEREAS, Mr. Tennyson was generous with his advice, facts and opinions and always challenged those around him to extend their reach, defend transit investments and who clearly understood and communicated the fundamentals of successful transit; and

WHEREAS Ed Tennyson was a member and friend of the Light Rail Transit Committee of the Transportation Research Board of the National Academies of Science; and

WHEREAS, Mr. Tennyson was involved in light rail beginning in the 1950’s and was one of several investors in the Milwaukee Speedrail system which sought to resuscitate the inner portions of the Milwaukee’s once-vast interurban system into a suburban rapid transit service; and

WHEREAS, Mr. Tennyson served as Philadelphia’s Chief Transit Engineer and reimagined Center City Philadelphia into open urban spaces centered around transit; and

WHEREAS, When other cities were ripping up street railways and building urban highways, Ed Tennyson helped craft Philadelphia’s policy to preserve rail transit through what we know today as public-private partnerships and as a result Philadelphia remains the largest street railway operation; and

WHEREAS, Mr. Tennyson formed the Passenger Service Improvement Corporation in the late 1950’s to provide public funds to the Pennsylvania and Reading Railroad as reimbursement for the losses incurred in commuter rail service and to provide new rolling stock; and

WHEREAS, Mr. Tennyson was the force behind linking Philadelphia’s two commuter rail networks through the Center City Commuter Connection, the Fox Chase Electrification, Airport High Speed Line and retention of the PRR Norristown Line to the City limits at Ivy Ridge; and

WHEREAS, Ed Tennyson served with distinction as Philadelphia’s Deputy Commissioner of the Department of Public Property for Transit Engineering and as Pennsylvania’s Department of Transportation Deputy Secretary for Local and Area Transportation; and

WHEREAS, after leaving Pennsylvania’s Department of Transportation, Ed Tennyson moved south to work in Arlington, Virginia making his mark on transportation in Northern Virginia and the Washington, DC metropolitan area; and

WHEREAS, while an employee of Arlington County Ed Tennyson served on NVTC’s Management Advisory Committee representing Arlington; and

WHEREAS, following his retirement from Arlington County, Ed Tennyson continued to serve the Commonwealth and region as a regular participant at the Northern Virginia Transportation Commission’s monthly board meetings for over 30 years.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby commends Edson Tennyson on the occasion of his sad passing on July 14, 2014 at the age of 92 and to honor his legacy of excellence as an example for other transportation planners and public servants.
AGENDA ITEM #3: REMOTE ACCESS IN RESPECT TO THE RECENT CHANGES REGARDING ELECTRONIC PARTICIPATION IN COMMISSION MEETINGS

TO: Chairman Smedberg and NVTC Commissioners

FROM: Steve MacIsaac

DATE: August 25, 2014

SUBJECT: Remote Access in Respect to the Recent Changes Regarding Electronic Participation in Commission Meetings

The Freedom of Information Act, which sets forth the requirements for public meetings, provides limited opportunities for members to participate in meetings from remote locations through electronic means, e.g., telephone and video conferencing. Generally, those opportunities are when the member cannot attend the meeting because of a permanent or temporary disability, a medical condition, an emergency, and personal reasons, as well as when the member’s principal residence is more than 60 miles from the meeting location. Recent legislative amendments require that remote participation may be allowed only if the public body has adopted a written policy allowing for and governing how members may participate in meetings through electronic means. NVTC is able to afford members the opportunity for remote participating by adopting such a policy. If the Commission members are interested in considering adoption of such a policy, a draft will be prepared for discussion and action.
§ 2.2-3708. Electronic communication meetings; applicability; physical quorum required; exceptions; notice; report.

A. Except as expressly provided in subsection G of this section or § 2.2-3708.1, no local governing body, school board, or any authority, board, bureau, commission, district or agency of local government, any committee thereof, or any entity created by a local governing body, school board, or any local authority, board, or commission shall conduct a meeting wherein the public business is discussed or transacted through telephonic, video, electronic or other communication means where the members are not physically assembled. Nothing in this section shall be construed to prohibit the use of interactive audio or video means to expand public participation.

B. Except as provided in subsection G or H of this section or subsection D of § 2.2-3708.1, state public bodies may conduct any meeting wherein the public business is discussed or transacted through electronic communication means, provided (i) a quorum of the public body is physically assembled at one primary or central meeting location, (ii) notice of the meeting has been given in accordance with subsection C, and (iii) the remote locations, from which additional members of the public body participate through electronic communication means, are open to the public. All persons attending the meeting at any of the meeting locations shall be afforded the same opportunity to address the public body as persons attending the primary or central location.

If an authorized public body holds an electronic meeting pursuant to this section, it shall also hold at least one meeting annually where members in attendance at the meeting are physically assembled at one location and where no members participate by electronic communication means.

C. Notice of any meetings held pursuant to this section shall be provided at least three working days in advance of the date scheduled for the meeting. The notice shall include the date, time, place, and purpose for the meeting; shall identify the locations for the meeting; and shall include a telephone number that may be used at remote locations to notify the primary or central meeting location of any interruption in the telephonic or video broadcast of the meeting to the remote locations. Any interruption in the telephonic or video broadcast of the meeting shall result in the suspension of action at the meeting until repairs are made and public access restored.

D. Agenda packets and, unless exempt, all materials that will be distributed to members of the public body and that have been made available to the staff of the public body in sufficient time for duplication and forwarding to all locations where public access will be provided shall be made available to the public at the time of the meeting. Minutes of all meetings held by electronic communication means shall be recorded as required by
§ 2.2-3707. Votes taken during any meeting conducted through electronic communication means shall be recorded by name in roll-call fashion and included in the minutes.

E. Three working days' notice shall not be required for meetings authorized under this section held in accordance with subsection G or that are continued to address an emergency or to conclude the agenda of the meeting for which proper notice has been given, when the date, time, place, and purpose of the continued meeting are set during the meeting prior to adjournment. Public bodies conducting emergency meetings through electronic communication means shall comply with the provisions of subsection D requiring minutes of the meeting. The nature of the emergency shall be stated in the minutes.

F. Any authorized public body that meets by electronic communication means shall make a written report of the following to the Virginia Freedom of Information Advisory Council and the Joint Commission on Technology and Science by December 15 of each year:

1. The total number of electronic communication meetings held that year;

2. The dates and purposes of the meetings;

3. A copy of the agenda for the meeting;

4. The number of sites for each meeting;

5. The types of electronic communication means by which the meetings were held;

6. The number of participants, including members of the public, at each meeting location;

7. The identity of the members of the public body recorded as absent and those recorded as present at each meeting location;

8. A summary of any public comment received about the electronic communication meetings; and

9. A written summary of the public body's experience using electronic communication meetings, including its logistical and technical experience.

In addition, any authorized public body shall make available to the public at any meeting conducted in accordance with this section a public comment form prepared by the Virginia Freedom of Information Advisory Council in accordance with § 30-179.

G. Any public body may meet by electronic communication means without a quorum of the public body physically assembled at one location when the Governor has
declared a state of emergency in accordance with § 44-146.17, provided (i) the catastrophic nature of the declared emergency makes it impracticable or unsafe to assemble a quorum in a single location and (ii) the purpose of the meeting is to address the emergency. The public body convening a meeting in accordance with this subsection shall (a) give public notice using the best available method given the nature of the emergency, which notice shall be given contemporaneously with the notice provided members of the public body conducting the meeting; (b) make arrangements for public access to such meeting; and (c) otherwise comply with the provisions of this section. The nature of the emergency, the fact that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held shall be stated in the minutes.

H. [Expired].

§ 2.2-3708.1. Participation in meetings in event of emergency or personal matter; certain disabilities; distance from meeting location for certain public bodies.

A. A member of a public body may participate in a meeting governed by this chapter through electronic communication means from a remote location that is not open to the public only as follows and subject to the requirements of subsection B:

1. If, on or before the day of a meeting, a member of the public body holding the meeting notifies the chair of the public body that such member is unable to attend the meeting due to an emergency or personal matter and identifies with specificity the nature of the emergency or personal matter, and the public body holding the meeting records in its minutes the specific nature of the emergency or personal matter and the remote location from which the member participated. If a member's participation from a remote location is disapproved because such participation would violate the policy adopted pursuant to subsection B, such disapproval shall be recorded in the minutes with specificity.

Such participation by the member shall be limited each calendar year to two meetings or 25 percent of the meetings of the public body, whichever is fewer;

2. If a member of a public body notifies the chair of the public body that such member is unable to attend a meeting due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance and the public body records this fact and the remote location from which the member participated in its minutes; or

3. If, on the day of a meeting, a member of a regional public body notifies the chair of the public body that such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting and the public body holding the meeting records in its minutes the remote location from which the member participated. If a member's participation from a remote location is disapproved because such participation would violate the policy adopted pursuant to subsection B, such disapproval shall be recorded in the minutes with specificity.

B. Participation by a member of a public body as authorized under subsection A shall be only under the following conditions:

1. The public body has adopted a written policy allowing for and governing participation of its members by electronic communication means, including an approval process for such participation, subject to the express limitations imposed by this section. Once adopted, the policy shall be applied strictly and uniformly, without exception, to the entire membership and without regard to the identity of the member
requesting remote participation or the matters that will be considered or voted on at the meeting;

2. A quorum of the public body is physically assembled at the primary or central meeting location; and

3. The public body makes arrangements for the voice of the remote participant to be heard by all persons at the primary or central meeting location.

(2007, c. 945; 2013, cc. 119, 694; 2014, cc. 492, 524.)
WMATA

Whistleblower Settlement
On August 29, WMATA agreed to a settlement in a qui tam or whistleblower suit. See attached response to media inquiries on the settlement.

Silver Line Ridership
Preliminary ridership numbers for July for the five new Silver Line stations follows. The stations opened July 26.

<table>
<thead>
<tr>
<th>Station</th>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greensboro</td>
<td>1,247</td>
<td>289</td>
<td>161</td>
<td>1,697</td>
</tr>
<tr>
<td>McLean</td>
<td>2,223</td>
<td>414</td>
<td>273</td>
<td>2,910</td>
</tr>
<tr>
<td>Spring Hill</td>
<td>2,097</td>
<td>453</td>
<td>279</td>
<td>2,829</td>
</tr>
<tr>
<td>Tysons Corner</td>
<td>4,869</td>
<td>2,450</td>
<td>1,960</td>
<td>9,279</td>
</tr>
<tr>
<td>Wiehle-Reston East</td>
<td>13,007</td>
<td>3,086</td>
<td>2,252</td>
<td>18,345</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>6,692</strong></td>
<td><strong>4,925</strong></td>
<td><strong>35,060</strong></td>
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</table>

Note: Data are preliminary.

VRE

VRE CEO Doug Allen’s attached memorandum gives an update on activities that have occurred over the summer months. The minutes of the July 18, 2014 VRE Operations Board Meeting are also attached. The Operations Board did not meet in August.

Northern Virginia Transportation Authority (NVTA)

Over the last six weeks, the Northern Virginia Transportation Authority reviewed VDOT’s ratings of FY 2014 projects and continued work on the Two Year Plan (FY15-16) and the update of TransAction. In addition to its monthly meetings, the Authority will have a series of meetings in preparation for an offsite to consider issues regarding measurement long term benefit in compliance with HB2313. The next NVTA Monthly Meeting will be Thursday, September 11, 2014 at 7:00 P.M.

Project Selection Model (HB599 Study)

At the Authority’s July Meeting, VDOT presented the basic project ratings from the Evaluation of Significant Transportation Projects in Northern Virginia (HB599) study. The basic ratings will help inform the development of NVTA’s Two Year Program (FY15-16). Final detailed ratings will be presented at the end of the year.
Two Year Program (FY15-16)
In October, the Authority will be asked to approve proposed project selection criteria for the Two Year Program. The criteria will guide the Authority in allocating the $343M available in regional funds. NVTA received $770M in funding requests for 52 highway and mass transit projects through FY16. On August 18, the Project Implementation Working Group (PIWG) met to discuss draft project selection criteria for NVTA’s Two Year Program. The Technical Advisory Committee (TAC), the Planning Coordination Advisory Committee (PCAC), and the Jurisdiction and Agency Coordinating Committee (JACC) will each review the proposed criteria before they are brought to the Authority.

TransAction Update
In preparation for an update of TransAction, NVTA has convened a working group to develop a Request for Proposals for technical and outreach support. On October 9, prior to the NVTA meeting, NVTA plans to host a listening session with the public and other key stakeholders to solicit input on the update of this long range plan. NVTA’s Executive Director anticipates releasing the RFP in the spring of 2015.

DRPT
On August 15, Governor McAuliffe announced that the Commonwealth will be naming Jim Corcoran, President and CEO of the Fairfax County Chamber of Commerce, as the new representative to NVTC and the WMATA Board. DRPT is working with Mr. Corcoran and Mr. Dyke on a transition plan, including voting responsibilities for NVTC and the WMATA Board. It is expected that Mr. Corcoran will be sworn in by NVTC by the October meeting. The full DRPT Report is attached and addresses personnel, SYIP Update, WMATA, I-66 Corridor Improvements, Route 1 Multimodal Alternative Analysis and Rail.
Response to Media Inquiries Regarding Qui Tam Settlement

WMATA Statement

WMATA has settled a two-year old Whistleblower complaint regarding procurement practices related to two contracts in order to avoid protracted litigation and expense for Metro's customers and the region's taxpayers.

Just as we have reformed the safety culture, WMATA has been working to overhaul financial controls, and has made substantial progress in procurement, accounting and grants management. WMATA's financial management has been strengthened with an improved procurement manual, training hundreds of personnel on revised procurement policies, new procedures to tighten grants management compliance, and the hiring of a new Chief Financial Officer with deep transit industry experience to spearhead continued change.

This year, WMATA has also advanced many corrective actions in response to the Federal Transit Administration's Financial Management Oversight (FMO) Report. Recently, a 60-day progress report was submitted to FTA, and WMATA clearly laid out its follow up actions publicly at the July meeting of its Board Finance & Administration Committee. The next update to the Board will be provided at the Committee's next meeting in September.

Background Facts for confirmation

- The settlement includes payments to all parties, including DOJ, VA, DC (and MD) of about $7 million. These funds will not be paid out of WMATA's fare revenues, nor will the Authority use federal funds.
- The person (Mr. Khwaja) who initiated the complaint has not been a WMATA employee since September 2011. The settlement does not change his status.
A. Operations Board Meeting

The VRE Operations Board did not meet in August. The next meeting of the Operations Board will occur on September 19th at 9:30 am at PRTC.

B. Safety

VRE is delivering its safety message to motorists in Virginia communities through “Railroad Crossing Safety Blitzes.” Local law enforcement officers and personnel from VRE, Keolis, CSX Transportation, and Norfolk Southern Railway have been working at railroad crossings throughout the summer to educate motorists. These blitzes alert motorists to slow down and exercise caution near railroad tracks through dissemination of a railroad safety brochure and personalized letter.

C. Ground Breakings

SunCal, the developer of Potomac Shores, with assistance from VRE, held a groundbreaking ceremony for the VRE Potomac Shores station on July 31st. Dignitaries included Governor McAuliffe, Secretary of Transportation Aubrey Layne, and VRE Operations Board members. Supervisor Maureen Caddigan acted as emcee for the event. Attached is a picture of the groundbreaking ceremony.

Spotsylvania County, with assistance from VRE, held a groundbreaking ceremony for the Spotsylvania station on August 12th. Rainy conditions could not stop the long-awaited ceremony. Supervisor Skinner was recognized by Chairman Milde for his leadership and tenaciousness in making the station a reality.

D. VRE’s RIDE Magazine

VRE recently received praise from one of our passengers for our RIDE magazine. She wrote: “As a VRE rider since 2004 and as a publications professional, I really enjoyed the Ride magazine this morning. The articles are timely, informative, well written, and well edited. The layout is professional and form follows..."
content. The quality of this publication is high, particularly in comparison to the newsletter it replaced. My compliments to all involved in its production!” It’s always nice to get these types of compliments on our marketing products, especially from someone in the publications profession. As a reminder, the monthly RIDE magazine costs are covered through advertising revenue so this is a budget neutral amenity that our passengers really seem to enjoy.

Only a few days after receiving praise from one of our passengers, VRE received notification from the American Public Transportation Association (APTA) that VRE has won a First Place Award in the 2014 Annual AdWheel Awards competition for its RIDE magazine submission. Doug will accept the award at a special ceremony during APTA’s 2014 Annual Meeting & EXPO in Houston.

E. New Railcars

Two new railcars arrived in late August. The railcars are currently going through testing and commissioning. Once they are conditionally accepted they will be placed in service.

F. RAPS

VRE staff attended a meeting of the Southeast High Speed Rail Richmond Area to Potomac Segment (RAPS) Task Force on August 18th. In addition to VRE, RAPS Task Force members include DRPT staff and representatives from VDOT, the Federal Railroad Administration (FRA), and CSX. Task Force members will serve as advisors to DRPT and FRA as they conduct an Environmental Impact Statement (EIS) to evaluate the impacts of providing an additional main line track (3rd track) in the CSX railroad corridor between Richmond and the Potomac River to support planned higher-speed passenger rail service as well as commuter rail and freight operations. The RAPS Task Force will meet periodically over the projected 36 month schedule to provide technical review and input to the EIS.
Groundbreakings: Potomac Shores (above) and Spotsylvania (below)
MINUTES

VRE Operations Board Meeting
PRTC Headquarters – Prince William County, Virginia
July 18, 2014

Members Present | Jurisdiction
---|---
Sharon Bulova (NVTC) | Fairfax County
Maureen Caddigan (PRTC) | Prince William County
John Cook (NVTC) | Fairfax County
Wally Covington (PRTC)* | Prince William County
John D. Jenkins (PRTC) | Prince William County
Matt Kelly (PRTC) | City of Fredericksburg
Paul Milde (PRTC) | Stafford County
Gary Skinner (PRTC) | Spotsylvania County
Paul Smedberg (NVTC) | City of Alexandria
J. Walter Tejada (NVTC) | Arlington County
Bob Thomas (PRTC) | Stafford County

Members Absent | Jurisdiction
---|---
Jennifer Mitchell | DRPT
Suhas Naddoni (PRTC) | City of Manassas Park
Jonathan Way (PRTC) | City of Manassas

Alternates Present | Jurisdiction
---|---
Kevin Page | DRPT

Alternates Absent | Jurisdiction
---|---
Marc Aveni (PRTC) | City of Manassas
Meg Bohmke (PRTC) | Stafford County
Brad Ellis (PRTC) | City of Fredericksburg
Jay Fisette (NVTC) | Arlington County
Frank C. Jones (PRTC) | City of Manassas Park
Tim Lovain (NVTC) | City of Alexandria
Michael C. May (PRTC) | Prince William County
Jeff McKay (NVTC) | Fairfax County
Martin E. Nohe (PRTC) | Prince William County
Paul Trampe (PRTC) | Spotsylvania County

Staff and General Public

- Doug Allen – VRE
- Anthony Ayala – VRE
- Chipp Boone – Keolis
- Donna Boxer – VRE
- Nancy Collins – Stafford County
- Kelley Coyner – NVTC Staff
- Rich Dalton – VRE
- Mort Downey – Parsons Brinckerhoff
- John Duque – VRE
- Patrick Durany - Prince William County
- Arnold Gilbo – Keolis
- Rhonda Gilchrest – NVTC staff
- Al Harf – PRTC staff
- Chris Henry – VRE
- Tom Hickey – VRE
- Gerri Hill – VRE
- Pierre Holloman – Alexandria
- Bryan Jungwirth – VRE
- Ann King – VRE
- Mike Lake – Fairfax County
- Lezlie Lamb – VRE
- Bob Leibbrandt – Prince William County
- Nathan Mack – Parsons Brinckerhoff
- Betsy Massie – PRTC Staff
- Steve Maciasac – VRE legal counsel
- Lynn Rivers – Arlington County
- Brett Shorter – VRE
- Joe Swartz – VRE
- Billy Withers – Fredericksburg

* Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.
Chairman Milde called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3
Chairman Milde stated that a Closed Session should be added to the agenda. There were no objections.

Mr. Cook moved, with a second by Ms. Bulova, to approve the Amended Agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Approval of the Minutes of the June 20, 2014 Operations Board Meeting – 4
Mr. Cook moved approval of the minutes and Ms. Bulova seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Page, Skinner, Smedberg and Tejada. Mr. Thomas abstained.

[Mr. Covington arrived at 9:40 P.M.]

Chairman’s Comments – 5
Chairman Milde acknowledged Billy Withers, Vice Mayor from Fredericksburg, who is expected to be appointed as a new alternate to the VRE Operations Board.

Chairman Milde reported that there are several important upcoming transit events in the region, including the opening of WMATA’s Silver Line on July 26th and the groundbreaking event for the Potomac Shores VRE Station on July 31st at 11:00 A.M. Ms. Caddigan stated that Governor McAuliffe has been invited to attend the Potomac Shores Event. Chairman Milde also announced that the Joint Audit Committee will meet briefly following this meeting. He also reported that following action at their July 10th meetings, NVTC and PRTC have transmitted the Master Agreement amendment to the jurisdictions for their action. Spotsylvania and Stafford Counties have already put this item on their agenda for August.

Chief Executive Officer’s Comments – 6
Mr. Allen reported that on-time performance (OTP) was down slightly to 85 percent for the month of June, due to redirected freight rail traffic because of flooding of a CSXT tunnel, as well as speed restrictions as a result of track maintenance and heat. Ridership remains strong at 19,000 daily riders.
Mr. Allen stated that VRE ran special Firecracker Trains on the Fourth of July and he asked Chris Henry to give a detailed briefing of this special service. Mr. Henry reported that the Firecracker Trains were a big success. VRE ran one train on each line into the District of Columbia carrying a total of 1900 passengers. The Fredericksburg Line sold out at 1004 tickets and the Manassas Line sales were at 90 percent with 891 tickets. VRE staff had projected that about 2000 tickets would need to be sold to break-even with the cost to run the service. The southernmost stations (Manassas Park, Leeland and Brooke) accounted for 75 percent of the boardings. VRE conducted a follow-up online survey and received responses back from 35 percent of riders with overwhelmingly positive responses. In response to a question from Chairman Milde, Mr. Henry stated that VRE ran eight-car trains on each line with capacity to carry 1100 passengers on each line. Tickets cost $10 per round trip.

Mr. Henry stated that the schedule allowed for plenty of time for riders to get to the Mall for the fireworks and to get back to Union Station afterwards. There were a few issues with queuing and getting passengers down to the trains at Union Station for the return trip. It wasn’t the plan going into it, but VRE had to adjust for Amtrak. On the return trip, the train stopped briefly at L’Enfant so staff could check the crowd conditions. VRE staff recommends that if VRE runs Firecracker trains next year, that they use Union Station again because of the amenities for the passengers (restrooms and restaurants) and the overcrowding at L’Enfant with Metro riders.

In response to a question from Mr. Skinner, Mr. Henry stated that the Fredericksburg Line train departed Union Station at 10:45 P.M. and the Manassas Line train departed at 11:00 P.M. It seemed like enough time for people to get back. There was one couple who didn’t make it back for the Fredericksburg train after the fireworks but they admitted going all the way to Georgetown to watch the fireworks. VRE was able to get them on the Manassas 11:00 PM departing train to Alexandria, where Mr. Allen walked them over to the Metro station.

Ms. Bulova noted that there were some concerns about the impact on jurisdictions’ firework events. Several Board Members observed that there did not seem to be any impact at their local events. Mr. Tejada stated that they were able to announce the Firecracker Trains on Spanish Local Radio the last week before the event and hopefully that had an impact on ticket sales, especially for the Manassas Line. Mr. Henry stated that 47 percent of Firecracker Train riders were non-VRE riders.

Mr. Allen reported that four new VRE railcars arrived with four more on the way. As the new cars are put into revenue service, the Legacy railcars will be retired. In response to a question from Mr. Jenkins, Mr. Allen stated that the four new cars were put into service on July 16th. The new railcars will be spread throughout the system. The railcars have the same capacity as the older railcars.

Mr. Allen reported on several VRE issues, including the Notice to Proceed given for construction of the Spotsylvania Station platform; the Triennial Review by the Federal Transit Administration (FTA) will begin on July 29th for both PRTC and VRE; and
discussions with Amtrak have begun on the Access Agreement Contract. With new PRIAA legislation, the access fees for Union Station are laid out for the entire Northeast Corridor. Chairman Milde asked if the contract amount will go up or down. Mr. Allen stated that early indications are that it will go down regarding access to the Northeast Corridor but other aspects could go up. He is confident that VRE will be able to work out a fair agreement with Amtrak.

Mr. Skinner announced that Spotsylvania County is planning a groundbreaking ceremony for the new Spotsylvania Station at the beginning of August. The county is coordinating the event with Secretary Layne’s schedule. Board Members will receive invitations to the event.

Mr. Allen reported that staff is using a new template for the agenda reports to provide more information that Board Members have requested.

VRE Riders’ and Public Comment – 7

There were no comments.

Consent Agenda – 8

On a motion by Mr. Cook and a second by Mr. Thomas, the Board unanimously approved the following Consent Agenda Items:

- Resolution #8A-07-2014: Authorization to Issue a Request for Proposals for Mechanical Engineering Consulting Services
- Resolution #8B-07-2014: Authorization to Issue a Request for Proposals for Engineering and Environmental Services for Brooke and Leeland Road Stations

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

FY 2016 Budget Key Issues – 9A

Mr. Allen explained that it is time to start the process of developing the FY 2016 budget and get feedback and direction from the Operations Board. He asked Donna Boxer and Brett Shorter to give a presentation on the budget.

Ms. Boxer stated that the Budget Key Issues are the first step in the budget process which will culminate in a full budget being presented at the December 2014 meeting. The Commissions will then forward the budget to the jurisdictions. The CAO Task Force continues to advise VRE staff during the budget process. Beginning last year, the Capital Committee plays a role in conducting an in-depth review of significant capital projects and
issues. The Committee is scheduled to begin meeting again in September. In response to a question from Mr. Jenkins, Ms. Boxer stated that the Prince William County representative on the CAO Task Force is Bob Leibbrandt, who serves as co-chairman along with Mike Lake from Fairfax County. The actual Chief Administrative Officers (CAO) participate in the final budget meeting in early December.

Ms. Boxer stated the FY 2016 Budget will be a continuation of many significant initiatives, including the System Plan, life cycle maintenance strategy, the financial and debt management principles, and a substantial increase in capital funding sources. Ms. Boxer stated that the first Key Issue is Level of Service. Some trains are now over 100 percent capacity and with the addition of the Spotsylvania Station and parking facility, ridership will continue to increase. The new Fredericksburg train is budgeted in FY 2015 for the first nine months of service with full service proposed in FY 2016. The FY 2015 budget also includes the purchase of five railcars for expansion.

Ms. Boxer stated that Key Issue #2 is Maintenance of VRE Assets. VRE staff believes that federal formula funding will continue to be available to maintain transit assets in a "state of good repair." A facilities asset management strategy is expected to be completed during FY 2015 to be incorporated into the FY 2016 Budget and CIP. The new maintenance facility will be completed in FY 2016.

Key Issue #3 is Contract Renewal with Amtrak. VRE's current five-year contract with Amtrak expires at the end of FY 2015. Ms. Boxer stated that discussions are already underway with Amtrak and the new contract will be based on the requirements of the Passenger Rail Investment and Improvement Act (PRIIA) for track access calculations. The big issue for FY 2016 is funding for alternate storage sites other than Ivy City. VRE has significant funding included in the CIP for this ($40 million for FY 2016-2021). In response to a question from Chairman Milde, Ms. Boxer explained that Amtrak wants VRE to move its storage from the current Ivy City site. Chairman Milde asked how much acreage is needed to store all of VRE's assets. Mr. Dalton stated that VRE would need 20-25 acres from just a storage standpoint. Chairman Milde observed that it is virtually impossible to find that amount of land in the District. Ms. Boxer stated that this is one of many issues that need to be resolved. The new Amtrak contract will also include the implementation of future phases of PRIIA in regard to the current back-log of Amtrak repairs and improvements. The amount that might be allocated to VRE as part of this process is not currently known.

Ms. Boxer stated that Key Issue #4 is Capital Improvements to Support the VRE System Plan. Improvements to Phase I are linked to the CIP for FY 2015-2020, but funding is not identified for all projects. Construction of the CSX third mainline may increase the need for additional resources. NVTA funding may be available for some of the capital projects within NVTA boundaries.

Ms. Boxer stated that VRE continues to increase the Capital Reserve, which is Key Issue #5. Beginning in FY 2015, an annual contribution of $3 million is included in the six-year plan.
Key Issue #6 relates to VRE staff and office space. As the VRE system has grown the staff level has not kept pace and it will be important to look at staffing expansion and office space expansion. The FY 2016 budget is expected to include expanded staff resources including additional office space since the Alexandria office is fully utilized.

Mr. Shorter stated that Key Issue #7 is Jurisdictional Subsidy and Key Issue #8 is Fare Increases. He stated that staff has heard the Operations Board’s clear direction that VRE must be supported within the confines of jurisdictional budget constraints. There also needs to be a balance between level of service and the competitiveness of pricing of that service as VRE looks at a potential fare increase. Over the last five years there have been two fare increases (FY 2013 at three percent and FY 2014 at four percent). Past budget predictions called for a five percent fare increase in 2016, 2018 and 2020. The jurisdictional subsidy has remained constant from FY 2013 to FY 2015.

Mr. Shorter stated that other budget issues are the changes in state funding, the state capital “fiscal cliff” beginning after 2018, federal MAP-21 funding to expire at the end of September, and available NVTA funding. He stated that having multi-year funding agreements with the Commonwealth for the track access fees is also important.

Chairman Milde asked if staff has looked at converting the dead head trains back to Manassas into revenue service. Mr. Allen stated that VRE currently has two trains that go back to the Broad Run yard in the middle of the day because there is no place to store them in the District. VRE staff is looking to turn one into a revenue train running back in the late morning.

Mr. Cook stated that as VRE looks at expansion of the end of the lines, with the Spotsylvania Station being constructed, he stated that it is important to develop a plan for some trains to begin service at the middle stations so there is capacity for those riders. Mr. Allen responded that VRE has started an operational analysis on how to phase in the System Plan and these types of issues will be looked at in depth. Mr. Cook asked for an update at a future meeting.

Mr. Smedberg asked for a status on Positive Train Control. Mr. Dalton stated that in late fall, VRE will begin equipment installation on VRE locomotives and railcars. VRE is following CSX initiatives. By late 2015 testing will begin. He stated that the project is budgeted for capital costs but operating costs could be as high as $1 million annually.

In response to a question from Mr. Cook, Mr. Shorter explained that the budget process is in its preliminary stages and there are no projections yet for fare increases or subsidy increases. Ms. Boxer stated that the preliminary budget that is presented in September will include this information. Mr. Cook stated that he is not sure if he would be agreeable to a jurisdictional subsidy increase that was higher than an average fare increase, because taxpayers who do not ride VRE should not have the perception that they are paying more of an increase than VRE riders. He stated that it is important to look at fare increases and subsidy increases together over multiple years.
Mr. Kelly stated that if the subsidy continues to grow, it will push Fredericksburg into having to use general funds. This is a legitimate topic of concern for the City. Chairman Milde observed that ridership will continue to shift to the southern jurisdictions that will be paying a larger piece of the pie. Ms. Boxer stated that in September, staff will come back to the Operations Board with a more detailed budget and will include any proposal on subsidy and fare increases.

Chairman Milde stated that he would like to seek resolution to instituting an indexed fare schedule since the Operations Board has discussed this is the past. Ms. Boxer stated that VRE adopted a fare index policy in January 2008. Then local budgets collapsed because of the plummeting real estate market and the Board asked for no subsidy increase and any increase would need to come from fare revenue. This was the end of the indexed fare policy. There were three fare increases over a 13 month period. Chairman Milde asked Board Members if they want to revisit the fare indexing issue. Ms. Bulova stated that although she was a proponent of fare indexing when it was discussed in the past, she is not sure this is the time to revisit it. There has been a recession which has made it impossible to adhere to a fare policy. There are still many moving pieces to this budget and the Board should wait for staff to present a preliminary budget in September.

Ms. Bulova moved, with a second by Mr. Covington, to approve Resolution #9A-07-2014, which directs VRE staff to develop the FY 2016 Budget and CIP in accordance with the Board’s direction.

Mr. Harf observed that there is uncertainty regarding federal funding but this issue will still be uncertain in September. Mr. Allen stated that staff will make the best judgment on what they think the numbers will be and be prepared to make adjustments. Mr. Harf stated that he anticipates it will impact the capital side more than operating side. Ms. Boxer stated that this is what they anticipate.

Mr. Tejada asked how often Capital plans adjust. Ms. Boxer replied every year. Mr. Tejada asked how projects get put into the CIP like the Long Bridge Expansion project. Ms. Boxer stated that staff is putting together recommendations for a new six-year plan. Projects like the Long Bridge will be discussed by the Capital Committee in September. Mr. Covington stated that if VRE redoubled its efforts to get the Gainesville-Haymarket extension completed it would solve the subsidy issue for the southern jurisdictions because Prince William would pick up more riders and increase its ridership percentage. Chairman Milde stated that Stafford County does not want a subsidy increase regardless of any fare increase proposal.

Mr. Page stated that this year DRPT started a process of multi-year funding agreements to provide more funding predictability. As VRE develops its six-year plan, he hopes VRE will include some proposed projects seeking multi-year funding. If VRE is willing to commit to a six-year project, the Commonwealth is willing to commit off the top funds, with an obligation for additional years.
The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Mr. Allen asked Ms. Boxer to give a brief presentation on debt disclosure requirements. Ms. Boxer stated that when municipal debt is issued, the party agrees to disclose certain financial and other information to the capital markets. Currently, information is electronically posted on the Electronic Municipal Market Access (EMMA) website. She explained that NVTC issued debt in 1997 and 1998, which was the last time debt was issued for VRE, and included two contingency disclosure agreements. One was signed by NVTC and the other was signed by the six participating jurisdictions. This past March, the SCC announced the Municipalities Continuing Disclosure Cooperation (MCDC) initiative. Issuers need to review their compliance documents and post notices. VRE Bond counsel has posted a correction notice on the Commission’s behalf noting that the bond downgrades for NVTC bonds were not disclosure on a timely basis. Advice from VRE’s Bond counsel and review by Mr. Maclsaac, VRE’s legal counsel, concluded that NVTC is not required to report on the initiative because bonds have not been issued in the last five years. However, VRE was also advised that if VRE wants to issue bonds within the next five years, then this would need to be disclosed on any written statement regarding any non-compliance against both agreements. As a result, she has talked to staff at the participating jurisdictions to notify them of the issue and to convey the advice from bond counsel.

Authorization to Award a Contract for Heavy Interior Cleaning of Passenger Railcars – 9B

Mr. Allen stated that the VRE Operations Board is being asked to authorize him to execute a contract with ServiceMaster Preferred Services of Woodbridge, Virginia for heavy interior cleaning of passenger railcars in the amount of $573,624, plus a 10 percent contingency of $57,362, for a total not to exceed $630,986 for a base year and two option years, with the CEO exercising the option years at his discretion. Resolution #9B-07-2014 would accomplish this.

Ms. Caddigan moved, with a second by Mr. Skinner, to approve the resolution.

Mr. Allen stated that at the request of the Operations Board last month, staff has provided additional information about this procurement. Mr. Kelly thanked staff for providing the additional information. He observed that by providing the information prior to the meeting (firm recommended for award, top 3-4 firms evaluated, and a synopsis of the rationale for requested action) should save time at the Operations Board meetings. Mr. Cook asked for a regular consolidated list of the firms so Board Members can decide if they have a conflict of interest. Chairman Milde stated that he is interested in seeing the amounts of the different bids. Mr. Allen stated that procurement protocol does not allow those amounts to be disclosed until the contract is awarded.
The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Authorization to Award a Task Order for Station Painting Services – 9C

Mr. Allen reported that Resolution #9C-07-2014 would authorize him to award a task order under the facilities maintenance contract to NV Enterprises for station painting services in an amount of $207,000, plus a 10 percent contingency of $20,700, for a total amount not to exceed $227,700. VRE completed an assessment of its rail stations in order to identify those in need of painting, which include Rippon, Quantico, Brooke, Crystal City, Rolling Road and Manassas Park. This task order covers the painting at Rippon, Quantico and Brooke Stations because they are in need of extensive preparation work in addition to painting. For the Rippon station there is a pedestrian bridge over the CSX tracks. A separate resolution as part of the next agenda item will be requested for the painting at Crystal City, Rolling road and Manassas Park. VRE requested task order proposals from both contractors in the interest of maximizing productivity by having multiple painting projects underway simultaneously.

Mr. Covington moved, with a second by Ms. Bulova, to approve Resolution #9C-07-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Authorization to Award a Task Order for Station Painting Services – 9D

Mr. Allen stated that the VRE Operations Board is being asked to authorize him to award a task order under the facilities custodial services contract to Fresh Air, LLC for station painting services in an amount of $83,770, plus a ten percent contingency of $8,377, for a total amount not to exceed $92,147. Resolution #9D-07-2014 would accomplish this.

This task order covers the painting of Crystal City, Rolling Road and Manassas Park stations. These stations will not need as much preparation work and are not as complex as the other three stations identified in the previous action item.

Mr. Covington moved, with a second by Ms. Bulova, to approve Resolution #9D-07-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Authorization to Execute a Ticket Sales Agreement with DASH Transit – 9E
Mr. Allen stated that the VRE Operations Board is being asked to approve Resolution #9E-07-2014 which would authorize him to execute a ticket sales agreement for the sale of fare media by DASH Transit at their Old Town Transit Shop for a base period of one year with an option to extend for up to four additional one year periods, with the VRE CEO exercising the option years at his discretion. Sales commissions are paid to VRE ticket vendors based on sales volume, and the estimated value of this contract is $18,000 annually or $90,000 over the five year period.

Mr. Smedberg moved, with a second by Mr. Skinner, to approve Resolution #9E-07-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Authorization to Award a Purchase Order for Multi-Function Copier Lease Agreement – 9F

Mr. Allen stated that the VRE Operations Board is being asked to authorize him to execute a Purchase Order with Sharp Electronics Corporation of Mahwah, New Jersey for the lease of two multi-function color copiers, in the amount of $141,840, plus a 10 percent contingency of $14,184, for a total amount not to exceed $156,024. The term of the lease agreement is for a period of one base year with four option years with the CEO exercising the option years at his discretion. Resolution #9F-07-2014 would accomplish this.

Ms. Bulova moved, with a second by Mr. Tejada, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

General Engineering Consulting Contracts – 10A

Mr. Allen stated that there is a need for additional authorization on the present General Engineering Consulting (GEC) contract because the GEC VI contract is rapidly approaching its $5 million authorization limit after only 16 months of activity. As of May 2014 about $4,400,000 (87 percent) of the current authorization for GEC VI had been allocated to 21 task order assignments. With the additional task orders currently pending, the present authorization of GEC VI is expected to be fully committed by the end of September. VRE staff has begun preparation on a new GEC contract, but it will not be in place before the end of December 2014. Procurement and legal counsel advise that it is permissible to amend the existing GEC VI contract while VRE proceeds with a new procurement. VRE is proposing the following actions:

1) Request authorization at the September meeting to issue a RFP for a new GEC VII with the intention of returning with a recommendation for award at the December meeting.

2) Request authorization at the September meeting to expand the authorization limit of the present GEC VI by $500,000 to sustain progress until GEC VII is awarded.
3) Conduct a review with GEC VI firms and other interested parties to determine how VRE can better structure and manage work through GEC versus other methods of procurement.

Mr. Allen stated that no action is being requested at this time and this item is just to inform the Board of the upcoming request for action.

Closed Session – 8

Mr. Cook moved, with a second by Mr. Kelly, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (6) (7) and (29) of the Code of Virginia); the VRE Operations Board authorizes a Closed Session for the purpose of discussing one matter involving the expenditure of public funds for train operations where competition and bargaining is involved and where discussion in public would adversely affect VRE’s financial interests and its bargaining position and negotiating strategy.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

The Board entered into Closed Session at 10:51 A.M. and returned to Open Session at 11:00 A.M.

Mr. Cook moved, with a second by Mr. Kelly, the following certification:

The VRE Operations Board certifies that, to the best of each member’s knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia 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 Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Thomas.

Operations Board Members’ Time –10
Ms. Caddigan reminded Board Members about the Potomac Shores Station groundbreaking event which is scheduled for July 31st at 11:00 A.M.

Mr. Tejada announced that earlier this morning there was a groundbreaking event for the Crystal City Potomac Yard Transit Way. This is an important regional project that will connect to other transit, including rail.

**Adjournment**

Without objection, Chairman Milde adjourned the meeting at 11:02 A.M.

Approved this 19th day of September, 2014.

_____________________________
Paul Milde
Chairman

_____________________________
Gary Skinner
Secretary

**CERTIFICATION**

This certification hereby acknowledges that the minutes for the July 18, 2014 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

_____________________________
Rhonda Gilchrest
Virginia Railway Express
Operations Board

Resolution
8A-07-2014

Authorization to Issue a Request for Proposals for Mechanical Engineering Consulting Services

WHEREAS, VRE requirements for mechanical engineering services include both specific project work and system-wide improvements; and,

WHEREAS, the use of a mechanical engineering consultant has proven to be more time and cost effective than numerous, separate procurements; and,

WHEREAS, the current Mechanical Engineering Consultant contract is approaching its authorization limit and a new competitive solicitation must be initiated.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Mechanical Engineering Consultant Services.

Approved this 18th day of July 2014

[Signature]
Paul Milde
Chairman

[Signature]
Gary Skinner
Secretary
Virginia Railway Express
Operations Board

Resolution
8B-07-2014

Authorization to Issue a Request for Proposals for Engineering and Environmental Services for Brooke and Leeland Road Stations

WHEREAS, due to current ridership demand along with future growth projections, VRE has initiated platform improvements that will include both the Brooke and Leeland Road stations; and,

WHEREAS, this project will accommodate ridership growth as well as improve safety and provide enhanced flexibility for railroad operations; and,

WHEREAS, the VRE has committed through the Second Amendment to the Corridor Improvement Project Memorandum of Understanding with CSX Transportation and the Virginia Department of Rail and Public Transportation that these stations would enter Preliminary Engineering by September 2014; and,

WHEREAS, this authorization and anticipated schedule will allow the design process to begin in September 2014 by initiating field survey and geotechnical evaluations, identifying environmental concerns, and developing design concepts, alternatives, and details.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Engineering and Environmental Services for Brooke and Leeland Road Stations.

Approved this 18th day of July 2014

Paul Milde
Chairman

Gary Skinner
Secretary
Operations Board

Resolution
9A-07-2014

FY 2016 Budget Key Issues

WHEREAS, financial planning for the Virginia Railway Express is based on a set of budget issues and assumptions discussed by the VRE Operations Board prior to the development of the annual operating and capital budget; and,

WHEREAS, the VRE Operations Board has directed that the development of each annual budget involve consultation and cooperation with the Chief Administrative Officers (CAO) Budget Taskforce established by VRE’s participating and contributing jurisdictions; and,

WHEREAS, budget issues and assumptions for the development of the FY 2016 operating and capital budget were reviewed by the CAO Budget Taskforce prior to their presentation to the Operations Board.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board directs VRE staff to develop the FY 2016 Budget and CIP in accordance with the Board’s direction.

Approved this 18th day of July 2014

Paul Milde
Chairman

Gary Skinner
Secretary
Virginia Railway Express
Operations Board

Resolution
9B-07-2014

Authorization to Award a Contract for Heavy Interior Cleaning of Passenger Railcars

WHEREAS, VRE has a need for interior cleaning of passenger railcars in order to maintain a state of good repair and a positive customer image; and,

WHEREAS, the VRE Operations Board authorized the issuance of a Request for Proposals on April 18, 2014; and,

WHEREAS, three Proposals were received and it was determined by the Technical Evaluation Team that ServiceMaster Preferred Services provided a responsive and responsible Proposal for interior cleaning of passenger railcars.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with ServiceMaster Preferred Services of Woodbridge, VA for heavy interior cleaning of passenger railcars in the amount of $573,624, plus a 10% contingency of $57,362, for a total amount not to exceed $630,986, for a base year and two option years, with the Chief Executive Officer exercising the option years at his discretion.

Approved this 18th day of July 2014

Paul Milde
Chairman

Gary Skinner
Secretary
Virginia Railway Express
Operations Board

Resolution
9C-07-2014

Authorization to Award a Task Order for Station Painting Services

WHEREAS, VRE performed an assessment of its station facilities to identify those in need of painting this year; and,

WHEREAS, the six stations identified for painting are Rippon, Quantico, Brooke, Crystal City, Rolling Road and Manassas Park; and,

WHEREAS, VRE is requesting Board authorization separately to award a similar task order to Fresh Air for the painting of the Crystal City, Rolling Road and Manassas Park stations; and,

WHEREAS, this task order covers the estimated costs of station preparation and painting services for the Rippon, Quantico and Brooke stations.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to award a task order under the facilities maintenance contract to NV Enterprises for station painting services in an amount of $207,000, plus a 10% contingency of $20,700, for a total amount not to exceed $227,700.

Approved this 18th day of July 2014

Paul Milde
Chairman

Gary F. Skinner
Secretary
Virginia Railway Express
Operations Board

Resolution
9D-07-2014

Authorization to Award a Task Order for Station Painting Services

WHEREAS, VRE performed an assessment of its rail stations to identify those in need of painting this year; and,

WHEREAS, the six stations identified for painting are Rippon, Quantico, Brooke, Crystal City, Rolling Road and Manassas Park; and,

WHEREAS, VRE is requesting Board authorization separately to award a similar task order to NV Enterprises for the painting of the Rippon, Quantico and Brooke stations; and,

WHEREAS, this task order covers the estimated costs of station painting services for the Crystal City, Rolling Road and Manassas Park stations.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to award a task order under the facilities custodial services contract to Fresh Air, LLC for station painting services in an amount of $83,770, plus a 10% contingency of $8,377, for a total amount not to exceed $92,147.

Approved this 18th day of July 2014

[Signature]
Paul Milde
Chairman

[Signature]
Gary Skinner
Secretary
Virginia Railway Express
Operations Board

Resolution
9E-07-2014

Authorization to Execute a Ticket Sales Agreement
with DASH Transit

WHEREAS, the VRE tariff requires all passengers to possess a valid VRE ticket in order to ride; and,

WHEREAS, station-based Ticket Vending Machines (TVM’s) provide limited functionality to serve VRE passenger ticket buying needs; and,

WHEREAS, vendor-based ticket sales operations provide greater flexibility for VRE to offer a full complement of ticketing options, payment acceptance options, and information material distribution services as well as allow VRE to accept WMATA Electronic Smart Benefits; and,

WHEREAS, VRE staff recommends contracting with an off-site vendor for ticket vending and sale of fare media in the Alexandria area.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a ticket sales agreement for sale of VRE fare media in Alexandria to DASH Transit at their Old Town Transit Shop location for one year with four one year options. The four one year options are at the discretion of the Chief Executive Officer.

Approved this 18th day of July 2014

Paul Milde
Chaiman

Gary Skinner
Secretary
Virginia Railway Express  
Operations Board  

Resolution  
9F-07-2014  

Authorization to Award a Purchase Order for  
Multi-function Copier Lease Agreement  

WHEREAS, in 2006, VRE entered a lease agreement with Ricoh America, Inc. for two (2) multi-function black and white copiers; and,  

WHEREAS, new multi-function color copiers will replace the existing multi-function black and white copiers as well as multiple networked printers, which are no longer being supported by the manufacturer; and,  

WHEREAS, the new multifunction color copiers will reduce the need to outsource large color print jobs to third party printing companies; and,  

WHEREAS, VRE is able to utilize a contract for copiers with related imaging solutions, accessories, supplies and services established through a competitive procurement process by the National Joint Powers Alliance (NJPA).  

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Purchase Order with Sharp Electronics Corporation of Mahwah, NJ for the lease of two (2) multi-function color copiers, plus the corresponding maintenance, service and supply contract, in the amount of $141,840, plus a 10% contingency of $14,184, for a total amount not to exceed $156,024, for a period of one base year and four option years with the Chief Executive Officer exercising the option years at his discretion.  

Approved this 18th day of July, 2014  

Paul Milde  
Chairman  

Gary Skinner  
Secretary
TO: Chairman Smedberg and NVTC Commissioners

FROM: Commissioner Dyke

DATE: August 25, 2014

SUBJECT: DRPT Update

General Update
On August 15, the Governor announced that the Commonwealth will be naming Jim Corcoran, President and CEO of the Fairfax County Chamber of Commerce, as the new representative to NVTC and the WMATA Board. DRPT is working with Mr. Corcoran and Mr. Dyke on a transition plan, including voting responsibilities for NVTC and the WMATA Board. It is expected that Mr. Corcoran will be sworn in by NVTC by the October meeting.

DRPT is continuing to expand its staff dedicated to Northern Virginia. The position of Director of Northern Virginia Transit Programs has closed and DRPT is proceeding with interviews. The position of Northern Virginia Transit Planning Manager was offered to Tim Roseboom, who is currently DRPT’s Statewide Transit Planner and is based in Richmond. He will be relocating to the NoVA District office in Fairfax for the position.

SYIP Update
DRPT and VDOT are currently revising the FY15-20 SYIP to reflect revenue decreases, and reallocation of transportation funds to account for the provisions of HB2. DRPT experienced a $10.4 million dollar shortfall between its revenue forecasts and actual revenue collections for FY14. Additionally, DRPT is projecting a $13.6 million decrease in transit and rail funds due to lower revenue projections for FY15. DRPT is identifying potential mitigation strategies, including the use of reserve funds, shifting of capital funds to operating purposes, and the use of unobligated state and federal funds from prior years to help close this revenue gap. The revised SYIP will be presented to the CTB at its workshop on September 15, 2014.

The Smartest Distance Between Two Points
www.drpt.virginia.gov
WMATA
DRPT has submitted a draft agreement to WMATA based on the existing PRIAA agreement to account for the state’s portion of the $25 million in additional funding for FY15, which is still under review by WMATA counsel and has not been executed. WMATA has provided their FY15 Capital Improvement Program (CIP) and work plan to DRPT for the agreement. DRPT has requested that WMATA identify the Metro 2025 projects in the CIP. DRPT also received a “red line” draft of the Capital Funding Agreement along with all compact jurisdictions this month.

I-66 Corridor Improvements
DRPT hosted an I-66 Transit and TDM Implementation Plan kickoff meeting at the NoVA District office on August 13. All of the transit providers and city and county governments in the I-66 study corridor were represented as well as NVTC, MWCOC and FTA (by teleconference). DRPT hosted a workshop on August 27 focused on identifying access points for transit operators, carpool and vanpools. DRPT is participating in a collaborative interagency working group with VDOT and the Office of Transportation Public Private Partnerships (OTP3) that is overseeing the preparation of the Tier 2 Environmental Impact Statement (EIS), anticipated for the end of 2015 with construction projected to begin in 2017.

Route 1 Multimodal Alternatives Analysis
A draft implementation plan for a three phased multimodal project has been developed and is being reviewed by DRPT, Fairfax and Prince William County staff. The additional traffic analysis for the Metrorail supportive development scenario is ongoing. VISSIM analysis for ten additional intersections requested by Fairfax County is complete for the 2035 No Build and Build alternative. Comments from VDOT and Fairfax County staff on the methodology and scope have been incorporated into the analysis. The evaluation of the alternatives are also being refined and weighted based on comments from Fairfax County. The Executive Steering Committee, Technical Advisory Committee and Citizen Involvement Committee meetings are meeting September and the public meetings have been scheduled to take place in early October.

Rail
Procurement for Richmond Area to Potomac Segment (RAPS) Tier II EIS consultant team continues to progress. The Tier II EIS is expected to be completed within a 36 month timeframe. DRPT will be scheduling presentation on the project and updating related planning documents as the project progresses during FY15.
Since the July Commission meeting, NVTC completed the financial statements for June and July. NVTC and VRE’s audit firm is expected to complete their fieldwork in September for the FY2014 annual audits. NVTC recently executed the FY2015 WMATA operating and capital subsidy assistance agreements.

**Financial Statements**
NVTC’s financial statements for June and July are attached for your review. The June financial statements include the G&A budget variance report for the entire fiscal year 2014.

**Audit**
PBMares will be onsite in September to complete fieldwork for the FY 2014 annual audits of NVTC and VRE, with the presentation expected to be made to the Commission in December. For NVTC this includes an audit opinion of the financial statements, a report on the internal control over financial reporting and on compliance, and a report on compliance for major federal programs. VRE will receive similar auditor opinion reports, with the exception of compliance of major federal programs, which PBMares will audit through PRTC. The FTA on-site Triennial Review of PRTC and VRE took place July 29th through the 30th.

**Grant Process**
Because of the streamlined project agreement process with DRPT, NVTC as grantee was able to execute the FY 2015 WMATA operating and capital subsidy assistance agreements during the first week of July. For the first time in several years NVTC received the July operating assistance payment as scheduled, and was able to timely invoice the WMATA capital subsidy payment made on July 1st. This means NVTC will receive approximately $34 million in state assistance during the first quarter so the funding is available for the October 1st payment to WMATA, while in other years the funding was not available until later in the year. The individual jurisdictions as grantees for the local capital and operating assistance are in the process executing those agreements, with all expected to be completed in September.
Percentage of FY 2014 NVTC Administrative Budget Used
June 2014
(Target 100% or less)

Note: Refer to pages 2 and 3 for details
## Northern Virginia Transportation Commission
### G&A Budget Variance Report
#### June, 2014

<table>
<thead>
<tr>
<th>Personnel Costs</th>
<th>Current Month</th>
<th>Year To Date</th>
<th>Annual Budget</th>
<th>Balance Available</th>
<th>Balance %</th>
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<tbody>
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<td>Temporary Employee Services</td>
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<tr>
<td>Total Personnel Costs</td>
<td>$66,178.86</td>
<td>$754,261.66</td>
<td>$779,600.00</td>
<td>$25,338.34</td>
<td>3.3%</td>
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</tbody>
</table>

### Benefits

Employer's Contributions:
- **FICA**: 5,955.48 $52,872.56 $53,800.00 $927.44 1.7%
- **Group Health Insurance**: 3,618.14 $53,411.62 $97,900.00 $44,488.38 45.4%
- **Retirement**: 3,103.95 $3,280.13 $3,100.00 $(180.13) -5.8%
- **Workmans & Unemployment Compensation**: 59.50 $3,246.91 $3,100.00 $353.09 9.8%
- **Life Insurance**: 469.65 $2,092.11 $3,900.00 $1,807.89 46.4%
- **Long Term Disability Insurance**: 382.61 $3,246.91 $3,600.00 $353.09 9.8%

**Total Benefit Costs**: 13,589.33 $152,217.28 $215,000.00 $62,782.72 29.2%

### Administrative Costs

- **Commissioners Per Diem**: 635.12 $9,585.12 $11,000.00 $1,414.88 12.9%
- **Rents:**
  - Office Rent: 16,153.42 $196,471.73 $192,000.00 $(4,471.73) -2.3%
- **Insurance:**
  - Public Official Bonds: - $1,700.00 $2,300.00 $600.00 26.1%
- **Travel:**
  - Conference / Professional Development: 998.00 $1,656.70 $5,300.00 $3,643.30 68.7%
  - Non-Local Travel: 273.33 $1,788.78 $1,200.00 $(588.78) -49.1%
  - Local Meetings & Related Expenses: 3,339.09 $8,988.21 $10,000.00 $1,011.79 10.1%
- **Communication:**
  - Postage: 180.96 $2,046.35 $3,100.00 $1,053.65 34.0%
  - Telephone and Data: (174.28) $6,814.66 $8,000.00 $1,185.34 14.8%
- **Publications & Supplies**
  - Office Supplies: 156.05 $1,625.62 $3,000.00 $1,374.38 45.8%
  - Duplication and Paper: 1,411.70 $7,766.34 $7,400.00 $(366.34) -5.0%
  - Public Information: - $500.00 $5,500.00 $5,000.00 90.9%
NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 2014

<table>
<thead>
<tr>
<th>Current Month</th>
<th>Year To Date</th>
<th>Annual Budget</th>
<th>Balance Available</th>
<th>Balance %</th>
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<tr>
<td>Computer Operations</td>
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<td>Other General and Administrative:</td>
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<td>6,722.86</td>
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<td>Subscriptions</td>
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<td>Memberships</td>
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<td>-</td>
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<td>Total Contract Services</td>
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<td>$ 1,382,300.00</td>
<td>$ 166,192.45</td>
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## NVTC RECEIPTS and DISBURSEMENTS
### June, 2014

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<tr>
<th>Date</th>
<th>Purpose</th>
<th>Payee</th>
<th>PV $</th>
<th>Payee</th>
<th>PV $</th>
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<tbody>
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<td>Staff Reimbursement of expenses</td>
<td>Wells Fargo</td>
<td>175.00</td>
<td>Wells Fargo</td>
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<td>10</td>
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<td>Wells Fargo</td>
<td>23063.00</td>
<td>City of Fairfax</td>
<td>67649.09</td>
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<tr>
<td>12</td>
<td>DRPT Operating assistance - City of Fairfax</td>
<td>Wells Fargo</td>
<td>87565.00</td>
<td>Alexandria</td>
<td>1227085.00</td>
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<td>12</td>
<td>DRPT Operating assistance - Alexandria</td>
<td>Wells Fargo</td>
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<td>Arlington</td>
<td>2262755.00</td>
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<td>12</td>
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<td>12</td>
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<td>Alexandria</td>
<td>573502.00</td>
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<td>Virginia</td>
<td>15505.00</td>
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<td>Wells Fargo</td>
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<td>15505.00</td>
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<td>23</td>
<td>DMV Motor Vehicle Fuels Sales Tax receipt</td>
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<td>316596.00</td>
<td>Arlington</td>
<td>118992.00</td>
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<td>26</td>
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<td>15505.00</td>
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<td>26</td>
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<td>Virginia</td>
<td>15505.00</td>
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<td>26</td>
<td>DRPT Capital grant receipt - Arlington</td>
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<td>15505.00</td>
<td>Alexandria</td>
<td>316596.00</td>
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<td>27</td>
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<td>30</td>
<td>Banks Interest income</td>
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### DISBURSEMENTS

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<th>PV $</th>
<th>Payee</th>
<th>PV $</th>
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<tr>
<td>1-30</td>
<td>Various G&amp;A expenses</td>
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<tr>
<td>6</td>
<td>Falls Church Costs incurred</td>
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<tr>
<td>10</td>
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<td>Wells Fargo</td>
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<td>18</td>
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<tr>
<td>19</td>
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<td>Parsons Brinkerhoff VRE management audit</td>
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### TRANSFERS

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<th>Date</th>
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<th>PV $</th>
<th>Payee</th>
<th>PV $</th>
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<tr>
<td>19</td>
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<td></td>
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<td>1195000.00</td>
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### NET INCREASE (DECREASE) FOR MONTH

<table>
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<tr>
<th>Purpose</th>
<th>PV $</th>
</tr>
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<tbody>
<tr>
<td>From LGIP to LGIP (eschedule)</td>
<td>-1194.05</td>
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<tr>
<td>From LGIP to Checking</td>
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<td>1200000.00</td>
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<td>1194.05</td>
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## NVTC
**INVESTMENT REPORT**
**June, 2014**

<table>
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<tr>
<th>Type</th>
<th>Rate</th>
<th>Balance 5/31/2014</th>
<th>Increase (Decrease)</th>
<th>Balance 6/30/2014</th>
<th>NVTC G&amp;A/Project</th>
<th>Jurisdictions Trust Fund</th>
<th>Loudoun Trust Fund</th>
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<tr>
<td><strong>Cash Deposits</strong></td>
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<tr>
<td>Wells Fargo: NVTC Checking</td>
<td>N/A</td>
<td>$187,461.17</td>
<td>$(91,239.47)</td>
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<td>Wells Fargo: NVTC Savings</td>
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<td>148,159.66</td>
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<tr>
<td><strong>Investments - State Pool</strong></td>
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<tr>
<td>Bank of America - LGIP</td>
<td>0.091%</td>
<td>$172,184,261.74</td>
<td>6,123,784.10</td>
<td>$178,308,045.84</td>
<td>61,338.24</td>
<td>157,893,893.27</td>
<td>20,352,814.33</td>
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</tbody>
</table>

| Total              |          | $146,266,507.75  | $6,130,639.00       | $152,403,146.75  | $305,719.60       | 157,893,893.27          | 20,352,814.33     |

---

5

62
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.
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 2011-2014

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

Monthly Revenue 12-Month Average

March revenue is negative due to point of sale audit adjustments made by Dept. of Taxation.
NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2011-2014

Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.
March and August revenue is negative due to point of sale audit adjustments made by Dept. of Taxation.

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 2011-2014

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

March and August revenue is negative due to point of sale audit adjustments made by Dept. of Taxation.
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2011-2014

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

Monthly Revenue  12-Month Average
Northern Virginia Transportation Commission

Financial Reports
July, 2014
Percentage of FY 2015 NVTC Administrative Budget Used
July 2014
(Target 8.34% or less)

Note: Refer to pages 2 and 3 for details
## NORTHERN VIRGINIA TRANSPORTATION COMMISSION
### G&A BUDGET VARIANCE REPORT
#### July, 2014

<table>
<thead>
<tr>
<th></th>
<th>Current Month</th>
<th>Year To Date</th>
<th>Annual Budget</th>
<th>Balance Available</th>
<th>Balance %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personnel Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries</td>
<td>$ 64,838.25</td>
<td>$ 64,838.25</td>
<td>$ 1,051,000.00</td>
<td>$ 986,161.75</td>
<td>93.8%</td>
</tr>
<tr>
<td>Temporary Employee Services</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Total Personnel Costs</strong></td>
<td>64,838.25</td>
<td>64,838.25</td>
<td>1,051,000.00</td>
<td>986,161.75</td>
<td>93.8%</td>
</tr>
<tr>
<td><strong>Benefits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employer's Contributions:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FICA</td>
<td>4,351.48</td>
<td>4,351.48</td>
<td>70,300.00</td>
<td>65,948.52</td>
<td>93.8%</td>
</tr>
<tr>
<td>Group Health Insurance</td>
<td>2,444.85</td>
<td>2,444.85</td>
<td>143,700.00</td>
<td>141,255.15</td>
<td>98.3%</td>
</tr>
<tr>
<td>Retirement</td>
<td>6,890.00</td>
<td>6,890.00</td>
<td>84,900.00</td>
<td>78,010.00</td>
<td>91.9%</td>
</tr>
<tr>
<td>Workmans &amp; Unemployment Compensation</td>
<td>64.2</td>
<td>64.2</td>
<td>4,000.00</td>
<td>3,935.58</td>
<td>98.4%</td>
</tr>
<tr>
<td>Life Insurance</td>
<td>363.29</td>
<td>363.29</td>
<td>4,450.00</td>
<td>4,086.71</td>
<td>91.8%</td>
</tr>
<tr>
<td>Long Term Disability Insurance</td>
<td>323.18</td>
<td>323.18</td>
<td>5,050.00</td>
<td>4,726.82</td>
<td>93.6%</td>
</tr>
<tr>
<td><strong>Total Benefit Costs</strong></td>
<td>14,437.22</td>
<td>14,437.22</td>
<td>312,400.00</td>
<td>297,962.78</td>
<td>95.4%</td>
</tr>
<tr>
<td><strong>Administrative Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commissioners Per Diem</td>
<td>885.12</td>
<td>885.12</td>
<td>11,000.00</td>
<td>10,114.88</td>
<td>92.0%</td>
</tr>
<tr>
<td><strong>Rents:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Rent</td>
<td>16,139.08</td>
<td>16,139.08</td>
<td>200,100.00</td>
<td>183,960.92</td>
<td>91.9%</td>
</tr>
<tr>
<td>Parking &amp; Transit Benefits</td>
<td>722.00</td>
<td>722.00</td>
<td>14,100.00</td>
<td>13,378.00</td>
<td>94.9%</td>
</tr>
<tr>
<td><strong>Insurance:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Official Bonds</td>
<td>-</td>
<td>-</td>
<td>2,300.00</td>
<td>2,300.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>Liability and Property</td>
<td>295.93</td>
<td>295.93</td>
<td>3,800.00</td>
<td>3,504.07</td>
<td>92.2%</td>
</tr>
<tr>
<td><strong>Travel:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conference / Professional Development</td>
<td>370.00</td>
<td>370.00</td>
<td>7,800.00</td>
<td>7,430.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>Non-Local Travel</td>
<td>1,834.62</td>
<td>1,834.62</td>
<td>1,800.00</td>
<td>(34.62)</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Local Travel, NVTC / Other Meetings</td>
<td>191.11</td>
<td>191.11</td>
<td>11,800.00</td>
<td>11,608.89</td>
<td>98.4%</td>
</tr>
<tr>
<td><strong>Communication:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Postage</td>
<td>-</td>
<td>-</td>
<td>2,900.00</td>
<td>2,900.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>Telephone and Data</td>
<td>460.11</td>
<td>460.11</td>
<td>8,100.00</td>
<td>7,639.89</td>
<td>94.3%</td>
</tr>
<tr>
<td><strong>Publications &amp; Supplies</strong></td>
<td>839.12</td>
<td>839.12</td>
<td>15,800.00</td>
<td>14,960.88</td>
<td>94.7%</td>
</tr>
<tr>
<td>Office Supplies</td>
<td>107.34</td>
<td>107.34</td>
<td>2,800.00</td>
<td>2,692.66</td>
<td>96.2%</td>
</tr>
<tr>
<td>Duplication and Paper</td>
<td>731.78</td>
<td>731.78</td>
<td>7,500.00</td>
<td>6,768.22</td>
<td>90.2%</td>
</tr>
<tr>
<td>Public Information</td>
<td>-</td>
<td>-</td>
<td>5,500.00</td>
<td>5,500.00</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
## NORTHERN VIRGINIA TRANSPORTATION COMMISSION
### G&A BUDGET VARIANCE REPORT
#### July, 2014

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Month</th>
<th>Year To Date</th>
<th>Annual Budget</th>
<th>Available Balance</th>
<th>Balance %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operations:</strong></td>
<td>472.49</td>
<td>472.49</td>
<td>24,800.00</td>
<td>24,327.51</td>
<td>98.1%</td>
</tr>
<tr>
<td>Furniture and Equipment (Capital)</td>
<td>85.49</td>
<td>85.49</td>
<td>17,000.00</td>
<td>16,914.51</td>
<td>0.0%</td>
</tr>
<tr>
<td>Repairs and Maintenance</td>
<td>-</td>
<td>-</td>
<td>1,000.00</td>
<td>1,000.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>Computer Operations</td>
<td>387.00</td>
<td>387.00</td>
<td>6,800.00</td>
<td>6,413.00</td>
<td>94.3%</td>
</tr>
<tr>
<td><strong>Other General and Administrative:</strong></td>
<td>583.94</td>
<td>583.94</td>
<td>8,100.00</td>
<td>7,516.06</td>
<td>92.8%</td>
</tr>
<tr>
<td>Subscriptions</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Memberships</td>
<td>314.67</td>
<td>314.67</td>
<td>1,300.00</td>
<td>985.33</td>
<td>75.8%</td>
</tr>
<tr>
<td>Fees and Miscellaneous</td>
<td>269.27</td>
<td>269.27</td>
<td>5,600.00</td>
<td>5,330.73</td>
<td>95.2%</td>
</tr>
<tr>
<td>Advertising (Personnel/Procurement)</td>
<td>-</td>
<td>-</td>
<td>1,200.00</td>
<td>1,200.00</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>Total Administrative Costs</strong></td>
<td>22,793.52</td>
<td>22,793.52</td>
<td>312,400.00</td>
<td>289,606.48</td>
<td>92.7%</td>
</tr>
</tbody>
</table>

### Contracting Services

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Month</th>
<th>Year To Date</th>
<th>Annual Budget</th>
<th>Available Balance</th>
<th>Balance %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auditing</td>
<td>-</td>
<td>-</td>
<td>22,500.00</td>
<td>22,500.00</td>
<td>100.0%</td>
</tr>
<tr>
<td>Research and Analytic Support</td>
<td>2,500.00</td>
<td>2,500.00</td>
<td>160,000.00</td>
<td>157,500.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>Legal</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Contract Services</strong></td>
<td>2,500.00</td>
<td>2,500.00</td>
<td>182,500.00</td>
<td>180,000.00</td>
<td>98.6%</td>
</tr>
</tbody>
</table>

**Total Gross G&A Expenses**

<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Year</th>
<th>Annual Budget</th>
<th>Available Balance</th>
<th>Balance %</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 104,568.99</td>
<td>$ 104,568.99</td>
<td>$ 1,858,300.00</td>
<td>$ 1,753,731.01</td>
<td></td>
<td>94.4%</td>
</tr>
</tbody>
</table>
## RECEIPTS and DISBURSEMENTS

### July, 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Payer/ Payee</th>
<th>Purpose</th>
<th>Wells Fargo (Checking)</th>
<th>Wells Fargo (Savings)</th>
<th>VA LGIP G&amp;A / Project Trusts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Alexandria</td>
<td>G&amp;A contribution</td>
<td>$8,811.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Fairfax County</td>
<td>G&amp;A contribution</td>
<td>167,903.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>City of Fairfax</td>
<td>G&amp;A contribution</td>
<td>2,606.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>City of Falls Church</td>
<td>G&amp;A contribution</td>
<td>2,549.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>DRPT</td>
<td>Capital grants receipts - Arlington</td>
<td>107,196.00</td>
<td></td>
<td>113,907.00</td>
</tr>
<tr>
<td>9</td>
<td>DRPT</td>
<td>Capital grants receipts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>DRPT</td>
<td>Alexandria grant receipt</td>
<td>5,705.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>DRPT</td>
<td>Falls Church grant receipt</td>
<td>9,586.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Arlington County</td>
<td>G&amp;A contribution</td>
<td>13,921.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>FTA</td>
<td>Falls Church grant receipt</td>
<td>33,173.00</td>
<td></td>
<td>3,355,195.56</td>
</tr>
<tr>
<td>14</td>
<td>DMV</td>
<td>Motor Vehicle Fuels Sales tax receipt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>DRPT</td>
<td>Falls Church grant receipt</td>
<td>8,293.00</td>
<td></td>
<td>8,265,724.00</td>
</tr>
<tr>
<td>16</td>
<td>DRPT</td>
<td>Operating assistance receipt</td>
<td></td>
<td></td>
<td>5,278.00</td>
</tr>
<tr>
<td>18</td>
<td>DRPT</td>
<td>Capital grant receipt - VRE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>DMV</td>
<td>Motor Vehicle Fuels Sales tax receipt</td>
<td></td>
<td></td>
<td>487.25</td>
</tr>
<tr>
<td>21</td>
<td>Loudoun County</td>
<td>G&amp;A contribution</td>
<td>8,826.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>DRPT</td>
<td>Capital grant receipt - VRE</td>
<td>15,240.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>FTA</td>
<td>Alexandria grant receipt</td>
<td>5,914.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>DRPT</td>
<td>Capital grant receipt - VRE</td>
<td>316,820.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Banks</td>
<td>Interest income</td>
<td>6.25</td>
<td></td>
<td>10,895.78</td>
</tr>
</tbody>
</table>

**DISBURSEMENTS**

1-31 Various | G&A expenses | (129,045.73) |
1 WMATA | Metrobus operating | (20,494,297.00) |
1 WMATA | Metroaccess operating | (3,329,698.00) |
1 WMATA | Metrorail operating | (17,303,931.00) |
1 WMATA | FY15 CIP / Metro 2025 | (9,566,735.00) |
1 WMATA | Project development | (204,250.00) |
1 Arlington County | Other operating | (195,897.00) |
8 Stantec | Consulting - NTD project | (36,709.06) |
8 Kimley-Horn | Consulting - NEPP technical assistance | (2,157.34) |
9 Fairfax County | Other capital | (32,371.82) |
9 Falls Church | Costs incurred | (9,586.00) |
9 City of Alexandria | Costs incurred | (5,705.00) |
10 City of Falls Church | Costs incurred | (33,173.00) |
15 City of Falls Church | Costs incurred | (8,203.00) |
18 VRE | Grant revenue | (5,278.00) |
21 VRE | Grant revenue | (15,240.00) |
24 Parsons Brinkerhoff | VRE Management audit | (15,525.00) |
30 City of Alexandria | Costs incurred | (5,914.00) |
31 VRE | Grant revenue | (316,820.00) |
31 Banks | Service fees | (54.44) |
| | | | (183,491.57) | (18.89) | (51,117,090.82) |

**TRANSFERS**

8 Transfer | LGIP to LGIP (NTD project) | 36,709.06 |
11 Transfer | Savings to checking | 36,709.06 |
| | | (36,709.06) |

**NET INCREASE (DECREASE) FOR MONTH**

$ (33,491.57) $ 54,601.30 $ 36,716.31 $ (39,300,394.29)
# NVTC
## INVESTMENT REPORT
### July, 2014

<table>
<thead>
<tr>
<th>Type</th>
<th>Rate</th>
<th>Balance 6/30/2014</th>
<th>Increase (Decrease)</th>
<th>Balance 7/31/2014</th>
<th>NVTC G&amp;A/Project</th>
<th>Jurisdictions Trust Fund</th>
<th>Loudoun Trust Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cash Deposits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wells Fargo: NVTC Checking</td>
<td>N/A</td>
<td>$96,221.70</td>
<td>$(33,491.57)</td>
<td>$62,730.13</td>
<td>$62,730.13</td>
<td>-</td>
<td>$ -</td>
</tr>
<tr>
<td>Wells Fargo: NVTC Savings</td>
<td>0.200%</td>
<td>148,159.66</td>
<td>54,601.30</td>
<td>202,760.96</td>
<td>202,760.96</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Investments - State Pool</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank of America - LGIP</td>
<td>0.096%</td>
<td>178,308,045.84</td>
<td>(39,263,677.98)</td>
<td>139,044,367.86</td>
<td>98,054.55</td>
<td>117,768,448.62</td>
<td>21,177,864.69</td>
</tr>
</tbody>
</table>

|          |          | $178,552,427.20  | $(39,152,144.02)   | $139,309,883.95  | $363,545.64      | $117,768,448.62          | $21,177,864.69   |
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2012-2015

Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.
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NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2012-2015

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NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2012-2015

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Monthly Revenue  12-Month Average
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2012-2015

Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.
Join us
CELEBRATE 50 YEARS OF TRANSIT INNOVATION

September 4, 2014 – 6:30 PM
George Mason University Arlington Campus
Founders Hall
3351 N. Fairfax Drive
Arlington, VA
RSVP by August 25 to:
nvtc@nvtdc.org

Special thanks to George Mason University for supporting this event.

MARK YOUR CALENDARS FOR OCTOBER 27TH PLANNING SESSION

At NVTC’s Planning Session on October 27th, Commissioners will review progress to date on the priorities set in 2013 and define how NVTC will move forward in promoting how high quality, high capacity transit is vital to the economic vitality of Northern Virginia. Our outcomes for the session will be a final draft strategic framework that will define NVTC’s priorities for the next three to five years and an implementation plan to achieve regional goals of increased connectivity, expanded commuter rail, and innovative and sustainable investments in regional transit including Metro, VRE, and other regional transit infrastructure and service. There are several activities that will inform this process—among them the development of the FY2016 budget, research and outreach activities on the economic benefits of transit investment, and strengthening of our regional planning and policy capacity. Building on discussions over the last several months, NVTC staff are organizing a series of work sessions with each member jurisdiction’s transportation team over the next six weeks. The Management Advisory Committee are reviewing a draft strategic framework and will have a work session in September to prepare for the Commission planning session. Commissioners will be asked to review the framework and offer comments through a variety of means including a survey. Special thanks to the MAC members for keeping this effort on track with each jurisdiction.
July and August have been packed with planning and funding activities that lay the way for future transportation investments regionally on Rt. 7 and I-66 and across the state on VTRANS. The Commission’s October planning session will include updates on Rt. 7, I-66 and VTRANS.

Rt. 7 Phase II Kick Off
On July 25th, NVTC’s project lead Claire Gron convened the Rt. 7 Technical Advisory Committee to develop a revised scope of work for Phase II. In addition to focusing on alignment and modal options, the revised scope will address exploring funding options, take into account changes in federal requirements, and develop an outreach strategy. The TAC includes representatives from NVTC member jurisdictions, DRPT, WMATA, and VDOT.

I-66 Outside the Beltway/Rapid Bus Transit
Secretary Layne’s July announcement of a multimodal approach to improving transportation on I-66 outside the beltway kicked off an aggressive schedule to complete planning activities and to break ground next year. VDOT has tapped NVTC for the Stakeholder Advisory Committee and DRPT has included us in the Transit and TDM Working Group. Early sessions have focused on fleshing out the rapid bus transit concepts and highlighting concerns about connection with transit facilities and services outside the footprint of the project itself. In coming weeks, NVTC staff will participate in Transit/TDM Working Group Sessions on Transit Access Points and the Transportation Management Plan for the project. VDOT is scheduled to brief NVTC at our October 2 meeting.

Commonwealth Planning Activities: VTRANS & HB 2
NVTC is working closely with NVTA and the Virginia Transit Association, members of the VTRANS Multimodal Advisory Committee, on initial trends analysis for an update of the state’s long range transportation plan, VTRANS. All NVTC staff will participate in a
webinar on the VTRANS Update next Wednesday; we will also participate in several of the regional briefings on VTRANS to be held Sept. 8. Based on several discussions with Deputy Secretary Donahue, NVTC is identifying best practices for transit metrics for project prioritization. HB 2 calls for a new statewide prioritization framework that takes into account several factors for prioritizing state investment of construction funds.

**BUDGET DEVELOPMENT, STATE ASSISTANCE, AUDITS & FINANCIAL REPORTS**

As we work to close out FY2014 and move forward in the annual audit, NVTC’s Director of Finance prepares to assist the Executive Director in formally kicking off the development of FY2016 budget.

**Budget Development**

In September, Commissioner’s will be asked to forward to the member jurisdictions, notice of the proposed FY2016 general and administrative budget direct jurisdiction contributions. Scott Kalkwarf is preparing descriptions of project budgets to accompany the General and Administration budget to help give a more comprehensive picture of resources available for regional initiatives. This tool, along with identification of resources needed for the updated strategic framework and implementation, will form the basis for development of the FY2016 budget. Final approval of the budget is targeted for January.

**Audits/Compliance/Financial Reports**

We are on track to present the June and July financial report at the September meeting. PBMares will be onsite in September to complete fieldwork for the FY2014 annual audits of NVTC and VRE, with presentation expected to be made to the Commission in December. For NVTC this includes an audit opinion of the financial statements, a report on the internal control over financial reporting and on compliance, and a report on compliance for major federal programs. VRE will receive similar auditor opinion reports, with the exception of compliance of major federal programs, which PBMares will audit through PRTC. The FTA has recently conducted the Triennial Review of VRE’s federal programs through PRTC. Last week Scott Kalkwarf participated in the AICPA National Governmental Accounting and Auditing Update Conference which highlighted new and proposed accounting and auditing standard as well as the guidance on how COSO standards apply to the public sector.

**FY2015 State Assistance**

Because of the streamlined project agreement process with DRPT, NVTC as grantee was able to execute the FY2015 WMATA operating and capital subsidy assistance agreements during the first week of July. NVTC received the July operating assistance payment as scheduled, and invoiced the WMATA capital subsidy payment made on July. As a result, NVTC will receive approximately $34 million in state assistance during the first quarter and funding will is available for the October 1 payment to WMATA. The individual jurisdictions as grantees for the local capital and operating assistance are in the process executing those agreements, with all expected to be completed in September.
**WMATA**

**Silver Line**
The Governor and USDOT Secretary joined regional leaders for the opening ceremony of the Silver Line on July 26. Early reports on ridership were positive. Here is WMATA’s report on the first week’s numbers.

**CFA**
WMATA circulated a draft of the administrative framework for the new Capital Funding Agreement on August 18, and will hold a session with jurisdictional funding partners to review this framework in early September. Loudoun County and NVTC will be part of the work sessions. Here is a copy of a briefing on the process and the milestones for developing the CFA.

**May 2014 Dashboard Report**
The June and July Dashboard Reports will be included in the Commission’s September Kit.

**OIG CY2014 Work Plan Includes Review of WMATA’s Calculation of Local Subsidies.**
WMATA briefed jurisdictional staff in June and outlined plans for the study. The OIG plans to complete this study by March 2015.

**FMO Corrective Actions**
WMATA has committed to address all items in the FMO Corrective Action Plan by June 2015. The Board is scheduled to receive a status update in September. FTA placed WMATA on restricted drawdown status due to issues stemming from the FMO which in turn has triggered cash flow concerns. As a result, the WMATA Board authorized Metro to secure $250 million in interim financing.

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<tr>
<th>DATE</th>
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<th>KEY ISSUES</th>
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<tr>
<td>Early September</td>
<td>CFA Work Session</td>
<td>CFA administrative document</td>
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<td>Finance &amp; Administration Committee</td>
<td>- FY14 Operating Budget Review</td>
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<td>- Update on Status of FMO CAP</td>
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<td>Update on NEPP</td>
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<td>FY16 Proposed Budget Review</td>
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<td>10/9</td>
<td>Customer Service and Operations Committee</td>
<td>Bus Stops and Pathways</td>
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<td>Accessibility Cost Impact</td>
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<td>10/23</td>
<td>WMATA Board Meeting</td>
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NVTC continues its coordination and support of regional partners on the New Electronic Payment Program (NEPP) which is schedule to move to pilot testing of the new payment solution starting in January. NVTC’s project lead, Jillian Linnell, will update the Commission in October on the status of the effort and next steps with respect to resources required to sustain the technical assistance project and planning for funding for the acquisition phase of the project.

WMATA’s Timeline
The WMATA pilot is currently scheduled to take place from January – June 2015. The pilot test will include 10 Metrorail stations throughout the system (Pentagon City, Eisenhower Avenue, Ballston and Pentagon in Virginia) and a number of bus routes. The target go-live date for revenue service of NEPP remains May 2017. WMATA recently shared the DBIOM (Design, Build, Installation, Operations and Maintenance) Agreement with Accenture, with the Northern Virginia agencies. WMATA will continue to use the bi-weekly regional partner calls to discuss NEPP and provide updates. They are also developing a framework for working groups that will help define and address the numerous NEPP planning and implementation issues. At a regional partners meeting on Augusts 22, WMATA will further discuss the framework for the working groups.

NVTC’s NEPP Timeline
Over the last month, NVTC’s technical consultants met with all of the regional partners to identify each agency’s NEPP needs and concerns. NVTC’s technical consultants have provided an initial summary of the agency profiles and a tentative timeline of milestones for the NOVA regional partners (see below). The agency profiles will be shared with the Accenture Regional Coordination Team. The next meeting is Monday, August 25. Accenture will participate in a meeting with the Northern Virginia partners in early September.
FOIA/REMOTE VOTING

NVTC staff is reviewing its FOIA policy in light of recent changes to the law designed to allow entities such as NVTC to have electronic participation in meetings. The statute allows for members participating via phone, members participating remotely do not count towards quorum. **A quorum must be physically assembled at the meeting location.**

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT) REPORT

The Department of Rail and Public Transit reports on FY2015 WMATA funding, I-66 corridor improvements, Route 1 Multimodal Alternatives Analysis and Rail.

NVTA

**VDOT Presents HB599 Study Basic Project Ratings to NVTA.**
Basic ratings will help inform the development of NVTA’s Six Year Plan (FY15-16). Final detailed ratings will be presented at the end of the year.

TPB

**New Director**
*Kanti Srikanth started as new Transportation Planning Board Director August 6.*

Transit Representation on TPB
The TPB will be asked to approve a resolution addressing its compliance with federal requirements. MAP-21 requires that public transportation providers be represented on the MPO by October 1, 2014. Currently WMATA is a member of the TPB.

CLRP Update
The draft Financial Analysis of the 2014 CLRP Update will be presented to the TPB in September. TPB is scheduled to take action on both the 2014 CLRP Update and Financial Analysis at its October meeting.

VRE

**VRE Jurisdictions Asked to Amend Master Agreement on Weighted Voting**
NVTC and PRTC forwarded the Master Agreement Amendment to all the VRE jurisdictions for their approval. Arlington County, City of Alexandria and Fairfax County are scheduled to consider this amendment at their Board and Council meetings in September.

**VRE Management Audit Update**
The Management Audit team from Parsons Brinckerhoff (PB) updated the Joint Audit Committee (JAC) on the Management Audit and presented the Phase I report. The Management Audit team will brief the Committee again in September and is scheduled to present a draft of the Phase II report.
All Aboard for the Groundbreaking of New VRE Stations
July 31st, Governor McAuliffe joined federal, state, local and railroad officials for the groundbreaking of a new station at Potomac Shores. Two weeks later, VRE broke on the Crossroad Station. Neither mud nor torrential rain suppressed excitement of attendees some of who had begun work on this in the 1990’s.

CONFERENCES

2014 APA Virginia Annual Conference.
In July, Claire Gron attended the annual conference of the Virginia chapter of the American Planning Association (APA), including sessions on current passenger rail projects in Virginia and planning and economic development.

TRB Workshop on Data and Statistics for Valuing Transportation Infrastructure and Transportation’s Contribution to the Economy.
The July workshop initiated a three-year effort to review current methods used to estimate the value of transportation infrastructure and consider how they might be improved.

APTA’s Multimodal Operations Planning Workshop.
The conference is dedicated to promoting and advancing the work of professional public transportation planners and schedulers. Session topics relevant to NVTC include: last miles connections, restructuring service around high frequency service, planning coordination and public outreach.

KEY DATES

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<tr>
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<tr>
<td>8/20</td>
<td>VTRANS Webinar</td>
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<td>NVTC Commission Meeting &amp; NVTC’s 50th Anniversary</td>
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<td>9/8</td>
<td>Meeting with CTB Members</td>
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<td>11/12-14</td>
<td>Governor’s Transportation Conference</td>
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<tr>
<td>12/12</td>
<td>Forum on Economic Benefits of Transit</td>
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State Capital Funding Cliff

**Overview:**
While HB2313 and the passage of HB2 provide for important capital funding sources for transportation expanding mass transit capacity, state transit capital funds are in jeopardy. If not addressed, the impending bond funding cliff and likelihood that Congress will not pass the Marketplace Fairness Act would reduce projected available funding to transit by almost 50% in FY 2020. For the balance of this calendar year, NVTC should work to identify viable options for securing alternative funding and revenue sources for a state capital program that supports transit across the Commonwealth. In addition to the capital funding cliff, the Commission should evaluate the effect of last year’s overhaul of the capital funding formulas and identify needed corrections to insure that Northern Virginia jurisdictions are not penalized for choosing not to federalize their systems.

**Capital Funding Cliff**

**Bond Cliff** When the Department of Rail and Public Transportation’s share of revenue bonds runs dry in 2018, the state’s projected available funds for capital projects will drop by almost 50% unless another source of revenue is identified. As an example, this would cause the state’s participation rate for rolling stock to decrease from 68% to 30%. Similar decreases would be necessary for other tiers of assets. DRPT funds the state’s commitment to WMATA known as the PRIIA match from this bond revenue. Potential impacts include:

- Increased local match
- Reduced service
- Inability to match federal funds
- Deferral or cancel projects jeopardizing state of good repair, safety, and increased capacity needed for economic vitality
- Increase in debt financing

**Marketplace Fairness Act (MFA)** As appears likely, the failure of Congress to pass to the Marketplace Fairness Act will reduce transit funding statewide by another $22 million annually with first shortfalls experienced in the second half of FY2014. HB 2313 identified revenue generated through the so-called internet sales tax as a source of transit funding calculated at $24 million annually. The alternative funding approved by the General Assembly will provide only $2M in additional revenue for transit. The Net loss to transit, totaling $129.5 million by FY 2019. These funds are important to capital as well as operating assistance and special programs. Funds deposited to the Mass Transit Trust Fund are split: 72% operating; 25% capital and 3% special programs.

**Related Issues**
Development of options to address the revenue shortfalls occur against the backdrop of the development & implementation of the state’s six year plan, an evaluation of the last year’s overhaul of the state’s capital funding program last year to determine how inequity’s in its impact might be address, and the development of a new state long range plan known as VTRANs, and the development of a statewide prioritization framework that could make transit projects eligible for state highway construction funds, and commitment by the state to identify funding for Metro’s 2025 plan while maintaining its existing commitment to match the federal PRIIA funding for safety improvements.
Overview:
Congress appears likely to adjourn in October without taking action on three issues vital to NVTC including a provision for long term solvency of the Highway Trust Fund, reauthorization of vital transit programs, or restoration of a fair transit tax benefit. For the balance of the year, the Commission should focus on conveying the impact of trust fund insolvency on the metropolitan region, detailing the potential impact of reauthorization proposals on area transit, and documenting why it is essential that the commuter tax benefit for transit be on par with parking benefits. The impact of all three is direct and substantial. Insolvency in May 2015 of the Highway Trust Fund would seriously disrupt the summer construction season especially for roadway projects and could interrupt federal payments to major transit systems such as WMATA. In addition to reestablishing the viability of the Highway Trust Fund, authorization will address key regional transit concerns. These include federal commitment to WMATA through PRIAA and the maintenance of the vital State of Good Repair and Core Capacity programs as well as the TIGER and New Starts programs. Pegging the transit benefit on par with parking helps put transit riders on a level playing field with drivers.

Long Term Solvency of Highway Trust Fund
In late July 2014, Congress passed an $11 billion highway trust fund patch that averts insolvency of the trust fund until May of 2015 and extends MAP-21 for the same time frame. The trust fund depends on a federal gas tax of 18.3 cents per gallon which has not been adjusted since 1993 and has lost 40% purchasing power. Efforts to raise the gas tax or other sources of revenues remain vary contentious. The Senate rejected an amendment to bar funding for transit from the trust fund.

Insolvency will stall highway transportation construction projects across the Commonwealth. Smaller transit systems throughout the Commonwealth could find themselves with shortfalls in capital and operating assistance. Payments to major systems around the country such as WMATA would be threatened.

Reauthorization of Surface Transportation Programs
Congress’s action in July shored up the trust fund and extended MAP-21 until May 2015. This simple reauthorization maintains status quo with respect to transit provisions vital to the region. A multi-year extension should include key transit programs and put the Highway and Mass Transit Accounts on sound footing.

Specific regional concerns include:
- Continued commitment to WMATA through State of Good Repair and Core Capacity Funding as well as meeting specific federal commitments to WMATA including the ten year capital assistance included in PRIAA.
- Inclusion of TIGER grants and New Start programs that can help Northern Virginia ensure high quality, high capacity transit through a range of innovative investments.
- Funding for expansion of Virginia Railway Express (VRE) for transit service expansion. Federal grants comprise 18% of VRE’s operating budget and about 51% of their capital budget. This translate into the purchase of new rolling stock, construction of equipment storage yards, maintenance facility improvements, the extension of station platforms, security enhancements and overall project development.
Restoring a Fair Commuter Tax Benefit for Transit Riders

Restoring parity in the tax benefits for drivers and transit riders is a matter both of equity and of creating incentives to ride transit. At the beginning of the year, the federal government slashed the pre-tax commuter benefits transit cap from $245 to $130, bringing the transit benefit back down to its pre-2009 levels. Legislation which would have put the transit benefit on equal footing with the parking benefit stalled in May when the Senate and House were unable to agree on the Tax Extenders bill.

VRE provides an example of the value of the transit benefit to a regional system and to Virginians who use transit. 67% of VRE customers receive a transit benefit from their employers—in December that was worth $245 and now it is $125. A monthly VRE pass for travel between Fredericksburg and Union Station in D.C. is $294.10. In contrast, those accepting a parking benefit receive $250 creating an incentive to drive rather than ride transit.

Next Steps:
For the balance of the year, the Commission should focus on:
1. conveying the impact of trust fund insolvency on the metropolitan region,
2. detailing potential impact of reauthorization proposals on area transit; and
3. documenting why it is essential that the commuter tax benefit for transit be on par with parking benefits.

Background Material:
Status of Highway Trust Fund Accounts & Background on Insolvency Issues
Summary of MAP-21 provisions
NVTC Chair’s Letter on Trust Fund Insolvency and Reauthorization
NVTC Chair’s Letter on Restoring Parity between Commuter Tax Benefit and Parking Tax Benefit
Capital Funding Agreement Work Plan

Administrative document changes

Investment categories over 10 years – update CNI

Administrative document

June/July 2014 – Initial meeting with funding staff to outline work plan

Early July – provide jurisdictional staff with draft updated Administrative Document

Early September – full day (if needed) session - working with jurisdictional funding/legal staffs addresses revisions and finalizes changes to current capital funding agreement. Also consider separate agreements that might be needed with DRPT and NVTA.

Investment categories – updated CNI

August/September – update CNI (WMATA internal)

Late September – November – bi-monthly half day meetings with funding staff from jurisdictions to reach agreement on investment levels

November – draft completed investment level agreement

December – Final Review by jurisdictional staff, finalize by end of the month
Ridership and Revenue

**Metrorail**

May rail ridership was 18.1 million: 1.4 million below budget and 0.4 million below May last year.
- The FY2014 budget assumed six months of revenue service for the Silver Line to Wiehle Avenue beginning in January 2014, with net additional ridership of 0.7 million trips per month. Due to the delay of the Silver Line, this negative ridership variance will continue during the second half of the year until the Silver Line opens.
- Despite modest increases in weekend ridership, average weekday ridership in May declined by approximately one percent compared to last year. In addition to the impact of the reduced federal transit subsidy, anecdotal evidence suggests that increasing usage of telecommuting and alternative work schedule (AWS) options is having an impact on Metro’s overall ridership. Metro staff will be undertaking a broad-based assessment of telework in the Washington region with the goals of providing a strategic overview to the Board and informing future ridership forecasts.

**Metrobus**

May bus ridership was 11.8 million: 0.3 million above budget and marginally lower than May last year.
- Bus ridership continues to track closely to budget both month-to-month and overall, with additional ridership from DC’s "Kids Ride Free" program for school students compensating for some of the ridership lost when the Metrobus system was forced to suspend service due to severe weather.

**MetroAccess**

May MetroAccess ridership was 191,000: 17,000 above budget and 7,000 above May last year.
- After being depressed by severe weather and suspensions of service through March, MetroAccess has continued its ridership rebound in Q4, with total trips above budget by 10 percent for the month and above last year by 4 percent.

**Operating Revenue**

Total operating revenue in May was $73.5 million: $5.5 million below budget, or -7.0 percent.
- Passenger fares and parking fees were $5.3 million below budget in May as a result of the delayed Silver Line opening as well as generally weaker Metrorail ridership. Non-transit sources were also $0.2 million below budget during the month.
- For the year to date, operating revenues are $32.8 million below budget:
  - Passenger fares and parking fees are below budget by $36.0 million. This is primarily the result of the October government shutdown, severe winter weather, and the delay of Silver Line service. Altogether, the revenue impact of these three challenges has been approximately $32 million. However, the general weakness in rail ridership has also had a negative impact.
  - Non-transit revenues are $3.1 million above budget through May. Metro received a one-time insurance payment in the second quarter that boosted non-transit revenues, and positive performances in fiber optic and advertising revenues have been partially offset by a negative variance in joint development lease revenue.

**Operating Expenses**

May year-to-date operating expenses are favorable to budget by $14.6 million or 1.0 percent.

**Salaries and Wages**
- Salaries and Wages are favorable year-to-date by $5.9 million or 1.0 percent, primarily due to Authority-wide vacancy levels. The vacancy rate at the end of April was 9.2 percent. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.
- Year-to-date overtime through April is $1.1 million lower than the same period last year. Year-to-date overtime is $15.8 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage,
leave coverage, and special events.

- Fringe benefits are $8.8 million over budget year-to-date, of which $2.3 million is the result of higher than expected D.C. workers’ compensation assessment costs (due to the unpredictability of the assessment billing, it is difficult to anticipate payments); $4.8 million of the unfavorability is due to a higher allocation for fringe benefits from overages in operating labor; and $1.7 million is due to higher than projected defined contribution pension cost due to the Local 2 settlement.

Materials and Supplies

- Materials and Supplies are $15.5 million unfavorable year-to-date mainly due to a $12.2 million negative variance associated with the maintenance on the 2K, 3K and 5K railcars, and Bus overruns of $7.2 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Financial Services (CFO), Communications (CSCM) and Safety (SAFE).

Services

- Services expenses are $25.6 million favorable year-to-date due in part to lower than anticipated expenses related to a contract closeout in the Safety Department (SAFE), which is favorable by $6.0 million. Other contributors to favorability include the timing of various contract actions: a Treasury contract settlement of $4.0 million; Transit Infrastructure and Engineering Services (TIES) contracts of $5.3 million, which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT); contract services procurements for DGMO of $2.1 million; Bus Services (BUS) contracts of $1.4 million; CSCM contracts of $1.0 million; and the reversal of a contract accrual in Access Services (ACCS).

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by $21.7 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro’s hedges, the 6 month CNG tax credit, and a delay in the Silver Line service. Of the variance, approximately $5.3 million is due to price favorability, $12.7 million is due to lower volume, $0.7 million due to favorability in other lubricants and $0.8 million due to the CNG credit. The Silver Line service favorability of $2.9 million is included in the rate and volume variance above. The CNG tax credit incentive program was not extended by the U.S. Congress after December 2013; therefore, the monthly accrual of $0.3 million has been dropped for the remainder of the fiscal year.

Capital Program

Metro has invested $593 million of the $996 million FY2014 Capital Improvement Program (CIP) budget through May, which is $59 million less than was invested in the same period last year. This decline is partially the result of the new bus contract, which provides for full payment upon acceptance of buses instead of periodic milestone/progress payments. All figures below are year to date:

Grant Closure

- As of the end of May, Metro has closed 17 Federal Transit Administration (FTA) grants in FY2014.

Bus Acquisition

- As of the end of May, 11 new forty-foot hybrid-electric buses have been received under the current multi-year contract. The total order for FY2014 is 85 buses to replace current vehicles at the end of their useful life. Metro has also purchased 35 acres of land at Andrews Federal Campus in District Heights to build a replacement facility for Southern Avenue bus garage.

Access Vehicle Replacement

- As of the end of May, 79 replacement vans have been received (out of 120 under contract) and 30 are in service.

Escalator and Elevator Rehabilitation and Replacement

- Twenty-one out of 33 planned escalator rehabilitations are complete and seven in progress. Seven out of 10 escalator replacements are complete and three are in progress.
- Twelve out of 19 planned elevator rehabilitations are complete and two are in progress.

Station Rehabilitation and Lighting Improvements

- Nine of the 12 planned full station enhancement projects are complete and three are in progress. Nine of the 12 planned mini station enhancements are complete and three are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25
• Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at 24 stations. The remaining 23 stations are expected to be completed by 2015.

**Track Rehabilitation**

• In FY2014, Metro has performed rehabilitation on 33.62 of the planned 40 miles of track, welded 653 open weld joints, rehabilitated 7,748 linear feet of grout pads, repaired 2,336 leaks, and replaced 12.17 miles of running rail, 3.67 miles of third rail, 12,686 cross ties, 28,708 fasteners, 7,687 insulators, 31 yard turnouts, 10 mainline turnouts, and 1,705 safety signs.

**Benefits to Customers**

• *Testing of new 7000-Series railcars:* The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Metro plans to accept and test 64 new 7000-Series railcars associated with required expansion of the fleet to support the Silver Line in FY2015. The first 7000-Series railcars to replace the existing 1000 Series railcars are planned to be delivered to Metro at the end of FY2015.

• *Replacing Metro’s existing fare collection system:* The new state-of-the-art system will enable customers to continue to use their SmarTrip cards while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications. Work on the pilot program is now underway and is scheduled to be completed at the end of FY2015.
REVENUE AND RIDERSHIP

May FY2014

REVENUE (in Millions)

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<td>78</td>
</tr>
<tr>
<td>Jun</td>
<td>79</td>
<td>79</td>
<td>79</td>
</tr>
</tbody>
</table>

RIDERSHIP (trips in Thousands)

MTD

<table>
<thead>
<tr>
<th>Rider Type</th>
<th>May-FY2013</th>
<th>May-FY2014</th>
<th>Variance FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>18,489</td>
<td>18,072</td>
<td>-2.3%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>11,889</td>
<td>11,809</td>
<td>-0.7%</td>
</tr>
<tr>
<td>System Total</td>
<td>30,562</td>
<td>30,072</td>
<td>-1.6%</td>
</tr>
</tbody>
</table>

YTD

<table>
<thead>
<tr>
<th>Rider Type</th>
<th>FY2013</th>
<th>FY2014</th>
<th>Variance FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>191,025</td>
<td>185,804</td>
<td>-2.7%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>121,040</td>
<td>122,888</td>
<td>1.5%</td>
</tr>
<tr>
<td>System Total</td>
<td>313,929</td>
<td>310,632</td>
<td>-1.1%</td>
</tr>
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</table>

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

<table>
<thead>
<tr>
<th>Month</th>
<th>Rail Budget</th>
<th>Rail Actual</th>
<th>Bus Budget</th>
<th>Bus Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>19.8</td>
<td>19.4</td>
<td>11.6</td>
<td>11.6</td>
</tr>
<tr>
<td>Aug</td>
<td>18.3</td>
<td>18.0</td>
<td>14.9</td>
<td>14.9</td>
</tr>
<tr>
<td>Sept</td>
<td>17.9</td>
<td>17.2</td>
<td>16.2</td>
<td>16.2</td>
</tr>
<tr>
<td>Oct</td>
<td>18.7</td>
<td>15.9</td>
<td>14.7</td>
<td>14.7</td>
</tr>
<tr>
<td>Nov</td>
<td>17.6</td>
<td>15.2</td>
<td>10.5</td>
<td>10.5</td>
</tr>
<tr>
<td>Dec</td>
<td>16.2</td>
<td>14.4</td>
<td>9.6</td>
<td>9.6</td>
</tr>
<tr>
<td>Jan</td>
<td>19.1</td>
<td>19.5</td>
<td>11.4</td>
<td>11.4</td>
</tr>
<tr>
<td>Feb</td>
<td>20.6</td>
<td>18.1</td>
<td>11.8</td>
<td>11.8</td>
</tr>
<tr>
<td>Mar</td>
<td>15.5</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
</tr>
<tr>
<td>Apr</td>
<td>20.4</td>
<td>11.2</td>
<td>11.2</td>
<td>11.2</td>
</tr>
<tr>
<td>May</td>
<td>19.5</td>
<td>11.4</td>
<td>11.4</td>
<td>11.4</td>
</tr>
<tr>
<td>Jun</td>
<td>18.1</td>
<td>11.5</td>
<td>11.5</td>
<td>11.5</td>
</tr>
</tbody>
</table>
### CIP EXPENDITURES ($ in Millions)

**Cumulative Monthly Expenditures**

<table>
<thead>
<tr>
<th>Month</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2014 Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>996</td>
</tr>
<tr>
<td>FY2013 Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>845</td>
</tr>
<tr>
<td>Cumulative Monthly Expenditures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>593</td>
</tr>
<tr>
<td>% Exp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60%</td>
</tr>
</tbody>
</table>

### FY2014 USES OF FUNDS ($ in Millions)

<table>
<thead>
<tr>
<th>Budget</th>
<th>Forecast</th>
<th>Expended</th>
<th>% Exp.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2014 CIP</td>
<td>$996</td>
<td>$845</td>
<td>$593</td>
</tr>
<tr>
<td>Safety &amp; Security</td>
<td>10</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>ARRA</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Reimbursable</td>
<td>69</td>
<td>69</td>
<td>46</td>
</tr>
<tr>
<td>Total</td>
<td>$1,079</td>
<td>$928</td>
<td>$647</td>
</tr>
</tbody>
</table>

### FY2014 PLANNED SOURCES OF FUNDS ($ in Millions)

<table>
<thead>
<tr>
<th>CIP</th>
<th>Planned</th>
<th>Received*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Reimbursement</td>
<td>$476</td>
<td>$27</td>
</tr>
<tr>
<td>State and Local</td>
<td>345</td>
<td>345</td>
</tr>
<tr>
<td>Other Sources/Rollover</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$845</td>
<td>$397</td>
</tr>
<tr>
<td>Safety &amp; Security</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>ARRA</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Reimbursable</td>
<td>69</td>
<td>11</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$83</td>
<td>$22</td>
</tr>
<tr>
<td>Total</td>
<td>$928</td>
<td>$419</td>
</tr>
</tbody>
</table>

*Received sources planned to be used for the FY2014 CIP
TO: Chairman Smedberg and NVTC Commissioners

FROM: Commissioner Dyke

DATE: August 4, 2014

SUBJECT: DRPT Update

General Update
The CTB was updated on DRPT’s FY15 Business Plan and the draft financial report for period ending June 30th on July 16. Both documents are available on the CTB website. The final June 30th financial report was transmitted to the CTB at the end of July and will be available on the DRPT website. While overall DRPT had an unobligated balance of $102.6 million, the Mass Transit Trust Fund finished FY2014 with an estimated $10.5 million deficit due to lower than projected revenues.

DRPT’s Business Plan is a complement to its FY2015 budget and is essentially a work plan that describes how DRPT will accomplish its strategic goals for the upcoming year. It includes 31 initiatives for FY2015. Major projects in the NVTC service area include continued advancement of the Dulles Corridor Metrorail Project Phase II, design for Route 1 Multimodal Alternatives Analysis recommendation in Fairfax and Prince William counties, advance project readiness for Virginia rail projects in the I-95 Southeast High Speed Rail Corridor and collaborate with transit providers to implement I-95 Transit and TDM Plan recommendations. Major statewide projects include develop and implement a comprehensive marketing plan for passenger rail service, develop and implement marketing plan for Try Transit Week and Telework Week and implement the Multimodal System Design Guidelines.

The final FY2015-FY2020 $13.1 billion Six Year Improvement Program (SYIP) was approved by the Commonwealth Transportation Board (CTB) on June 18. The $3.2 billion transit SYIP is posted on DRPT’s website. The FY2012-2015 State Transportation Improvement Plan (STIP), which was approved by the Federal Transit Administration (FTA) on June 24, is also posted on DRPT’s website.

DRPT has transmitted project templates and agency letters for NVTC jurisdictions that are grantees. Jurisdictions have been asked to submit letters to DRPT appointing NVTC as its agent in all matters pertaining to the administration of financial grants including executing grant agreements in the On-
Line Grant Administration (OLGA) system. Two of five jurisdictions have returned their signed agency letters.

**FY2015 WMATA Funding**

DRPT has executed project agreements with NVTC for WMATA operating assistance, Metro Matters and jurisdictional debt service, Project Development and Tiers 1-3 Capital Improvement Programs.

DRPT has submitted a draft agreement to WMATA based on the existing PRIIA agreement to account for the state’s portion of the $25 million for projects in the WMATA 2025 program. The agreement is still under review by WMATA counsel and has not been executed.

**I-66 Corridor Improvements**

VDOT, DRPT and the Office of Transportation Public Private Partnerships (OTP3) held a project kickoff meeting on July 17 at the NoVA District office. DRPT is participating in a collaborative interagency working group with VDOT and OTP3 that is overseeing the preparation of the Tier 2 Environmental Impact Statement (EIS), anticipated for the end of 2015 with construction projected to begin in 2017. The Tier 2 study is incorporating recommendations from DRPT’s 2009 I-66 Transit/Transportation Demand Management (TDM) study. It will advance recommendations from that study for a Rapid Bus Service designed to maximize corridor capacity and include park and ride lots with direct access to express lanes.

**Route 1 Multimodal Alternatives Analysis**

The draft Environmental Scan and Right of Way (ROW) Appendix were submitted in June and comments from both Fairfax and Prince William counties were received by July 18. DRPT began work on additional traffic analysis for the Metrorail supportive development scenario this month. The evaluation of the alternatives that began in April will be completed this summer and an implementation approach will be developed for the full program of projects. The Executive Steering Committee, Technical Advisory Committee and Citizen Involvement Committee meetings have been delayed until September and the public meetings have been scheduled to take place in October in order to accommodate additional stakeholder meetings, incorporate the additional traffic analysis, develop the implementation approach and develop additional visualizations of future land use scenarios.

**Rail**

Procurement for Richmond Area to Potomac Segment (RAPS) Tier II EIS consultant team continues to progress. The Tier II EIS is expected to be completed within a 36 month timeframe. DRPT has assigned dedicated DRPT staff to the project, including one project manager and two deputy project managers to oversee the study.