



MONTHLY COMMISSION MATERIALS

February 2017

MEETING OVERVIEW – February 2, 2017

NVTC's Richmond Meeting – Start time 4:00 P.M.

Action items include:

- **Minutes of January 5th NVTC Meeting**
- **Approval of the FY2018 State Transit Assistance Applications**
- **Authorization to Sell Seven VRE Legacy Gallery Railcars**

Highlights of the meeting include the following:

- **Presentation by CTB Member Marty Williams, Chair of the Transit Capital Project Revenue Advisory Board**
- **Update on Metro Safety Commission Legislation and other General Assembly Legislation**
- **WMATA Board Report**
- **VRE Report**

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****Please Note Different Location and Time****

**NVTC COMMISSION MEETING
THURSDAY, FEBRUARY 2, 2017
Patrick Henry Building, East Reading Room (1035)
1111 E. Broad Street, Richmond, VA 23219**

4:00 P.M

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the January 5, 2017 NVTC Meeting**
3. **ACTION ITEM: Approve Resolution #2332: FY2018 State Transit Assistance Applications**
4. Presentation by Marty Williams, Commonwealth Transportation Board Member and Chairman of the Transit Capital Project Revenue Advisory Board
5. Department of Rail and Public Transportation Report
 - A. DRPT Report
 - B. Metro Safety Commission
6. Virginia Railway Express Report
 - A. VRE CEO Report and Minutes
 - B. ACTION ITEM: Resolution #2333: Authorize the VRE CEO to Execute an Agreement for the Sale of Seven Legacy Passenger Railcars**
7. Washington Metropolitan Area Transit Authority Report
 - A. Board of Directors Report
 - B. Committee Reports
 - C. Other WMATA News
 - D. Virginia Ridership and Parking Facility Utilization
 - E. Schedule of Upcoming Board Decisions
8. Executive Director Report
 - A. Executive Director Newsletter
 - B. NVTC Financial Items

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**MINUTES
NVTC COMMISSION MEETING – JANUARY 5, 2017
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 7:35 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
Adam Ebbin
Jay Fisette
John Foust
Libby Garvey
Catherine Hudgins
David LaRock
James LeMunyon
Matt Letourneau
Tim Lovain
Jeff McKay
Ron A. Meyer
J. Randall Minchew
David Snyder
Jennifer Wexton

Members Absent

David Albo
Jeff Greenfield
Paul Smedberg

Staff Present

Karen Finucan Clarkson
Jen Deci
Andrew D'huyvetter
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Kate Mattice
Aimee Perron Siebert
Doug Allen (VRE)
Paul Dean (VRE)
Joe Swartz (VRE)

Minutes of the December 1, 2016 NVTC Commission Meeting

Mr. Meyer moved, with a second by Mr. Corcoran, to approve the Minutes of the December 1, 2016 NVTC Commission Meeting. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

Minutes of the December 12, 2016 NVTC-PRTC Joint Legislative Briefing

Mr. McKay moved, with a second by Mrs. Bulova, to approve the Minutes of the December 12, 2017 NVTC-PRTC Joint Legislative Briefing. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Fisette, Hudgins, Lovain and McKay. Commissioners Dorsey, Foust, LaRock, LeMunyon, Letourneau, Meyer, Minchew, Snyder and Wexton abstained.

Annual Leadership and Government

Election of 2017 Officers. Chairman Fisette reported the Nominating Committee recommends the following slate of officers for 2017:

Jeff McKay, Chairman
Paul Smedberg, Vice-Chairman
Matt Letourneau, Secretary-Treasurer

Chairman Fisette asked for any other nominations and there were none. Chairman Fisette moved, with a second by Ms. Cristol, to approve the recommended slate of officers. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

Chairman Fisette also announced that the Arlington County Board has appointed Libby Garvey to replace him on NVTC. On behalf of the Commission, he welcomed Ms. Garvey to NVTC.

Chairman Fisette administered the oath of office to Mr. McKay and Mr. Letourneau, as new officers, and Ms. Garvey, as a new Commissioner.

Commendation of 2016 Chairman. Chairman McKay recognized Mr. Fisette's outstanding service in 2016 as NVTC's Chairman. Under his leadership, NVTC had many milestones including approval and funding of the initial 10 projects under Transform 66 Multimodal, oversight of WMATA and the immediate response to the SafeTrack maintenance effort, which allowed local transit providers to rapidly deploy alternatives to Metrorail; adoption of a Regional Bus Agenda that will improve the quality, accessibility, efficiency, safety, and financial performance of Northern Virginia's bus systems; development of emergency response plans for Northern Virginia's Metrorail stations to ensure the safe evacuation of passengers in times of crisis; maintenance of NVTC's high

standards of financial management and stewardship of public dollars; and continued strengthening of NVTC's management capacity.

Chairman McKay moved, with a second by Mrs. Bulova, to approve the resolution of commendation for Chairman Fisette's leadership in 2016. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

Chairman McKay presented a copy of the resolution and a "NVTC: Voice of Transit" award trophy to Mr. Fisette as a token of appreciation for his leadership. Mr. Fisette thanked the Commission and then left the meeting.

Senator Ebbin arrived at 7:39 P.M.

Board and Committee Appointments. Chairman McKay announced Ms. Cristol has agreed to co-chair the Legislative and Policy Committee and Mr. Cook has agreed to chair the newly created Governance and Personnel Committee, which will be charged with the executive director evaluation process. Commissioners wishing to participate in these committees should contact the committee chairs.

Chairman McKay stated he is looking forward to the year ahead and if Commissioners have any ideas, suggestions, concerns or comments that will help to improve NVTC as the voice for transit, to contact him.

Chairman McKay then reviewed the Committee and Board appointments:

NVTC EXECUTIVE COMMITTEE

Jeff McKay, Chairman
Paul Smedberg, Vice-Chairman/WMATA Board
Matt Letourneau, Secretary-Treasurer
Jim Corcoran, WMATA Board
Christian Dorsey, WMATA Board
Catherine Hudgins, WMATA Board
Randy Minchew, General Assembly
Sharon Bulova, Fairfax Co. Board Chair

NVTC GOVERNANCE AND PERSONNEL COMMITTEE

John Cook, Chairman

NVTC'S WMATA BOARD OF DIRECTORS

Principals:	Alternates:
Jim Corcoran	Christian Dorsey
Catherine Hudgins	Paul Smedberg

NVTC LEGISLATIVE & POLICY COMMITTEE

Katie Cristol, Co-Chair
Jeff Greenfield, Co-Chair
Catherine Hudgins
Matt Letourneau
Paul Smedberg
Dave Snyder
Senate: Jennifer Wexton
House: (vacant)

NVTC'S VRE OPERATIONS BOARD

Principals:	Alternates:
Sharon Bulova	Jeffrey McKay
John Cook	
Katie Cristol	Libby Garvey
Paul Smedberg	

NVTC'S VTA BOARD OF DIRECTORS

Principals:	Alternates:
David Snyder	Katie Cristol
Kate Mattice	Jeffrey McKay

Ms. Bulova moved, with a second by Mr. Letourneau to approve Resolution #2329 approving the Board appointments. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

Signatories and Pension Trustees. Ms. Bulova moved, with a second by Mr. Letourneau, to approve Resolution #2330, which adds Mr. Letourneau as the newly elected Secretary-Treasurer as a signatory and pension trustee. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

Public Comment on NVTC's FY2017-2018 Work Plan

Ms. Mattice gave an overview of NVTC's FY2017-2018 Work Plan, which is a guiding document for NVTC staff to support the mission of the Commission. It identifies specific programs, projects and tasks that NVTC staff intent to perform during January 2017 through June 2018.

Chairman McKay opened the meeting for public comment. The following persons provided oral testimony:

- Nancy Smith, Northern Virginia Transportation Alliance, McLean, Virginia
- Kelsey Crane, Sierra Club Virginia Chapter
- Stu Whitaker, Transitters, Fairfax, Virginia

All three speakers also provided their testimony in writing, which is attached and included as part of the official minutes.

Chairman McKay thanked the speakers for their comments and closed the public comment period.

NVTC FY2018 G&A Budget

Chairman McKay noted the proposed budget was provided to Commissioners in December as an information item and reviewed by jurisdiction staff and approved by the Executive Committee. It is a budget that reflects the resources needed to accomplish NVTC's Work Plan, but also the fiscal reality the region is facing. Total expenses increase by 1.7 percent compared to the FY2017 budget.

Mr. Dorsey moved, with a second by Ms. Bulova, to approve the FY2018 G&A Budget. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton. Delegate LeMunyon voted no.

Department of Rail and Public Transportation

DRPT Report. Chairman McKay stated DRPT Director Mitchell was unable to attend the meeting. He encouraged Commissioners to read the written DRPT Report.

Metro Safety Commission. Ms. Mattice reported that Delegate LeMunyon has agreed to patron the Metro Safety Commission legislation on the House side and Senator Baker will sponsor it on Senate side. The District of Columbia voted to approve the legislation in December. The Maryland General Assembly is expected to vote on identical legislation during its 2017 session.

I-395 Transit/TDM Study Final Report. Todd Horsley of DRPT gave a presentation on the final report of the I-395 Transit/TDM Study. He stated that the study is in its final approval stages at DRPT and the Secretary of Transportation. The full study will be made available to the public later this month. The Commonwealth has committed that at least \$15 million will be provided annually through toll revenues for multimodal improvements in the corridor, with an annual inflation rate. Some portion of any revenue sharing in excess revenues received by VDOT will be provided for transit and TDM purposes.

Mr. Horsley reviewed the methodology of the study, which resulted in the development of a list of transit and TDM projects totaling \$6.6 billion in needs. Investment in the full \$6.6 billion would support growth and increase, including peak period transit throughput by 45 percent; total peak period transit trips by 49 percent; and transit mode share from 18.7 percent to 21.9 percent for work trips.

Mr. Horsley reviewed the next steps, which include the Commonwealth determining what organization will be chosen to administer the toll revenues for the transit/TDM projects. The Secretary of Transportation has committed that local decision makers will play a role in these decisions. Toll revenues will begin to be collected in 2019 and the initial program will be submitted to the Commonwealth Transportation Board in 2020. Mr. Horsley recognized Jay Evans, of the Cambridge Systematics consulting team, and Tim Roseboom of DRPT, for their work on the study.

Washington Metropolitan Area Transit Authority

Chairman McKay noted a proposed letter was prepared for Commission discussion regarding NVTC testimony on WMATA's FY2018 budget. Ms. Mattice reviewed proposed changes to the letter, which include the acknowledgement that the jurisdictions understand the need for a reasonable increase for this year's budget, but are concerned about the proposed out-year subsidies. Mrs. Bulova observed that wording change reflects that the jurisdictions are supportive of the need, but acknowledges that future funding needs can't keep cutting into other fiscal responsibilities of the local governments.

Mr. Snyder moved, with a second by Mrs. Bulova, to authorize the Chairman to submit the amended letter to WMATA.

Chairman McKay stated the focus of the letter is to go on record that there is significant jurisdictional concern about the ability to continue compounding year after year of budget

increases. Mr. Dorsey observed that this is a reality for the other WMATA jurisdictions as well. Ms. Hudgins stated that there is an understanding for the need for additional revenue but the question is how best to make these long-term funding commitments when localities have limited resources.

Delegate Minchew stated that management and labor costs are of concern to several Commissioners. There are two categories of labor costs—those that can be addressed without changing the Metro Compact and those that would need Compact changes. He expects there will be a robust discussion at the General Assembly, especially considering Delegate LeMunyon's Metro Safety Commission legislation. He suggested Chairman McKay address the labor issues in his remarks during his testimony. Chairman McKay observed that this is consistent with previous remarks to WMATA and he acknowledges it is a challenge. Mr. Corcoran stated there have been discussions at the Board level. The General Manager has reduced WMATA's work force by 1000 employees, which will help to right size the organization.

The Commission then voted on the amended testimony. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton. Delegate LaRock voted no and Delegate LeMunyon abstained.

Delegate LeMunyon stated he provided a chart comparing costs between WMATA and other transit systems. He stated his hope is that WMATA identifies what is a financial success, because if it doesn't know where it is going, it will never get there. He has been asking WMATA if it can be as good as the four comparable systems and if not why not.

Delegate LeMunyon left the meeting at 8:30 P.M. and did not return.

Commissioners discussed WMATA labor costs following a question from Mr. Foust. Mr. Dorsey explained that the FY2018 budget increased by two percent compared to the previous year. The budget includes a \$30 million reduction in salaries and wages, \$4 million increase in overtime, and benefit costs remain flat. As it relates to other systems, WMATA has some unique characteristics and challenges, including an underground system, unique escalators, and water penetration issues especially on the Red Line, which all contribute to making WMATA different. The question is to what extent does this uniqueness drive costs.

In response to a question regarding overtime costs, Mr. Dorsey stated there is proposed increases in staff overtime by \$4 million. Contract work has increased but the Board has already received verbal assurances that contractors are not replacing full time employees. The WMATA Board has asked for additional data.

Ms. Garvey asked if WMATA is seeking more federal funding for Metro. Mr. Corcoran stated WMATA has hired former Virginia Congressman Tom Davis, to work on securing more federal funding.

Mr. Letourneau stated that in regards to Delegate LeMunyon's chart, he understands the complexities of comparing WMATA to other systems, but he would like to have a future discussion on the differences in operating expenses, such as per vehicle revenue mile,

etc., as well as what WMATA's goals are in these areas. Mr. Foust also asked for information about labor costs per hour for each jurisdiction per classification. Mr. Dorsey stated that there is already a benchmarking study that can be shared. Mr. Corcoran stated that WMATA's labor rate is not out of line compared to other systems. It is the labor expense that is higher in comparison.

Ms. Cristol asked about WMATA's Select Pass and Mr. Dorsey gave some highlights about the pass, which has proven to be a positive initiative for WMATA. Mr. Corcoran also briefly reviewed the Back2Good program, which will be WMATA's ongoing routine maintenance program once SafeTrack is completed.

Virginia Railway Express

VRE CEO Report. Mr. Allen stated safety and security is VRE's number one priority. He reported that there was an accident tonight in Clifton when a train clipped a vehicle. There were no injuries. Mr. Allen stated that this shows why it is so important for VRE to train first responders to be able to respond to these types of incidents. VRE trained emergency responders in Fredericksburg last month. He reported overall on-time performance (OTP) for the month of November was 85 percent with average daily ridership remaining strong at 19,500.

Mr. Allen gave some highlights of recent VRE events, including the Marine Corps Toys for Tots Campaign, VRE Santa Trains, and a tour of the Spotsylvania Station and yard with Senator Tim Kaine.

Mr. Allen reminded Commissioners that the Virginia Transit Association (VTA) is holding its annual legislative reception for General Assembly members at the Main Street Station in Richmond on January 23rd. VRE is coordinating with VTA and CSX to provide a train to view and board at the event.

Mr. Allen gave an update on the Gainesville-Haymarket Extension Study. Prince William County asked the Operations Board to defer action on a recommended alternative to give the county more time to review the alternatives.

VRE's Revised FY2017 Budget and Recommended FY2018 Budget. Mrs. Bulova reported that the Operations Board recommends the Commission approve the Revised FY2017 and Recommended FY2018 VRE Operating and Capital Budgets and subsequent referral to the jurisdictions. The recommended FY2018 VRE budget totals \$133.4 million and includes a proposed three percent fare increase and no jurisdictional subsidy increase.

Mrs. Bulova moved, with a second by Mr. Cook, to approve Resolution #2331, which will approve the VRE budgets. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Minchew, Snyder and Wexton.

2017 VRE Operations Board Officers. At its December 16th meeting, the VRE Operations Board selected the following officers for 2017. Installation of the new officers will take place on January 27, 2017.

Chairman:	Paul Smedberg (NVTC)
Vice-Chairman:	Maureen Caddigan (PRTC)
Secretary:	Katie Cristol (NVTC)
Treasurer:	Paul Milde (PRTC)
Immediate Past Chair:	Gary Skinner (PRTC)

Report of the Legislative and Policy Committee

Chairman McKay gave an update on the NVTC-PRTC Joint Legislative Briefing in Springfield on December 12th. It was another successful event with approximately 100 attendees. He also reported the Legislative and Policy Committee met earlier tonight to discuss the upcoming General Assembly Session. The Metro Safety Commission legislation will be NVTC's primary focus this year but next year the focus will be on the expiration of the state capital bonds.

Chairman McKay reminded Commissioners that the next NVTC meeting will be held on February 2nd in Richmond at 4:00 P.M. at a new location in the Patrick Henry Building. Marty Williams, a CTB member and chair of the Transit Capital Revenue Advisory Board, has agreed to speak.

Chairman McKay stated the pre-filing deadline for legislation for the 2017 General Assembly Session is January 11th. Ms. Cristol noted that NVTC has a big year ahead with legislative and policy issues. The next Legislative and Policy Committee will have an update on TSDAC and the Transit Capital Revenue Advisory Board and a discussion of how to shape the vision and case for transit. She encouraged Commissioners to participate and welcomed them to join the committee. Mr. Snyder asked that NVTC also focus on the gas tax floor issue.

Executive Director Report

Ms. Mattice reported that she has signed the amended Memorandum of Agreement for the Transform 66 Project. She also announced that the new Gainesville to Pentagon OmniRide service began on December 12th. This is the first of the Transform 66 Inside the Beltway Multimodal components to begin service.

WMATA reached agreement with Cubic for the farebox/DCU technical work to replace obsolete farebox hardware and software. NVTC is working with the Northern Virginia bus systems to implement upgrades to fareboxes. NVTC is also coordinating on a solution for off-board payment technologies for Metroway and for future BRT in the region. She also reminded Commissioners that there are three more SafeTrack surges in Virginia in the coming months.

Mr. Snyder thanked the members of the public for their comments on the Work Plan. He also asked for an update on Positive Train Control at a future meeting.

Adjournment

Ms. Garvey moved, with a second by Mr. Corcoran, to adjourn the meeting. Without objection, Chairman McKay adjourned the meeting at 9:04 P.M.

Approved this 2nd day of February 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer

Statement to Northern Virginia Transportation Commission on 2017-2108 NVTC Work Plan

Nancy H. Smith, Northern Virginia Transportation Alliance

January 5, 2017

- The Alliance would first like to make a few observations on the 2017-2018 work plan:
 - The Commission's Work Plan appears to be long on programs/ action items but short on actual priorities.
 - We believe that the Plan would be more meaningful, and perhaps easier to understand by the public, if it identified which programs/actions the Commission considers to be its most important priorities. In other words, which initiatives the Commission considers most important to fulfilling its mission or by which success in the coming year will be measured. Some actions/initiatives need to be considered more important than other.
 - In that vein, it also would be helpful to know what actions/programs in recent years the Commission considers to have made the greatest difference in improving transit in the region.
 - As the region's transit body, the regional nature of this plan, and the extent to which its work impacts/improves regional transit, is not necessarily apparent. Prioritization may help in that regards.
- The Alliance would also like to make some suggests for additions to the Work Plan:
 - We suggest that the Commission assign high priority to identifying those improvements and services most essential to implementing a regional express bus network, such as making recommendations as to how existing and soon to be constructed I-66, I-95/395, I-495 and Dulles Corridor express lanes could be used to provide a regional express bus network and what other improvements and missing links would be the most important to supplement such a network. Billions have been invested to create Express Lanes around the region to form the basis of such a network and billions more are in the pipeline. Goal should be to have a regional Express Bus system plan in place by the time I-66 corridor improvements become operational (and maximizing and complementing the multi-modal investments currently underway in the I-66 inside the Beltway corridor).
 - To that, we also suggest that you assign high priority to development of I-66 inside the Beltway multi-modal improvements performance metrics to ensure corridor's transit dollars are best invested.
 - Finally, we believe that the work plan should so acknowledge support for the necessary reforms to the WMATA Compact and personnel policies needed to ensure that WMATA has the ability to institute reforms necessary to restore Metro to a world class status system.

January 05, 2017

Sierra Club Virginia Public Comment on NVTC's FY2017-FY2018 Work Plan

Good Evening Commissioners. Thank you for the opportunity to comment on the Northern Virginia Transportation Commission's 2017 work plan. My name is Kelsey Crane and I represent the Virginia Chapter of the Sierra Club. Thank you for your leadership in support of transit in northern Virginia. In looking at the state of transportation in Northern Virginia, our 15,000 members of which 7,000 reside in Northern Virginia see a lot of opportunity to move forward transit projects that will provide a more interconnected region with more reliable access to jobs, and attract the next generation companies and workers. An expanded and efficient transit network will offer greater environmental and economic sustainability, and healthier and happier residents.

We support the proposed work plan, particularly the focus on making the case for transit, for addressing major shortfalls in funding for transit, and in advancing new transit projects. In order to keep up with population demand and effectively maintain an economically and environmentally sustainable transportation system, Northern Virginia must be avidly searching for funding solutions for transit. The priorities should be identifying sources in Virginia of funding for Metro, and new transit corridors on Route 1 and Route 7 through BRT.

Transportation is vital to our economy and quality of life. But it is also the main factor in U.S. oil dependence, air pollution and is responsible for more than a quarter of climate disrupting GHG emissions. According to a 2011 study on Greenhouse Gas Emissions from U.S. Transportation by the Center for Climate and Energy Solutions, "Without shifts in existing policies, the U.S. transportation sector's GHG emissions are expected to grow by about 10 percent by 2035."¹ Effective and responsible transportation planning cannot happen independent of the environmental impacts. One of the best ways to improve air quality, and reduce demand on the roads, is to provide effective public transportation. To fully maximize economic, environmental

¹ Reducing Greenhouse Gas Emissions from U.S. Transportation <http://www.c2es.org/docUploads/reducing-transportation-ghg.pdf>

and public health benefits, regional and state transportation funding decisions should prioritize expanded access to transit.

Expanding access and improving reliability of existing public transportation options in Northern Virginia, along with effectively connecting these to pedestrian and bicycle systems gives individuals affordable, energy efficient choices that reduce impact on the environment and is necessary to keep up with demand in the region. Households that use public transportation save an average of more than \$8,000 every year — even more as the price of fuel rises. Use of public transportation has been proven particularly effective in meeting peak hour demand, meaning less fuel and time wasted in traffic. Commute time is of equal concern as environmental impact for residents, since it is so directly related to quality of life. An additional 226,000 vehicles would crowd the highways in Northern Virginia during rush hour if Metrorail did not exist² and every bus full of passengers removes 40 cars from traffic.

There are also long-term green jobs for Virginians in public transportation, and Northern Virginia can take the lead on national economic trends. The United States can create and support 1.3 million new green jobs within the next two years by implementing \$47.8 billion in supplemental transit capital projects, according to a transit needs estimate by the American Public Transportation Association. Every \$1.25 billion investment in the nation's transportation infrastructure supports approximately 35,000 jobs and every \$10 million in capital investment in public transportation can return up to \$30 million in business sales alone.³

Transit is critical to the economic and environmental future of Northern Virginia, and NVTC is both the expert agency and champion we need to ensure our transit systems are adequately funded, well-planned, and operated as an efficiently interconnected system. We need the NVTC to advance this work plan and to succeed in winning the funding needed for a world-class transit network. Thank you for your time and attention this evening.

² Virginia Transit Association "Public Transit Helps the Environment" http://vatransit.com/content.php?page=Benefits_for_the_Environment

³ American Public Transportation Association "Public Transportation Gets Our Economy Moving" http://www.apta.com/gap/policyresearch/Documents/facts_economic_09.pdf

My name is Stuart Whitaker. I live in Fairfax County and am the founder of a transit user's group called Transitters. I have the following comments concerning NVTC's Work Plan.

1. Goals are important to set and important to work toward. In the private sector, maximizing shareholder value is a common goal that has served to focus companies' efforts.

The TPB established its mission and goals twenty-five years. Goal 1 states the "Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region."

NVTC's goal 1 is "Increase the capacity of the regional transit network by expanding and improving the quality, coverage, and frequency of new and existing systems, including Metro, VRE and new transit services."

While the TPB's primary goal is to serve people, NVTC's goal is to build infrastructure. These are not the same and will lead to different decisions. For instance, building the Silver Line is consistent with NVTC's goal of increased capacity, but not TPB's goal of serving everyone in the region. I believe NVTC should focus on people rather than capacity and that these different goals should be unified. One can't serve NVTC and TPB as long as these goals are different.

2. Performance measures are important, but the ones identified here don't reflect an understanding of public transit.

- The plan proposes to measure bus run time during peak periods, but people take buses during peak as well as off peak periods.
- People choose to either drive or take transit based on cost and time, so it doesn't matter whether a bus runs every minute -- if the bus takes three times as long as driving and if parking is free, people will drive.
- The plan proposes to measure jobs accessible within 30 minutes, but without a comparison to driving times and cost, jobs within 30 minutes is meaningless.

The measures need to be revised.

3. The Title VI Civil Rights Compliance section of this plan says that NVTC will find various groups, consider their viewpoints, encourage their participation, and translate materials into other languages. What it doesn't ever say is that NVTC will serve their transportation needs -- that is a fundamental error.

4. The plan proposes a close relationship with industry groups VTA and APTA. NVTC should not represent industry, it should represent the people. My group, Transitters, represents transit users. I believe NVTC should participate in analysis and dialogs with Transitters and other transit and community groups.



RESOLUTION #2329

SUBJECT: Selection of NVTC Representatives to Various Boards

WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE) and the Virginia Transit Association (VTA);

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards;

WHEREAS: Secretary Aubrey Layne designated James Corcoran to be the Secretary's designee on NVTC and the WMATA Board to fill the unexpired term of James W. Dyke, Jr., which expires January 9, 2018 and that appointment became effective February 1, 2015;

WHEREAS: Paul C. Smedberg was appointed to the WMATA Board for a four-year term which expires January 2, 2020; and

WHEREAS: James Corcoran and Paul C. Smedberg will continue to serve their terms on the WMATA Board.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as Principals and Alternates to the WMATA Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2017 and their recommendations for members of the various boards:

WMATA Board:

Principals

James Corcoran
(term expires 01/09/2018)

Catherine Hudgins
(term expires 01/05/2021)

Alternates

Christian Dorsey
(term expires 01/09/2019)

Paul Smedberg
(term expires 01/02/2020)

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2016 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Sharon Bulova
John C. Cook
Paul Smedberg
Katie Cristol

Alternates

Jeffrey C. McKay

Libby Garvey

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2016 and their recommendations for members of the various boards:

VTA Board:

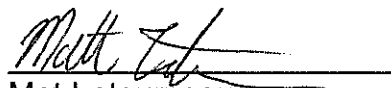
Principals

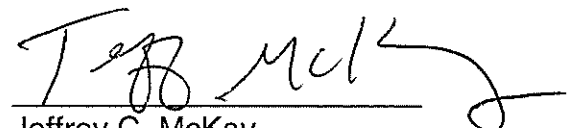
David F. Snyder
Katherine A. Mattice

Alternates

Jeffrey C. McKay
Katie Cristol

Approved this 5th day of January, 2017.


Mat Letourneau
Secretary-Treasurer


Jeffrey C. McKay
Chairman



RESOLUTION #2330

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Matt Letourneau has been elected Secretary-Treasurer of NVTC for 2017; and

WHEREAS: NVTC desires that the person holding the office of Secretary-Treasurer be designated as an official signatory as well as a pension trustee.


NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Matt Letourneau
Katherine A. Mattice
Scott C. Kalkwarf


Secretary-Treasurer
Executive Director
Director of Finance and Administration

BE IT FURTHER RESOLVED that the individuals listed above shall serve as NVTC employees' pension trustees, with the addition of NVTC's Assistant Financial Officer, Colethia Quarles.

Approved this 5th day of January, 2017.



Jeffrey C. McKay
Chairman



Matt Letourneau
Secretary-Treasurer



RESOLUTION #2331

SUBJECT: Adoption and Referral of the Revised FY2017 and Recommended FY2018 VRE Operating and Capital Budgets to the Jurisdictions

WHEREAS: The VRE Master Agreement requires that the Commissions be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the FY2018 Operating and Capital Budget within the guidelines developed in concert with the jurisdictional chief administration officers;

WHEREAS: The FY2018 Budget proposes a three percent fare increase effective the first week of July 2017, with the start of the FY2018 Budget;

WHEREAS: VRE staff recommends this increase be accomplished through an across the board increase in fares with no change or modification to the current ticket discount structure;

WHEREAS: the FY2018 Budget proposes an increase to the amount charged to VRE passengers for Amtrak Step-Up tickets from \$5 to \$7, effective the first week of July 2017, with the start of the FY2018 Budget;

WHEREAS: The FY2018 Budget proposes no increase to the total jurisdictional subsidy;

WHEREAS: VRE staff recommends a budget built on an average daily ridership of 18,200 and 32 trains; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY2018 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 84,981,231
Capital Budget	<u>\$ 48,422,591</u>
Total Operating and Capital	\$133,403,822

BE IT FURTHER RESOLVED that NVTC adopts the amended FY2017 Operating and Capital Budget in the following amounts:

Operating Budget	\$ 83,879,147
Capital Budget	<u>\$ 61,191,609</u>
Total Operating and Capital	\$145,070,756

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to solicit comment through public hearings in Washington, DC, Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg related to a proposed three percent fare increase, an increase to the cost of Step-Up tickets, and subsequent amendments to VRE's Tariff.

BE IT FURTHER RESOLVED that NVTC authorizes the Executive Directors of both the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY2017 and FY2018.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director to submit to the Commonwealth the approved budget as part of the FY2018 state aid grant applications.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to execute an Intercity Passenger Rail Operating and Capital (IPROC) funding agreement with the Virginia Department of Rail and Public Transportation in the amount of \$13,622,204 for Quantico Station Improvements and to execute any needed amendments to that agreement, including the acceptance of additional grant funds.

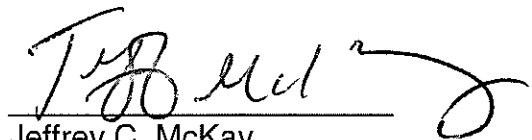
BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to execute Rail Enhancement Fund (REF) funding agreements with the Virginia Department of Rail and Public Transportation in the total amount of \$18,003,600 for Brooke and Leeland Station Improvements and to execute any needed amendments to those agreements, including the acceptance of additional grant funds.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to submit appropriate projects to the Northern Virginia Transportation Authority or other funding authorities on behalf of the Commissions.

Approved this 5th day of January 2017.



Matt Letourneau
Secretary-Treasurer



Jeffrey C. McKay
Chairman

Agenda Item #3: State Transit Assistance Applications



TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice, Scott Kalkwarf and Dan Goldfarb

DATE: January 26, 2017

SUBJECT: State Transit Assistance Applications

At the time of publication, NVTC was still in the process of working with its jurisdictions and VRE on the details for state operating and capital assistance applications in advance of the DRPT grant application deadline of February 1st. NVTC will provide an updated blue item memo and resolution reflecting the actual assistance request amounts prior to the meeting.

ACTION: Resolution #2332: Approve the FY2018 State Transit Assistance Applications

Resolution #2332 authorizes NVTC staff to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) for the following:

1. State Operating and Capital Transit Assistance, Rail Enhancement Fund

State operating and capital transit assistance on behalf of NVTC's five WMATA jurisdictions for their local bus systems, and the NVTC jurisdictions' share of WMATA subsidies. The applications total \$_____ million in eligible operating costs and \$_____ million in total capital expenses.

State assistance applications on behalf of VRE includes \$_____ million in eligible operating costs, \$_____ million in total capital costs, and \$_____ million in preliminary engineering costs under DRPT's Rail Enhancement Fund.

Detailed tables will be provided showing the amounts of each form of assistance being requested, with comparisons to FY2017.

2. State Technical Assistance

State technical assistance in the amount of \$150,000 (costs of \$300,000 with state share at 50 percent) to conduct a conceptual engineering study for the Envision Route 7 project. NVTC recently completed Phase II of the Envision Route 7 Study, concluding that a Bus Rapid Transit (BRT) along Route 7 from Mark Center to Tysons, via the East Falls Church Metro Station is a viable transit solution for the corridor. The proposed BRT route will serve approximately 9,500 new daily transit riders with 70 percent lower capital and 40 percent lower operating costs than light rail (LRT). Further, the study found that BRT

service along Route 7 would benefit not only commuters with key connections to Mark Center, Tysons, and Metro; but also serve other trip purposes (the travel demand forecast showed approximately two-thirds of the new riders traveling for non-work purposes). The Phase II Study focused on determining which mode best serves the corridor, where and if the BRT should deviate from Route 7, and development of an implementation and funding strategy.

In order to continue progress on the Envision Route 7 BRT project, it is necessary to conduct a conceptual engineering study to provide guidance on preserving the right-of-way for the jurisdictions, identify potential areas of concern, and further refine the project cost. This study is a logical next step for this type of project and will provide technical information that will allow the jurisdictions to plan more effectively, as well as provide input to a future jurisdictional project sponsor for the NEPA study, preliminary engineering, and construction.

The study will identify right-of-way options for this project that will be used to inform current subarea and sector land use plans. It will also yield greater refinement to the cost estimate. NVTC continues to be uniquely positioned to conduct this study as it is a direct follow-on to the Phase I and II studies and will provide information that will benefit all four of the NVTC jurisdictions located along the corridor. Following the completion of the conceptual engineering study, NVTC will work with the jurisdictions to identify a project sponsor and provide guidance for further project development and construction under that jurisdiction's sponsorship.

For this effort, NVTC is seeking State Technical Assistance funding from the Virginia Department of Rail and Public Transportation (DRPT) for FY2018 for \$150,000 (total project cost of \$300,000). NVTC will seek matching funds from jurisdictions along the corridor through a Memorandum of Agreement. The local match will be provided by the jurisdictions served by the Envision Route 7 alignment based on the forecasted number of ridership projected to be served in each jurisdiction.

3. Intern Program

State assistance from DRPT's Intern Program to support NVTC's Fellows Program for FY2018. Total cost as included in the FY2018 NVTC General and Administrative budget for this program equals \$50,000, with a \$40,000 state share provided at 80 percent.



RESOLUTION #2332

SUBJECT: FY2018 State Transit Assistance Applications

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's Executive Director is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2018 commencing July 1, 2017 in the amount of \$_____ million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members:

- 1) To file an application to DRPT for grants of public transportation assistance for FY2018 for capital expenses totaling \$_____ million in costs (\$_____ million non-federal) to defray the costs borne by NVTC and its members for capital expenditures, with a minimum four percent local participation required;
- 2) To revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY2018 VRE applications to DRPT in the amount of \$_____ million for operating costs, \$_____ million in total costs for capital (\$_____ million non-federal), and \$_____ million under the Rail Enhancement Program;
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC:

- 1) To file an application for Technical Assistance with DRPT for the Envision Route 7 project in the amount of \$300,000, with state funds anticipated at 50 percent;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded;
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request; and
- 4) To secure the required local match from the participating NVTC jurisdictions.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC:

- 1) To file an application with DRPT under the Intern Program in the amount of \$50,000, with state funds anticipated at 80 percent;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 2nd day of February, 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: January 26, 2017

SUBJECT: Presentation by Marty Williams, Chair of the Revenue Advisory Board

Commonwealth Transportation Board member Marty Williams, who chairs the [Transit Capital Project Revenue Advisory Board](#) (also referred to as the Revenue Advisory Board) will provide an overview of the current statewide transit capital funding needs and the projected gap in statewide revenues. Mr. Williams will discuss the work of the Revenue Advisory Board to identify future transit capital funding and propose a prioritization process for new transit capital revenue.

During the 2016 General Assembly Session, the [Transit Capital Project Revenue Advisory Board was established by HB 1359](#) to examine the effects of the loss of state transit capital funds, identify additional sources of revenue, and develop proposals for prioritization of transit capital funds. The Board consists of representatives from the Virginia Transit Association (VTA), Community Transportation Association of Virginia (CTAV), Virginia Municipal League (VML), Virginia Association of Counties (VACO), and DRPT. NVTC Chair, Jeff McKay, serves on the Revenue Advisory Board as a representative from VACO.

The Revenue Advisory Board is tasked with examining the impacts of the revenue reduction caused by the expiration of the 2007 Capital Project Revenue bonds that will leave transit systems in the Commonwealth without necessary funding for capital improvements. It is also responsible for identifying possible sources of replacement revenue, and developing methodologies for further prioritization of transit capital funds. The Advisory Board will be relying on the existing members of the [Transit Service Delivery Advisory Committee](#) (TSDAC) to act as a technical advisory committee. NVTC's Executive Director, Kate Mattice, services on TSDAC as a representative of the Virginia Transit Association. The Department of Rail and Public Transportation provides administrative support to the Board.

The Revenue Advisory Board submitted to the Governor and the General Assembly an [interim report on January 1, 2017](#), and will submit a final report containing an executive summary of the activity and recommendations of the Revenue Advisory Board no later than August 1, 2017.

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Agenda Item #5: Department of Rail and Public Transportation



TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: January 26, 2017

SUBJECT: Department of Rail and Public Transportation (DRPT)

A. DRPT Report

DRPT Director Jennifer Mitchell will provide an update on DRPT activities at the February meeting. The monthly [Department of Rail and Public Transportation \(DRPT\) Report](#) is attached.

B. Metro Safety Commission

DRPT Director Mitchell will provide an update on the status of the Metro Safety Commission (MSC) legislation.

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COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

Ph: 804-786-4440
Fax: 804-225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chairman McKay and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: January 23, 2017

SUBJECT: DRPT Update

General Update

DRPT's FY18 grant application process closes on February 1, 2017. Transit Development Plan (TDP) update letters were due from all state funded transit systems on January 13, 2017. FY 18 grant applications should correlate with the TDP update letters. DRPT's Northern Virginia Transit Project Managers have been reaching out individually to grantees in anticipation of the grant application deadline.

DRPT has adopted aspirational targets for attaining a State of Good Repair (SGR) in response to the Federal Transit Administration's (FTA) Final Rule for Transit Asset Management (TAM) that became effective October 1, 2016. DRPT is preparing a group plan for transit agencies in Virginia with fewer than 100 vehicles, identified as "Tier Two" in the final rule. Information about the DRPT held for the group plan is available on the OLGA website in at: <https://olga.drpt.virginia.gov/news.aspx> under the News and Information tab. Alexandria DASH, Arlington ART, Fairfax CUE, and Loudoun County Transit are participating in the DRPT led group plan for "Tier Two" transit systems. DRPT's state targets have been forwarded to MWCOG for consideration in the regional targets that the Transportation Planning Board (TPB) will be required to adopt in 2017.

DRPT is publishing updated TDP requirements. The new guidelines will still require a major update every six years, however a ten year planning horizon will now be required. The fiscally constrained financial plan for capital and operations must be for a minimum of six years. TDPs adopted by Fairfax County in March 2016 and Arlington County in July 2016 included ten year capital and operating plans.

Transit Service Delivery Advisory Committee (TSDAC)

The next TSDAC meeting is scheduled for Tuesday, January 31 from 10:00 AM to 2:00 PM at the VDOT auditorium in Richmond. The meeting will be lived streamed and meeting materials will be

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available on the DRPT website at <http://www.drpt.virginia.gov/transit/major-transit-initiatives/transit-service-delivery-advisory-committee/>.

Transit Capital Project Revenue Advisory Board (RAB)

An interim report for the RAB was submitted to the General Assembly on January 1, 2017 and is available website at the following: <http://www.drpt.virginia.gov/media/1994/2017-rab-report.pdf>.

The next meeting of the RAB is scheduled for March 8 in Richmond. The final report is due by August 1, 2017.

I-66 Corridor Improvements

VDOT and Express Mobility Partners (EMP) are continuing outreach to elected officials and neighborhood associations regarding the Transform I-66: Outside the Beltway project. An initial Financial Plan is expected to be submitted to the Federal Highway Administration (FHWA) in April and financial close is anticipated in July or sooner.

The Environmental Assessment (EA) for the I-66 Inside the Beltway widening was published on November 17, 2016 and is available at http://inside.transform66.org/learn_more/documents.asp. Print copies are available for review at the VDOT NOVA District Office, the Arlington Central Library, and the Mary Riley Styles Public Library in Falls Church. Comments can be submitted in writing to VDOT through January 30, 2017.

I-95/395 Express Lanes

DRPT has completed work on the I-95/I-395 Transit/TDM Study. The study report will be posted to the DRPT and VDOT web sites upon completion of final editing. The link to the final study report will be provided to Commissioners in a future weekly NVTC Executive Director's report from Kate Mattice.

The comment period for the Environmental Assessment (EA) for the I-395 Express Lanes northern extension has closed and VDOT is awaiting a NEPA decision from FHWA. A total of 940 comments were received by VDOT on the EA. Through December 2016, 5 public meetings and 23 briefings to 17 homeowners association had been held reaching more than 500 attendees. Construction is estimated to begin in 2017 and be completed in 2019.

On January 18, the CTB approved a resolution to advance \$12 million from the toll revolving fund for the I-95 Express Lane Fredericksburg Extension. On January 17, the CTB was presented a resolution to authorize the VDOT commissioner to enter into a Memorandum of Understanding (MOU) with FHWA extending the I-95 Express Lanes. The tolling MOU replaces a June 27, 2012 agreement. A 2.2 mile reversible extension of the southbound I-95 Express Lane ramp is expected to open in fall 2017 and the northbound ramp in summer 2018. The longer ten mile extension of the I-95 Express Lanes to Fredericksburg, funded by the Atlantic Gateway FAST LANE grant, is anticipated to be under construction in spring 2019 and be completed by fall 2021.

Smart Scale

Project scores and an initial recommended funding scenario for new Smart Scale projects were presented to the CTB on January 17 and are available on the Smart Scale website at http://smartscale.org/documents/2018_smart_scale_project_scores.pdf. The CTB will consider potential revisions to the recommended funding scenario in March and April. The revised funding

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Improving the mobility of people and goods while expanding transportation choices.

scenario will be presented at the May CTB meeting. Projects recommended for funding will be included in the FY 18-23 SYIP expected to be approved in June 2017. A total of 436 projects were submitted statewide requesting \$8.6 billion in funding. The initial recommended funding scenario includes 137 projects totaling \$970.7 million.

The Columbia Pike Multimodal Corridor with Arlington County as the applicant was the highest scoring project in the Northern Virginia District and the third highest scoring project overall. Other Northern Virginia transit and TDM projects in the initial recommended funding scenario are: Rosslyn-Ballston Corridor Multimodal Connections (Arlington County); West End Transitway – Southern Towers Transit Facilities (City of Alexandria); DASH Bus Service and Facility Expansion (City of Alexandria); Loudoun County Park & Ride; Loudoun County expansion buses; and the VRE Fredericksburg Line Capacity Expansion program (NVTC as applicant). A companion VRE project for Brooke and Leland Station Improvements submitted by the George Washington Regional Commission (GWRC) was also included in the initial recommended funding scenario. Two additional bike/pedestrian projects in Alexandria and Falls Church are also in the initial recommended funding scenario. The nine Northern Virginia transit, TDM and bike/ped projects total \$287.6 million. The full initial recommended funding scenario is available for review on the CTB website at: http://www.ctb.virginia.gov/resources/2017/jan/pres/5_Smart_Scale_Scores_Attachment.pdf.

DC2RVA

DRPT is awaiting comments from the Federal Railroad Administration (FRA) on the Draft Environmental Impact Statement (DEIS) before publishing the document. Outreach to Northern Virginia will be ramped up as part of the Atlantic Gateway project. The project team presented to the Alexandria Transportation Commission on January 18. Many of the Northern Virginia proposed recommendations are also part of Virginia's Atlantic Gateway initiative and will improve VRE operations. In Northern Virginia, staff recommendations include additional track on railroad segments between Occoquan and Franconia, from Franconia to Alexandria through Fairfax County, and in Arlington County on the approach to the Long Bridge over the Potomac River.

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TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: January 26, 2017

SUBJECT: Virginia Railway Express (VRE)

A. VRE CEO Report and Minutes

At the February meeting, Mr. Allen will update the Commission on VRE activities. The VRE CEO January 2016 Report is attached. The Minutes of the January 27, 2017 Operations Board Meeting will be provided at NVTC's February 2nd meeting.

B. ACTION ITEM: Approve Resolution #2333: Authorize the VRE CEO to Execute an Agreement for the Sale of Seven Legacy Passenger Cars

The VRE Operations Board recommends the Commission authorize the VRE CEO to execute an agreement for the sale of the remaining seven Legacy Gallery passenger railcars to The Foxville & Northern Railroad Company, LLC of Pelion, South Carolina for the sum of \$3,500.

In February 2013, the VRE Operations Board authorized the VRE CEO to sell the Legacy Gallery railcars in anticipation of the delivery of new railcars. VRE sold a total of 13 cars to Chicago Metra, leaving seven remaining Legacy railcars in the fleet. No other offers have been received and the cost to VRE to dispose of the railcars is higher than the proposed purchase price. The sale agreement will include no warranties, implied or expressed, and the sale will be considered "as is, where is." There is no federal, state or local interest remaining on these railcars. The attached VRE memorandum provides more information.

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CEO REPORT

JANUARY 2017



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



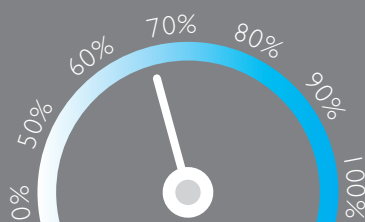
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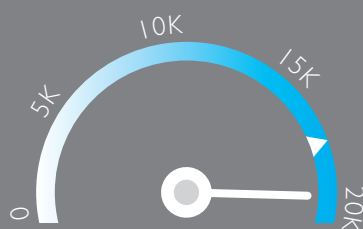
Virginia Railway Express | 1500 King Street, Suite 202 | Alexandria, VA 22314 | 703.684.1001 | www.vre.org

SUCCESS AT A GLANCE



PARKING UTILIZATION

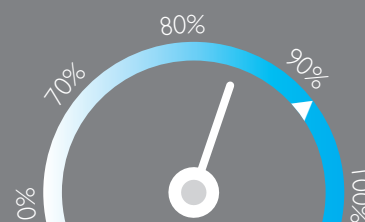
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

▲ Same month, previous year.



ON-TIME PERFORMANCE

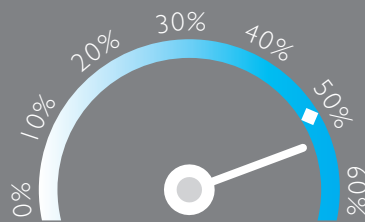
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by riders.

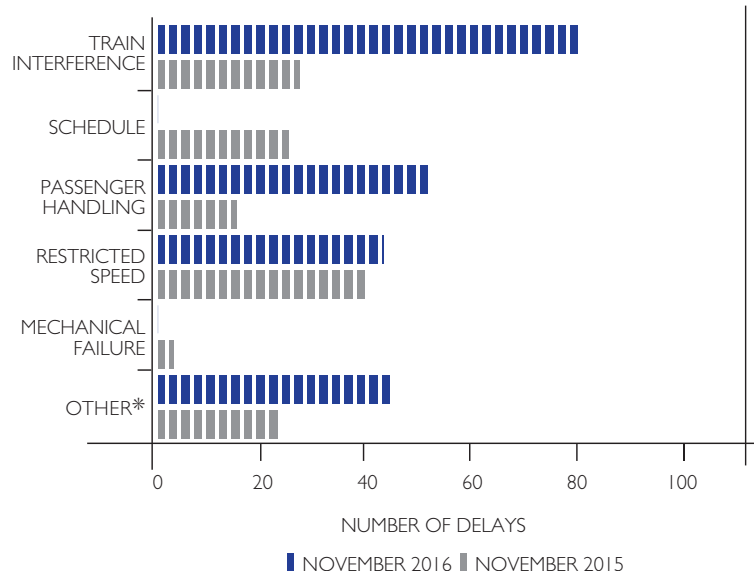
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	November 2016	October 2016	November 2015
Manassas Line	88%	93%	92%
Fredericksburg Line	82%	90%	90%
System Wide	85%	91%	91%

REASONS FOR DELAYS



* Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

In November, VRE operated 624 trains with 94 trains arriving over five minutes late to their final destinations. There were 39 late trains on the Manassas Line and 55 late trains on the Fredericksburg Line, resulting in an 85% on-time rate.

For November, VRE did not achieve its 90% on-time performance goal. Ongoing rail improvements are a major contributor to delays. Congestion within the system often causes single incidents to lead to multiple train delays throughout the lines. On November 2, a disabled freight train caused all the evening Fredericksburg Line trains to be late, as the freight train had to be inspected first to ensure other rail traffic could safely pass. Police activity near the Backlick Road station delayed all Manassas Line trains on the evening of November 28th.

On time performance continues to be a major focus, and VRE is confident that current and planned infrastructure upgrades will improve this metric.

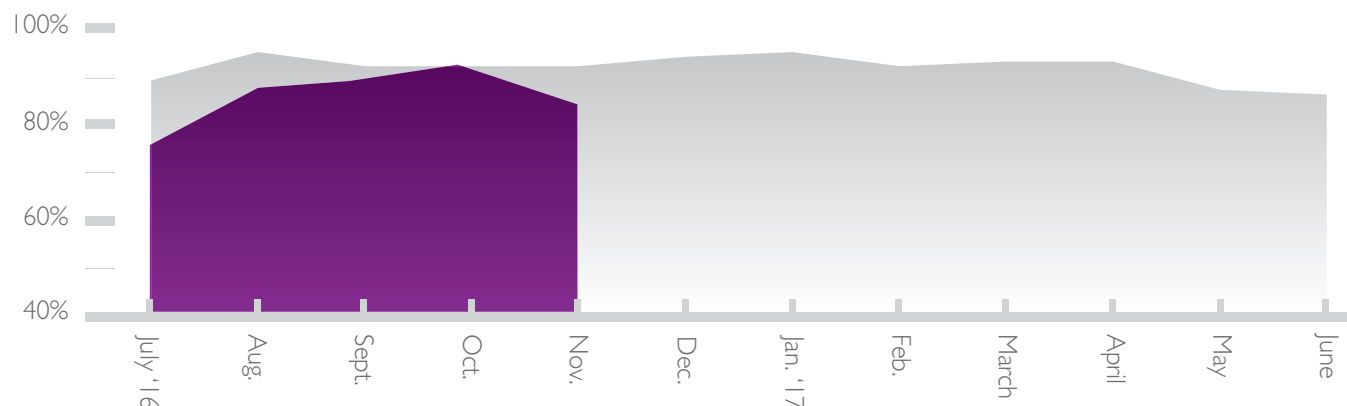
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Sep.	Oct.	Nov.	Sep.	Oct.	Nov.	Sep.	Oct.	Nov.
Total late trains	70	54	94	50	30	55	20	24	39
Average minutes late	19	24	21	22	28	22	9	19	20
Number over 30 minutes	14	15	19	14	5	13	0	10	6
Heat restriction days / total days	1/21	0/20	0/20	—	—	—	—	—	—

ON-TIME PERFORMANCE

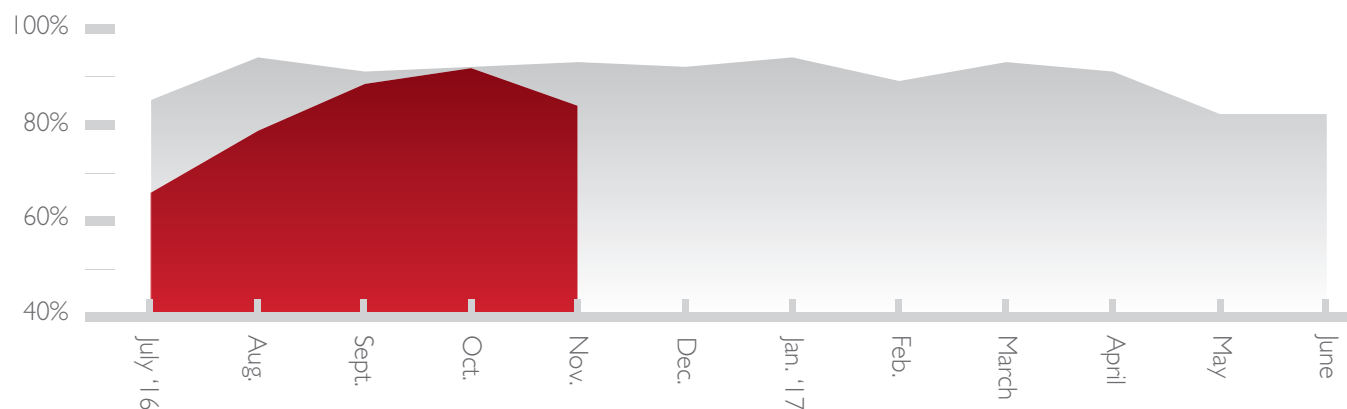
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

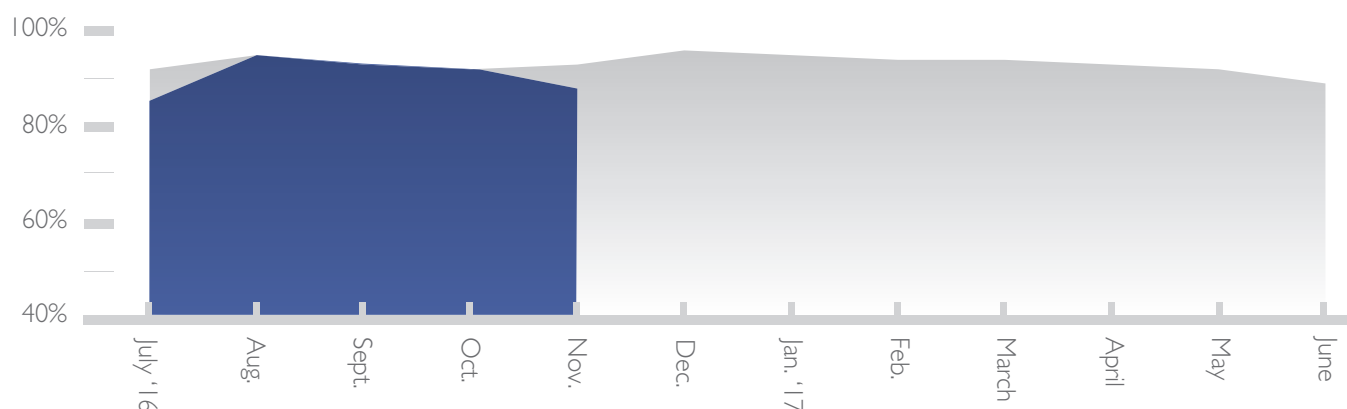


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



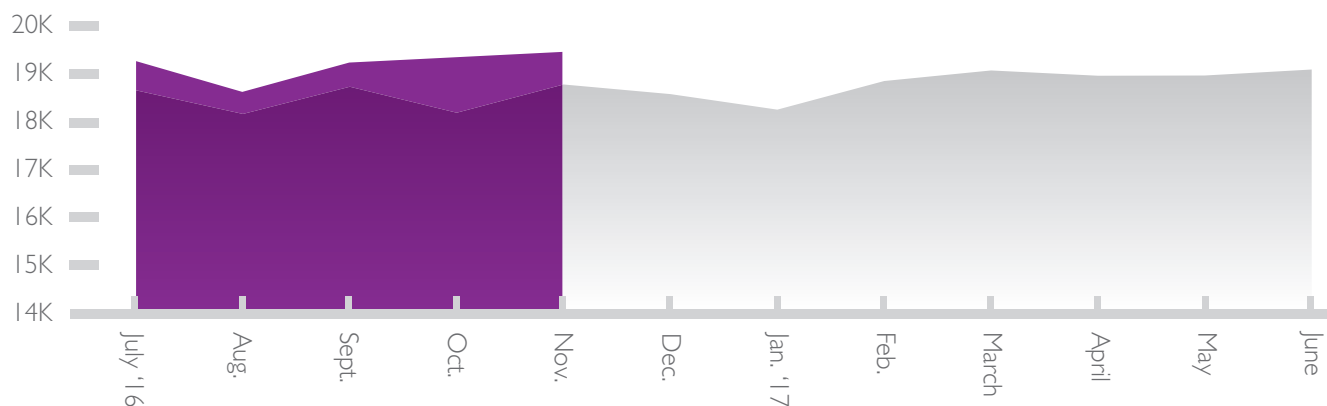
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

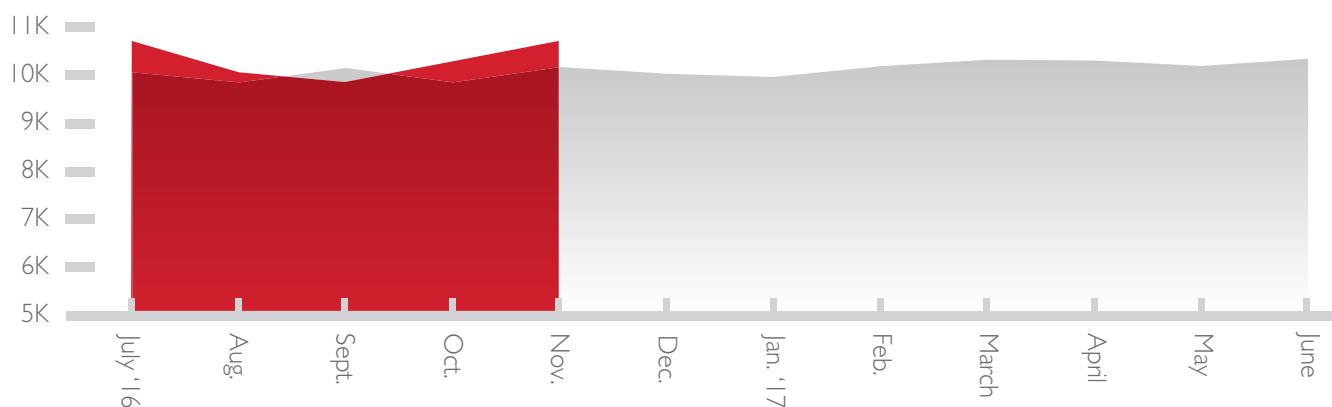
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

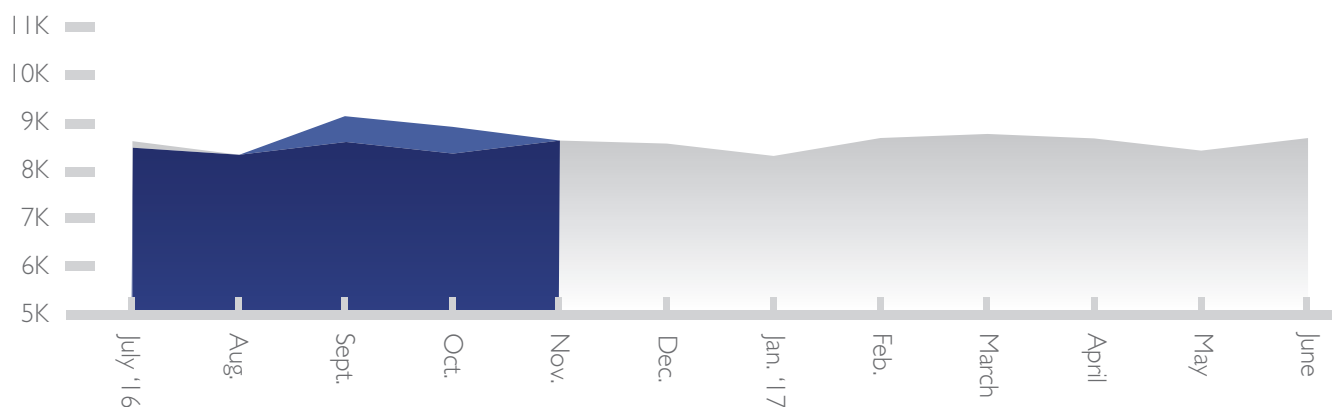


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



RIDERSHIP UPDATES

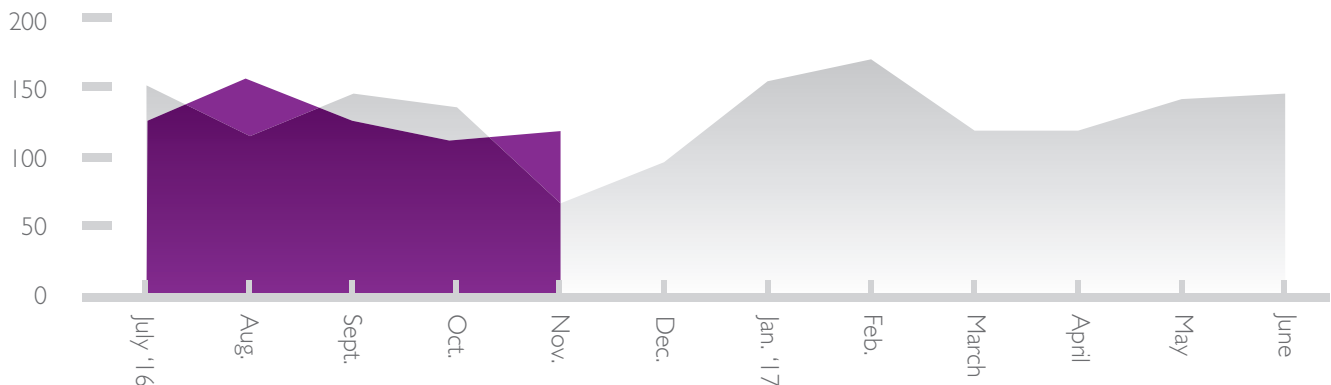
November 2016 November 2015

November average daily ridership was approximately 19,400 rides, which is a nominal increase over October (19,300) and a significant increase over last November (18,200). A portion of the elevated numbers can be attributed to WMATA's SafeTrack program. At the end of November, WMATA began Surge #11, which caused significant delays on the Orange line, along VRE's Manassas line. In addition, it is likely that many Metro riders tried VRE as an alternative during prior surges, and elected to stay. VRE expects to continue to experience higher averages compared to last year, although there will likely be a reduction in current ridership levels over the next couple of months due to the winter holiday seasons.

Monthly Ridership	373,006	331,333
Average Daily Ridership	19,462	18,231
Full Service Days	19	18
"S" Service Days	1	1

SUMMONSES ISSUED

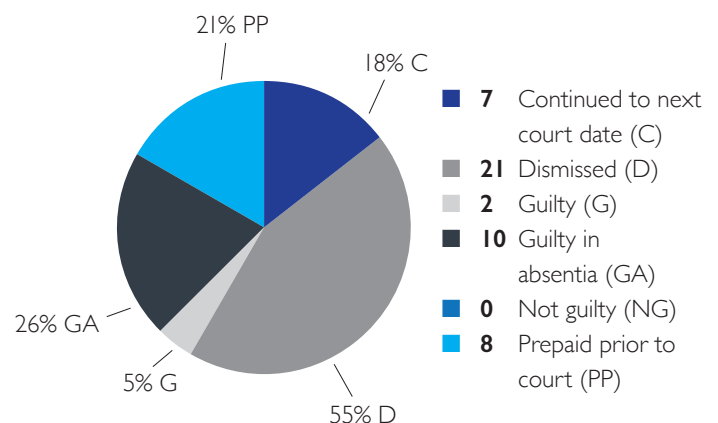
BOTH LINES ■ Current Stats ■ FY 2016



SUMMONSES WAIVED

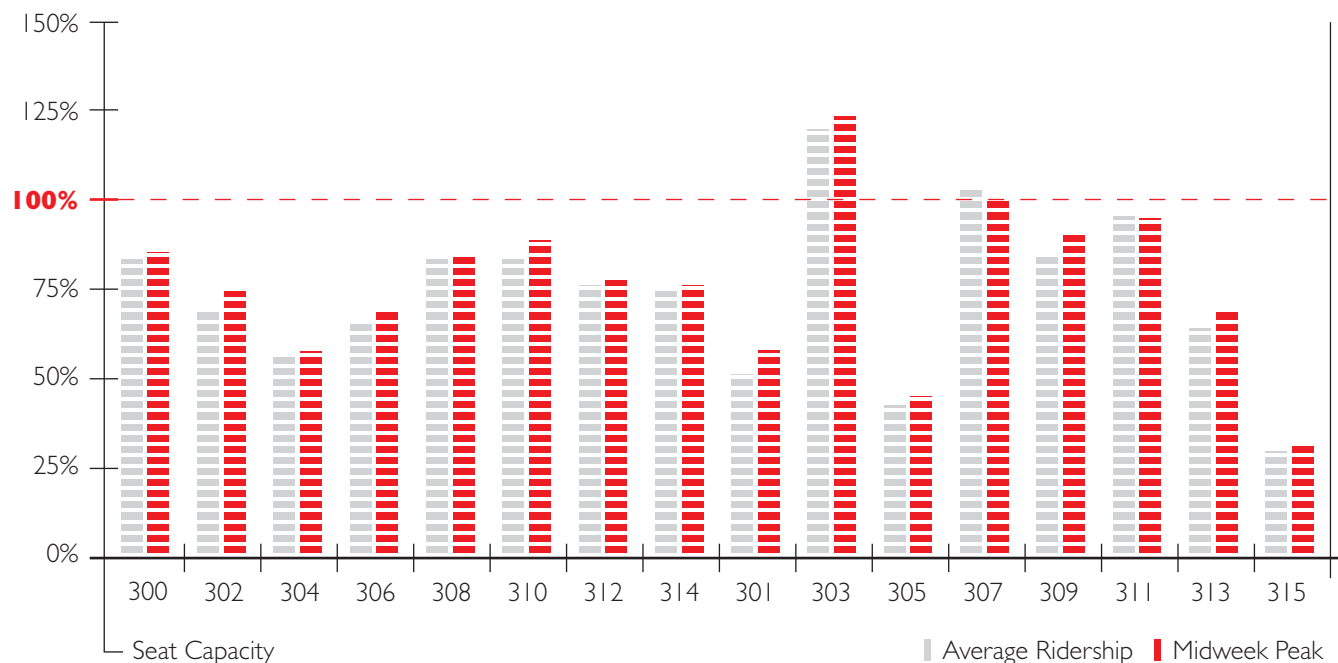
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	35
One-time courtesy	20
Per the request of the conductor	3
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	0
Insufficient information	10
Lost and found ticket	0
Other	1
Total Waived	69

MONTHLY SUMMONSES COURT ACTION

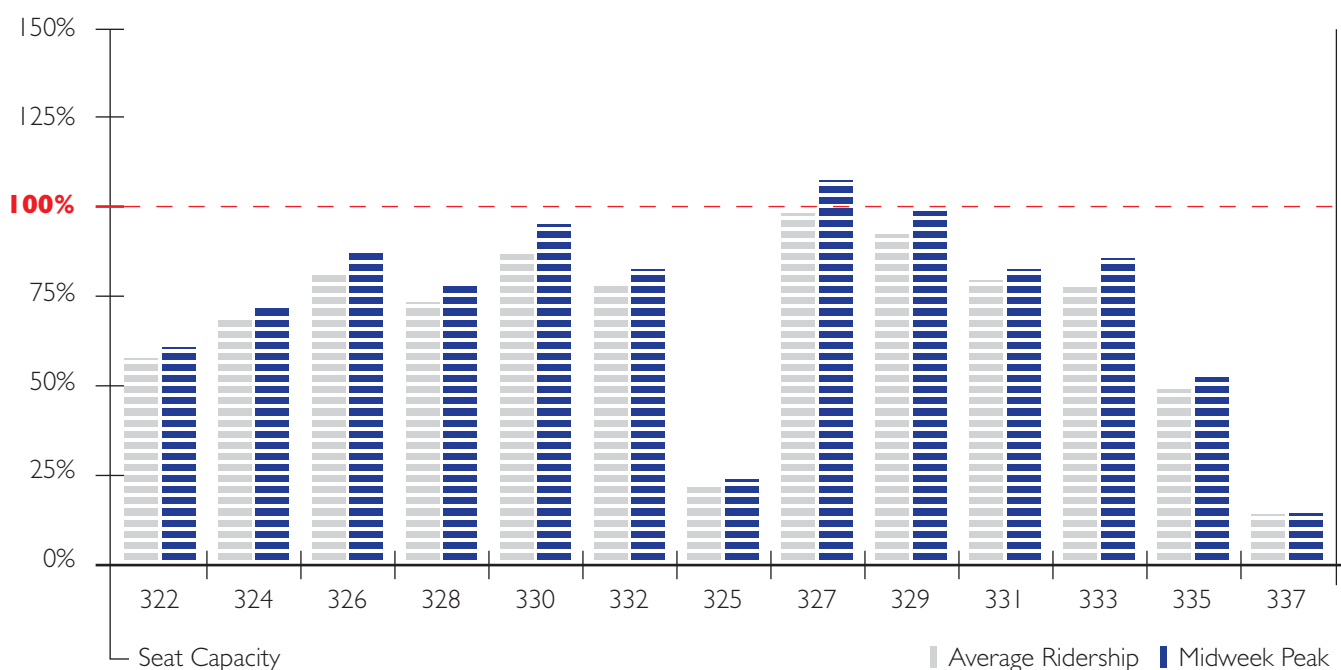


TRAIN UTILIZATION

FREDERICKSBURG LINE

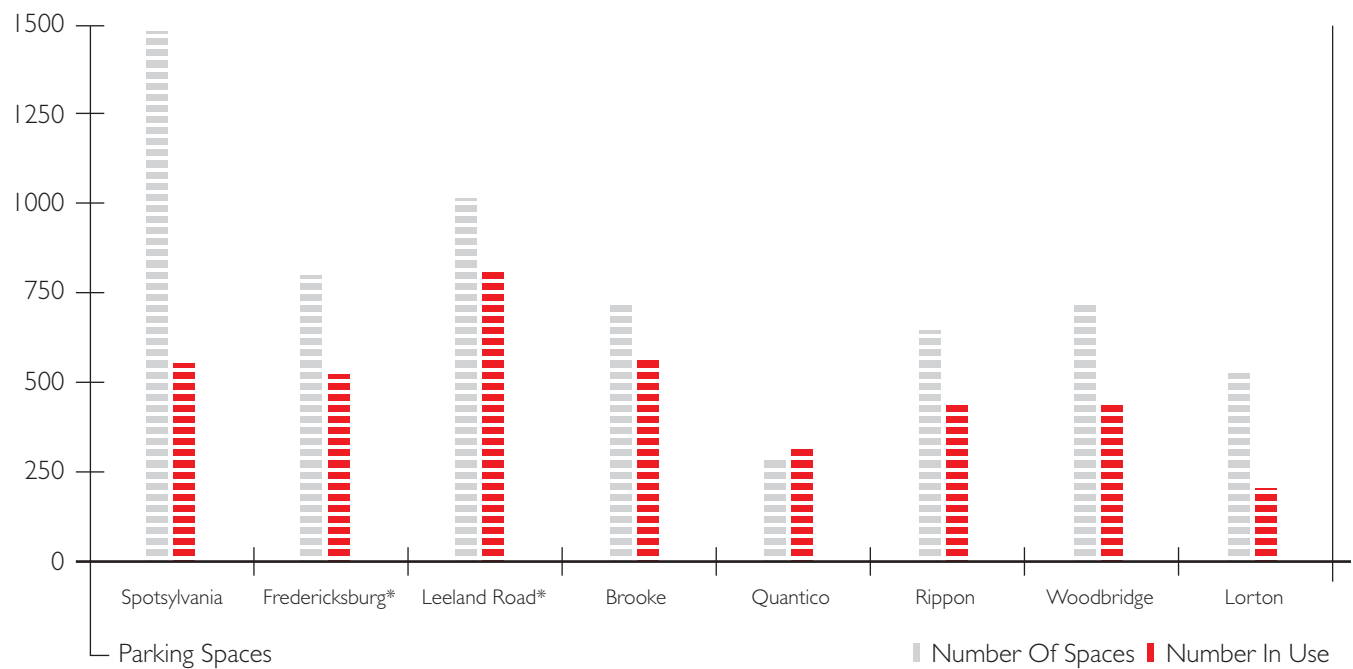


MANASSAS LINE



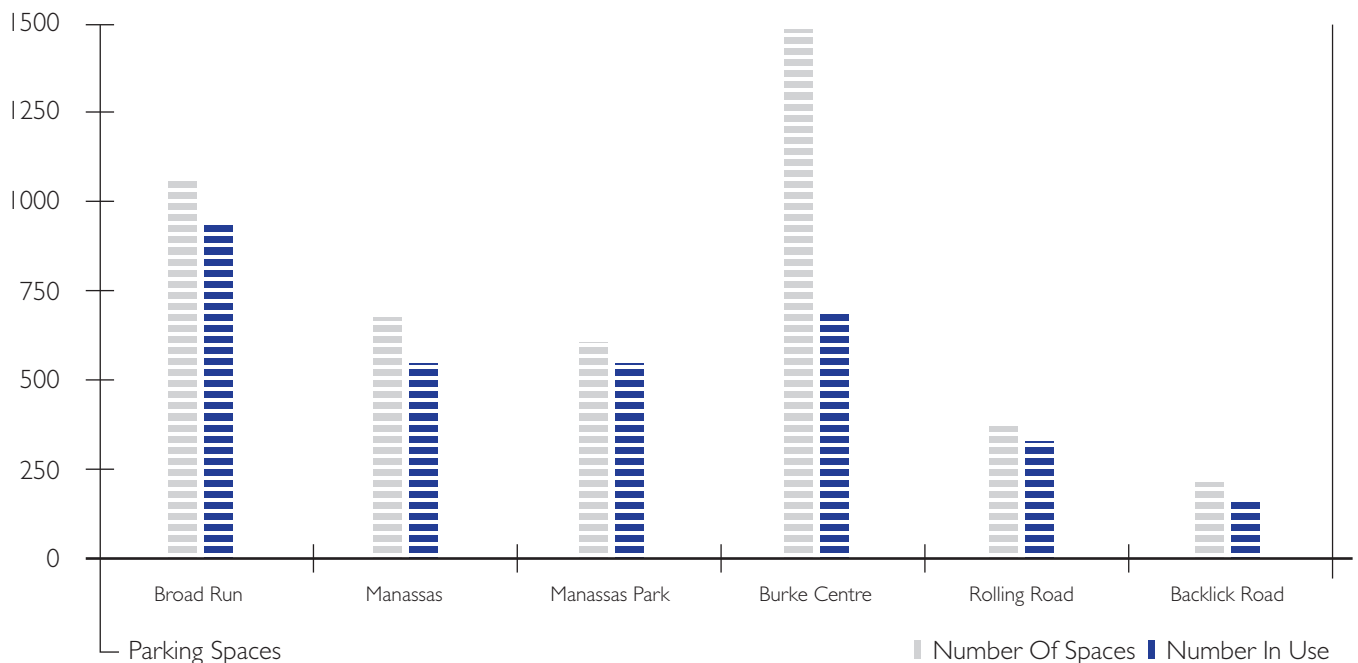
PARKING UTILIZATION

FREDERICKSBURG LINE



*Denotes stations with overflow parking available that is now being included in final counts

MANASSAS LINE



NOVEMBER 2016 FINANCIAL REPORT

A copy of the November 2016 Operating Budget Report is below.

Fare income through the first five months of FY 2017 was \$1,554,410 above the budget – a favorable variance of 9.6%. Revenue through the fifth month of FY 2017 is up 15.0% compared to the same period in FY 2016. Revenue for the period was affected by ridership related to WMATA Safe-Track activities.

The operating ratio is 57%. Our budgeted goal ratio for FY2017 is 50%.

A summary of the financial results (unaudited) follows.

FY 2017 OPERATING BUDGET REPORT MONTH ENDED NOVEMBER 30, 2016

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY17 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,490,777	3,103,586	17,693,055	16,138,645	1,554,410	9.6%	38,950,000
Other Operating Revenue	30,807	15,936	159,444	82,869	76,575	92.4%	200,000
Subtotal Operating Revenue	3,521,584	3,119,522	17,852,499	16,221,514	1,630,985	10.1%	39,150,000
Jurisdict. Subsidy (1)	-	-	8,798,262	8,798,262	-	0.0%	13,002,382
Federal/State/Other	2,604,084	2,491,849	12,764,349	12,469,679	294,670	2.4%	29,929,051
Jurisdict. Subsidy Appn. from Res.	-	-	-	-	-	0.0%	377,000
Interest Income	12,877	1,992	55,826	10,359	45,467	438.9%	25,000
Total Operating Revenue	6,138,545	5,613,363	39,470,936	37,499,814	1,971,123	5.3%	82,483,433
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	5,739,143	5,795,496	31,352,193	33,103,270	1,751,077	5.3%	75,756,564
Debt Service	559,935	559,573	2,799,779	2,797,863	(1,916)		6,714,870
Other Non-Deptml. Expenses	-	-	-	-	-		12,000
Total Operating Expenses	6,299,077	6,355,069	34,151,972	35,901,133	1,749,161	4.9%	82,483,433
NET INC. (LOSS) FROM OPS (\$)	(160,532)	(741,706)	5,318,965	1,598,681	3,720,284	-	-
CALCULATED OPERATING RATIO	-	-	57%	49%	-	Goal	50%

(1) Total jurisdictional subsidy is \$17,250,240. Portion shown is attributed to Operating Fund only.



CAPITAL PROJECTS UPDATES

**AS OF NOVEMBER 30, 2016*

Slope stabilization and grading work at the south end of the Quantico Creek bridge.

L'ENFANT (NORTH) STORAGE TRACK

VRE and CSX Transportation (CSXT) are working together to prepare a section of track North of L'Enfant Station for additional train storage. CSXT added a stub-end storage track just north of the VRE L'Enfant Station several years ago. To prepare the track for storage capability, CSXT is installing powered switches and signaling at both ends of the track, while VRE is constructing the appliances needed to supply power to a VRE train laying over on the track during the midday. In September, Pepco completed the installation of the conduit necessary to provide power to the CSX signals and VRE switchgear.

The next step is for Pepco to install the appropriate cable to complete their work. This work has been on hold until District Department of Transportation (DDOT) inspects and approves the Pepco work and authorizes them to continue with the cable installation.

After the testing and inspection of Pepco's work, CSXT will install signal and switch reconfigurations. The L'Enfant (North) Storage Track is expected to be available for service after the first of the new year.

L'ENFANT (SOUTH) STORAGE TRACK

Earlier this summer, CSXT modified their main line tracks south of the VRE L'Enfant Station in order to operate taller "double-stack" freight trains. A temporary track was installed during construction to provide an extra track to maintain operations. With the clearance project nearly complete, CSXT and VRE have agreed to leave the temporary track in place and convert it into 1,350 feet of midday storage for VRE trains, or as a lay-off track for emergencies. VRE will be able to store up to two trainsets midday on the storage track.

In October, CSXT completed track work, which is expected to be complete in early November.

VRE has tasked a General Engineering Consultant for Design Services: Track, Structures, and Signals, with the design of wayside power appliances for trains during layover. The design is underway; 90 percent plans were submitted in October, and are currently being reviewed by VRE and CSXT. Coordination with Pepco continues as well. Bi-weekly calls between VRE staff and CSXT are ongoing in an effort to coordinate technical reviews and refine project details. It is anticipated that CSXT will be able to turn over the track to VRE for use in November 2016, with wayside power available after the first of the new year.

QUANTICO STATION IMPROVEMENTS

VRE has initiated several improvements needed at the Quantico Station, including the extension of the existing platform, the addition of an island platform, and the construction of a pedestrian bridge. The project is being developed in conjunction with the DRPT-CSXT Arkendale to Powell's Creek Third Track Project.

It will take 18-24 months to construct retaining walls, track, and the station elements. The projected in-service date for all of the improvements is mid-2018.



An aerial view of Quantico Station today showing CSXT's contractors preparing the west-side parking lot as a construction lay-down site along with a temporary west-side platform.

LORTON PLATFORM EXTENSION

The Lorton Platform Extension Project will lengthen the existing platform to accommodate eight-car trains.

The CSXT Construction Agreement (that includes the Right of Entry for the project) was executed at the end of May. In August, the contractor cleared the trees to prepare for the Fiber Optic Relocation, which consists of utility location and construction layout staking. With the availability of CSXT Flaggers on September 19, the Fiber Optic Relocation was able to begin on September 22 and was completed in October. VRE issued a Notice to Proceed (NTP) to the platform extension contractor on November 2 and is coordinating construction access with the Fairfax County Department of Transportation.

“PENTA-PLATFORMS” STATION IMPROVEMENTS

The Penta-Platforms Project will add capacity to the CSXT RF&P Subdivision by extending platforms and/or adding second platforms at five VRE Fredericksburg Line stations (Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road). A contract was awarded to STV in July and a scope and schedule meeting was held in August. NTP was issued August 4, 2016. VRE has been coordinating flagging availability with CSXT to support future field work, including surveying, geotechnical work, environmental analyses and tasks related to National Environmental Policy Act (NEPA). After flagging services are secured and field activities are scheduled, a comprehensive kick off meeting for all five stations to include contractors and major stakeholders is planned for November. Meanwhile, semi-weekly calls among the key parties continue in an effort to coordinate engineering and planning efforts. Engineering coordination includes in-person workshops where needed, the first of which occurred in August 2016.

ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT



Slope stabilization and grading work at the south end of the Quantico Creek bridge.

VRE and Virginia Department of Rail and Public Transportation (DRPT) are collaborating on the installation of 11 miles of new third track between Arkendale and Powell's Creek on the CSX Transportation RF&P Subdivision. The project is moving forward with earthwork, retaining wall work, new structures (as needed) and corresponding track and signal work after several years of design and project preparations.

Third track construction has continued with attention given to final Potomac Shores configuration, refined Quantico scope and the negotiation of contractual responsibilities among major stakeholders.

Progress is currently stalled as DRPT awaits approval of the final scope of work and design from the Federal Railroad Administration (FRA). The delay in FRA approval could have an impact on the associated track work planned for Quantico and Potomac Shore stations. VRE is monitoring the situation and working closely with DRPT and CSXT to expedite a timely resolution to FRA's concerns.

LONG BRIDGE FEASIBILITY AND ENVIRONMENTAL STUDIES

The Long Bridge across the Potomac River is a major railroad bottleneck for the Eastern Seaboard and is the primary constraint limiting VRE's ability to operate more trains. The purpose of this project is to provide additional railroad capacity across the Potomac River.

VRE is currently collaborating with DDOT and DRPT, the FRA and CSXT, the bridge owner, on development activities to potentially expand the crossing.

The Request for Proposals (RFP) for Phase III, which is for an Environmental Impact Statement (EIS) under the NEPA, will document and disclose potential impacts and benefits of expanding and/or replacing Long Bridge, and NTP is expected in January 2017. VRE will provide support to tasks related to environmental and engineering assessments along with service planning scenarios to create a strong foundation for the upcoming EIS effort.

ROLLING ROAD PLATFORM EXTENSION

This project focuses on extending the existing platform at Rolling Road Station in Fairfax County to accommodate longer trains and provide associated canopy modifications. Extending the platform will allow full-length trains to platform all their doors at Rolling Road, allowing passengers to board and exit the train at a much quicker pace. The proposed expansion project will occur entirely within the Norfolk Southern right-of-way, which cuts down on potential environmental and community impacts.

The contractor continues to make progress in reviewing existing conditions in terms of utilities and structures. NS will be providing flagging protection so that the survey team can conduct work to inform the design process. In October, VRE received the Basis of Design Report from the contractor, and the two parties have been in collaboration to review the report and the progress to date.

MIDDAY STORAGE FACILITY

VRE must replace space leased from Amtrak for train storage in the Ivy City Coach Yard before the current lease agreement expires starting in July 2018. Opportunities for midday storage of VRE rolling stock in the District of Columbia are presently limited. The purpose of the current project is to acquire property, conduct the necessary environmental clearance activities, and design and construct a permanent midday storage facility for VRE equipment. VRE has identified a tract of land adjacent to the Ivy City Yard along New York Avenue as a potential site for acquisition to replace the current storage.

VRE continues to collaborate with key stakeholders to advance and coordinate the design of the facility. These include Amtrak, DRPT, the District of Columbia, and the U.S. Department of Transportation. In addition, bi-weekly coordination meetings with the contractor have begun to further refine initial project start-up activities, including project management tasks, stakeholder engagement, and real estate acquisition strategies to support project development.

GAINESVILLE HAYMARKET EXTENSION

The Gainesville Haymarket Extension Study is analyzing several options to expand capacity at the end of the Manassas line, including a potential 11-mile expansion of VRE service through Gainesville and to the general vicinity of the town of Haymarket. Phase A, planning and alternatives analysis, is complete. The results of Phase A are being shared with stakeholder committees and the general public to gain their feedback. Three stakeholder committee meetings were held in November 2016: Policy Advisory Committee and Executive Committee joint meeting on November 9, Technical Advisory Committee on November 15, and Community Advisory Committee on November 29.

The VRE Operations Board will be asked to recommend which VRE expansion alternative(s) should be advanced for further investigation in Phase B of the study which includes environmental evaluation consistent with the NEPA and preliminary engineering design. The alternatives under consideration include a VRE extension with a terminus at Haymarket, Gainesville or Innovation. An additional alternative that does not build an extension but rather expands current Manassas Line service by relocating the Broad Run station just east of the Manassas Airport and expands the Broad Run yard has also emerged from Phase A as a viable VRE expansion alternative.

MANASSAS PARK STATION PARKING EXPANSION

VRE is in the process of developing a new parking structure at the Manassas Park Station. The VRE Manassas Park station parking lot is typically full before the last train leaves the station in the morning, and additional parking is necessary to meet the needs of riders. Due to lack of space in the existing lot, VRE riders sometimes park on nearby streets or in a City-owned parking lot, and then walk (or run) over an at-grade crossing to access the station. The problem is expected to worsen as ridership at this station is projected to grow with new development near the station and enhanced VRE service on the Manassas Line. VRE is currently working to identify the best solution to solve these issues.

Since project kick-off in July 2016, the project team has evaluated historical data and conducted field observations to identify the current parking demand at the station, and project the number of spaces that will be needed here in 2040. The study concluded that by 2040, there will be a need for 560 additional parking spaces. The project team also evaluated six potential sites in the vicinity of the station for suitability for construction of a parking facility. A site evaluation workshop with VRE staff and the City Council was held on Oct 11, 2016. Public outreach on the preferred site was conducted, including a Town Hall meeting held at the Manassas Park City Hall on November 1, 2016. Feedback received showed general concurrence with VRE's recommendation to locate a parking garage on the Bays Site, a site currently owned by the City. The City Council formally endorsed this recommendation at their meeting on November 15, 2016.

Sites Considered



Site Evaluation Summary

Evaluation Criteria	Proximity to Platform	Public Property Ownership	Supports City Center Vision	Traffic Access and Circulation
Proximity to Platform reduces passenger walk time				
Public Property Ownership reduces development cost and time				
Supports City Center Vision in building form and location of land uses				
Traffic Access and Circulation improves flow in/out of garage and minimizes congestion on adjacent roads				
VRE Station Site	Good	Yes	No	Poor
City Hall Site	Poor	Yes	Partially	Moderate
Millicent Site	Good	Yes	Partially	Moderate
Millicent/School	Good	No	Yes	Good
Car Repair Site	Good	No	Yes	Good
Bays Site	Moderate	Yes	Yes	Good
South Corner Site	Poor	No	No	Moderate

Recommended Preferred Alternative: **5** Bays Site

The Site Evaluation Summary shows the relative advantages and disadvantages of the six sites.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower
2. Resealing of waiting room floor at Spotsylvania Station
3. Testing of ground power switchgear at Crossroads and Broad Run Yards
4. Renovations of Alexandria Headquarters communications, server and copier rooms (furniture to be delivered and installed in communications room)

Projects scheduled to be completed this quarter:

1. Canopy roof and gutter replacement at Leeland Road Station (contingent upon CSX flagman availability)
2. Replacement of broken glass pane at Fredericksburg Station (Work initiated by City of Fredericksburg. Pending delivery of glass panel.)
3. Installation of pathfinder signs for Spotsylvania Station
4. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance (pending DEQ approval)

Projects scheduled to be initiated this quarter:

1. Replacement of platform lighting at L'Enfant Station
2. Development of specifications for Woodbridge east elevator modernization project
3. Installation of mesh panel ceiling at Woodbridge Station west tower to eliminate pigeon issue
4. Repairs to fascia and soffit at Woodbridge Station east building
5. Replacement of name/address Braille signage at all stations
6. Installation of inter-track warning signs at various stations
7. Replacement of tactile warning strips at various stations

Ongoing projects:

1. Development of design of platform concrete rehabilitation at Fredericksburg Station
2. Elevator modernization project, underway at Franconia-Springfield Station and Rippon Station (work at Rippon station nearing completion)
3. Design of emergency generator at Woodbridge Station west elevator/stair tower
4. Assistance with coordination of Featherstone Wildlife Refuge access stair and ramp construction at Rippon Station
5. Installation of utility power status remote monitoring at various stations



Renovated Copier Room



Renovated Communications Room

UPCOMING PROCUREMENTS

- Graphic Design Services
- Replacement of Tactile Warning Strips at Station Platforms
- Automatic Parking Counter System
- Automatic Passenger Counter System
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Information Technology Services
- Program Management Services
- Purchase of Replacement Railcar Batteries

PROJECTS PROGRESS REPORT

AS OF NOVEMBER 30, 2016

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Union Station Improvements (Amtrak/VRE Joint Recapitalization Projects)	Station and coach yard improvements of mutual benefit to VRE and Amtrak.	◆	◆	◆	N/A	◆	●
Alexandria Station Improvements	Pedestrian tunnel to METRO and eliminate at-grade track crossing.	◆	◆	●	N/A	●	—
	Modify Slaters Lane Interlocking and East Platform for passenger trains on Track #1.	◆	◆	◆	N/A	●	—
	Extend East Platform and elevate West Platform.	◆	◆	◆	N/A	◆	—
Franconia-Springfield Station Improvements	◆ Extend both platforms and widen East Platform for future third track.	◆	●	●	N/A	—	—
Lorton Station Improvements	Extend existing platform.	◆	◆	◆	N/A	◆	●
	◆ Construct new second platform with pedestrian overpass.	◆	●	●	N/A	—	—
Rippon Station Improvements	◆ Extend existing platform, construct new second platform with pedestrian overpass.	◆	●	●	N/A	—	—
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	◆	◆	N/A	■	—
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	■	—
Brooke Station Improvements	◆ Extend existing platform, construct new second platform with pedestrian overpass.	◆	●	●	N/A	—	—
Leeland Road Station Improvements	◆ Extend existing platform, construct new second platform with pedestrian overpass.	◆	●	●	N/A	—	—
Spotsylvania Station Improvements	New VRE station in Spotsylvania County near the Crossroads MSF.	◆	◆	◆	N/A	◆	◆
Manassas Park Parking Expansion	Parking garage to increase parking capacity by 1,100 spaces.	●			N/A		
Rolling Road Station Improvements	Extend existing platform.	●	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to increase parking capacity by 900 spaces.	◆	◆	■	N/A	—	—

PHASE: CD – Conceptual Design PD – Preliminary Design EC – Environment Clearance RW – Right of Way Acquisition

1 Total project cost estimate in adopted FY2017 CIP Budget

2 Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across five “Penta-Platform” program stations

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
3,201,176	3,201,176	–	1,451,176	574,706	75%	2nd QTR 2017	●	Work resumed in April, 2016, and is anticipated to be completed in the second quarter of 2017.
10,021,865	10,021,865	–	2,450,624	1,879,860	51%	3rd QTR 2017	●	60% Comments under review.
7,000,000	7,000,000	–	467,500	4,574	5%	3rd QTR 2017	●	Design work has begun and will be completed in January 2017.
2,400,000	400,000	2,000,000	–	–	5%	3rd QTR 2017	●	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	–	–	25,463	5%	2nd QTR 2020	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
2,500,000	2,500,000	–	–	410,351	16%	3rd QTR 2018	●	Fiber Optic relocation completed week of October 14, 2016. Proceeding with Pre-construction.
16,140,000	16,140,000	–	*	38,544	5%	2nd QTR 2020	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
16,633,535	16,633,535	–	*	23,169	5%	4th QTR 2021	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
No costs for VRE. Station being developed by private developer					25%	4th QTR 2017	■	On hold pending resolution of Arkendale to Powell's Creek Third Track Project issues.
9,500,000	9,500,000	–	–	–	10%	4th QTR 2018	■	On hold pending resolution of Arkendale to Powell's Creek Third Track Project issues.
14,650,000	9,264,300	5,385,700	*	19,238	5%	4th QTR 2021	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
14,000,000	9,264,300	4,735,700	*	19,846	5%	4th QTR 2021	●	NTP issued August 4, 2016. Basis of Design proceeding as part of Penta-Platform program.
3,422,500	3,422,500	–	3,901,886	3,620,313	99%	1st QTR 2017	●	Project complete. Proceeding with close-out.
19,600,000	2,500,000	17,100,000	182,142	134,282	10%	2nd QTR 2018	●	NTP issued in July, 2016. Work sessions and ridership studies continue.
2,000,000	2,000,000	–	442,900	27,551	8%	3rd QTR 2020	●	Basis of Design Report under review.
24,420,000	12,998,282	11,421,718	2,031,263	393,120	30%	TBD	■	NEPA documents submitted to FTA for review.
FD – Final Design CN – Construction					STATUS:  Completed  Underway  On Hold  Part of the "Penta-Platform" program			

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	CD	PD	PHASE			FD	CN
				EC	RW			
Hamilton-to-Crossroads Third Track	2¼ miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A		◆	◆

MAINTENANCE AND STORAGE FACILITIES

Broad Run Yard Train Wash	New train wash facility to be added to the Broad Run MSF.	◆	◆	◆	N/A		◆	■
L'Enfant North Storage Track and Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A		◆	●
L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work and Wayside Power.	◆	◆	◆	N/A		◆	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A		◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new access road.	◆	N/A	N/A	●		N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●			

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars (15 received • 14 being built).	◆	N/A	N/A	N/A		◆	●
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A		◆	●

PLANNING, COMMUNICATIONS AND IT

Gainesville-Haymarket Extension	NEPA and PE for an 11-mile extension of VRE service over the NS B-Line to I-66 near Haymarket.	◆	●	●	—	—	—	
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A		◆	●

PHASE: CD – Conceptual Design PD – Preliminary Design EC – Environment Clearance RW – Right of Way Acquisition

1 Total project cost estimate in adopted FY2017 CIP Budget

2 Does not include minor (< \$50,000) operating expenditures

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorize	Expended ²	Percent	Date		
32,500,000	32,500,000	—	32,823,227	29,205,342	98%	4th QTR 2016	●	Project complete. Close-out pending.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■	Design 90% complete; on hold pending FTA review.
4,283,618	4,283,618	—	4,207,057	1,706,560	80%	1st QTR 2017	●	Power construction 90% complete. Pepco work will be followed by CSX signal installation.
3,965,000	3,965,000	—	2,937,000	1,383,617	10%	1st QTR 2017	●	90% plans were submitted in October and are under review by VRE and CSXT.
35,100,000	22,500,000	—	3,146,000	2,060,026	60%	1st QTR 2018	■	Design 100% complete. On hold pending county zoning action.
2,950,000	2,950,000	—	2,950,000	76,767	75%	2nd QTR 2017	●	Completed cultural resources report. Submission of CE to FTA and county zoning action pending.
88,800,000	88,800,000	—	2,883,272	68,482	10%	4th QTR 2017	●	Developing design options and CE. Identifying real estate requirements and acquisition strategy.
75,264,693	75,264,693	—	72,296,772	36,994,353	49%	4th QTR 2018	●	8 cars received in FY 2015. 7 cars have been received in FY 2016 and 5 cars scheduled to be received in FY 2017.
10,553,000	10,553,000	—	7,980,877	7,145,012	80%	4th QTR 2018	●	Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	4,865,112	2,108,091	15%	3rd QTR 2022	●	Planning underway: travel demand analysis/ridership projection, alternatives analysis, public outreach and conceptual engineering.
3,510,307	3,510,307	—	3,510,627	1,575,307	50%	1st QTR 2017	●	Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.

FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold



VIRGINIA RAILWAY EXPRESS

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

VRE.ORG





RESOLUTION #2333

SUBJECT: Authorize the VRE CEO to Execute an Agreement for the Sale of Seven Legacy Passenger Railcars

WHEREAS: In February of 2013, the VRE Operations Board authorized the VRE Chief Executive Officer to sell the remaining Legacy Gallery railcars in anticipation of the delivery of new railcars;

WHEREAS: VRE posted a Request for Interest (RFI) on the VRE website for public sale;

WHEREAS: A proposal was received from The Foxville & Northern Railroad Company, LLC for the purchase of the V413, V415, V421, V424, V426, V427 and V428 railcars;

WHEREAS: VRE anticipates receiving new railcars that will be put into service in the spring of 2017 to replace these Legacy Gallery railcars;

WHEREAS: Upon execution of this sales agreement, no Legacy Gallery railcars will remain in inventory and the Request for Interest (RFI) will be closed; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an agreement for the sale of seven Legacy Gallery passenger railcars to The Foxville & Northern Railroad Company, LLC of Pelion, South Carolina, for the sum of \$3,500.

Approved this 2nd day of February 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 10-C
Action Item

To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Recommend Authorization to Execute an Agreement for the Sale of Seven Legacy Passenger Railcars

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute an agreement for the sale of seven legacy passenger railcars to The Foxville & Northern Railroad Company, LLC of Pelion, SC for the sum of \$3,500.

Background:

In February of 2013, the Operations Board authorized the CEO authority to sell the remaining legacy Gallery railcars as new passenger railcars are delivered and placed into revenue service. Since that time, a Request for Interest (RFI) has been posted on the VRE website for public. As such, Metra Rail of Chicago, IL responded twice and subsequent sales agreements were executed for six and then seven railcars respectively.

VRE staff received a proposal from The Foxville & Northern Railroad Company, LLC for the purchase of the remaining seven legacy passenger railcars (V413, V415, V421, V424, V426, V427 and V428).

In anticipation of receiving new railcars that will be put into service in the Spring to replace the legacy railcars, VRE staff recommends execution of a sales agreement with The Foxville & Northern Railroad Company, LLC. No other offers have been received and the cost to VRE to dispose of these railcars is higher than this proposal. The sale agreement will include no warranties, implied or expressed, and the sale will be considered "as is, where is". There is



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2300 Wilson Blvd. #620
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Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
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no federal, state or local interest remaining on these railcars. Upon execution of this sales agreement, VRE will no longer have legacy Gallery passenger railcars in inventory and the RFI will be closed.

Fiscal Impact:

The proceeds from this sale will be placed into the capital reserve and used for the future purchase of rolling stock equipment.

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Andrew D'huyvetter

DATE: January 26, 2016

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

The WMATA Board members will provide highlights of recent WMATA activities:

A. Board of Directors Report

- Public Comment Period on the Proposed FY2018 Operating Budget and FY2018-2023 Capital Improvement Program

On December 15, 2016, the WMATA Board [authorized the final hearing dockets](#) on the proposed FY2018 budget that include proposed fare and fee increases and service changes. These changes include numerous service reductions or route eliminations in Virginia. These potential service cuts will be evaluated by jurisdictional and WMATA staff, analyzed for Title VI civil rights impacts, and considered in the public outreach process. A final decision on potential service cuts will be made in conjunction with the final FY2018 budget adopted by the Board.

The public outreach process is currently ongoing and closes on February 6th at 9:00 A.M. WMATA has posted related budget material [on its website](#) and includes an [online survey](#).

WMATA will hold a public hearing on the proposed FY2018 budget on Monday, January 30th at 5:00 P.M. at WMATA Headquarters.

On January 25th, NVTC held a [Getting Metro Back on Track](#) public forum at the Reston Chamber of Commerce led by WMATA Board members Jim Corcoran, Christian Dorsey, Cathy Hudgins, and Paul Smedberg. NVTC Secretary-Treasurer Matt Letourneau welcomed the participants. The WMATA Board members [articulated the challenges and opportunities of the Metro system](#) and discussed the proposed FY2018 WMATA Capital and Operating Budget.

- 2017 Governance

On January 26th, the Board is expected to act on the Governance Committee's recommendation to confirm the following WMATA Board members to the following positions for 2017:

- Chair: Jack Evans
- First Vice Chair: Keturah D. Harley
- Second Vice Chair: Jim Corcoran

B. Committee Reports

1. Finance Committee

▪ FTA “ECHO Draw Down” Suspension Lifted

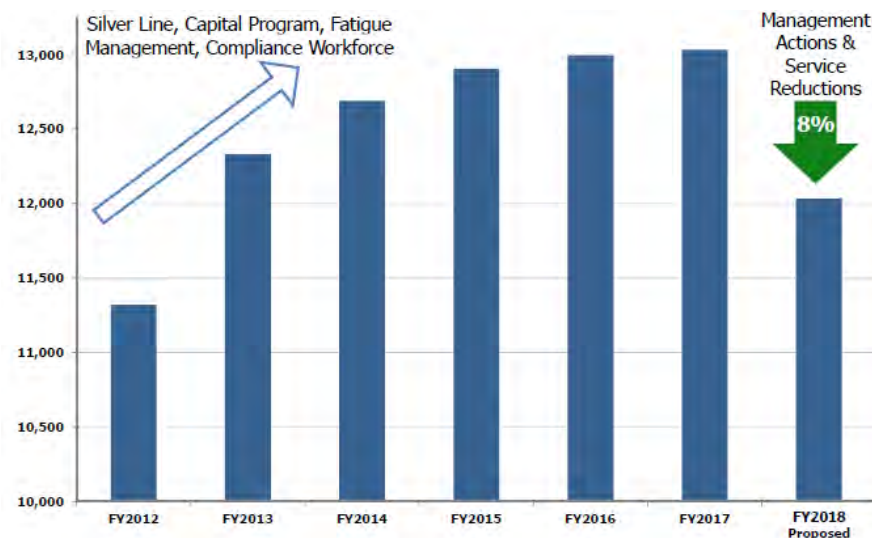
At the January 12, 2017 Finance Committee meeting, the WMATA Chief Financial Officer updated the Board that the [Federal Transit Administration \(FTA\) had recently lifted the grant payment restrictions it placed on WMATA in 2014](#). Since being taken off the restrictions, WMATA has begun to directly draw down FTA funds.

▪ FY2018 Operating Budget Work Session: Personnel Costs

On January 12, 2017, the Finance Committee held the second of three budget work sessions on the FY2018 operating budget. This work session covered personnel costs. WMATA Board members submitted questions to staff on a wide range of topics, and WMATA Staff answered these questions in a [Finance Committee Report attachment on Personnel Costs](#).

The personnel expenses work session focused on personnel expense trends, position reductions, and pension and other post-employment benefits (OPEB) related issues. WMATA has added personnel since FY2012 to respond to the opening of the Silver Line Phase I, the expansion of the capital program, and as a requirement for fatigue management. As ridership has declined, the proposed FY2018 budget calls for service reductions and personnel count reductions to “right-size” the organization (Figure 1).

Figure 1: WMATA Budgeted Headcount Trend



The proposed jurisdictional subsidy is shown in Figure 2.

Figure 2: Jurisdictional Contributions in the Proposed FY2018 Operating Budget

	FY2016 Budget	FY2017 Budget	FY2018 Proposed	Change ('17 – '18)	%
District of Columbia	\$322.9	\$323.1	\$370.3	\$47.1	15%
Montgomery County	144.1	145.0	168.1	23.1	16%
Prince George's County	185.2	185.9	207.3	21.4	11%
Maryland Subtotal	329.2	330.9	375.4	44.5	13%
City of Alexandria	33.8	33.0	39.5	6.5	20%
Arlington County	58.2	56.6	68.4	11.9	21%
City of Fairfax	1.8	1.8	2.2	0.4	20%
Fairfax County	118.1	118.7	138.6	19.9	17%
City of Falls Church	2.3	2.4	2.7	0.2	10%
Virginia Subtotal	214.4	212.5	251.4	38.9	18%
TOTAL	\$866.5	\$866.5	\$997.0	\$130.5	15%

Source: WMATA Proposed [FY2018 Operating Budget Presentation](#)

▪ **FY2018 Operating Budget Work Session: Non-Personnel Costs**

On January 26th, the Finance Committee will hold its last budget work session on [non-personnel expenses](#). This session is anticipated to cover non-personnel expense trends regarding services expense, materials and supplies, energy, and non-personnel expense savings. Non-personnel expenses are approximately 30 percent (\$528 million) of the proposed FY2018 Operating budget (\$1.8 billion). The proposed FY2018 budget includes non-personnel expense savings derived from rightsizing bus and rail service and management actions. WMATA Board members submitted questions to staff on a wide range of topics, and WMATA staff answered these questions in a [Finance Committee Report attachment on non-personnel costs](#).

2. Customer Service, Operations, and Security Committee

On January 12, 2017, the Customer Service, Operations, and Security Committee received an update on the [Train Reliability Program](#). This update covered the changing composition of the railcar fleet to continue the introduction of the 7000 series railcars, retiring the oldest and least reliable railcars, and maintenance campaigns to catch up on needed repairs and improvements to the quality of railcar maintenance.

The delivery of the new 7000 series railcars allows WMATA to retire the oldest, least safe, and most unreliable railcars. The 1000 series will be retired first (an NTSB recommendation), followed later by the 4000 and 5000 series. WMATA has commenced a maintenance campaign to address railcar failures amongst the legacy fleet that most commonly result in customer delays. This program started on November 1, 2016 and WMATA expects to inspect and repair all legacy cars within nine months. WMATA is also working on a long-term strategy to shift railcar maintenance from corrective to preventive maintenance.

3. Capital Program, Planning, and Real Estate Committee

On January 12, 2017, the Capital Program, Planning, and Real Estate Committee approved WMATA Compact hearing public staff reports and other matters related to Joint Development Projects at [Capitol Heights Station](#) and [New Carrollton Station](#). The WMATA Board will act on these items at its January 26, 2017 meeting.

4. Safety Committee and SafeTrack




▪ Safety Committee

At its January 26, 2017 meeting, the Safety Committee is scheduled to receive an update on a track investigation, an update on an electrical shock and fall incident, and a briefing on the [FTA Safety Management System](#).




▪ SafeTrack

WMATA released schedule information for the [remainder of the SafeTrack surges](#) between February and June 2017. The SafeTrack program will conclude in late June, and WMATA will then shift to a regimen of preventive maintenance. The surges are summarized below:

Surge Projects and Alternate Travel Options (Click on individual surges for more details)

Date	Duration	Lines	Impact	Alternate
February 11 - 28	18 days		Line Segment Shutdown	Rosslyn to Pentagon
March 4 - April 9	37 days	 	Continuous Single Track	Braddock Rd to Huntington/Van Dorn St King St to Van Dorn St King St to Huntington

The exact dates and duration of the surges below are still to be determined.

April-May	TBD		Continuous Single Track	Greenbelt to College Park
May-June	TBD		Continuous Single Track	Minnesota Ave to New Carrollton
June	TBD		Continuous Single Track	Shady Grove to Twinbrook

WMATA has also scheduled additional [planned Metrorail track work](#) that includes additional single tracking and weekend shutdowns.

NVTC continues to host weekly SafeTrack calls to coordinate the Northern Virginia stakeholders.

C. Other WMATA News

Between the Presidential Inauguration and the Women's March on Washington on January 20 and 21, 2017, WMATA rail, bus, and paratransit service served over 2 million passenger trips. January 21, 2017 became [the second busiest day in WMATA rail history](#), with over 1,001,613 entries into the Metrorail system.

D. Virginia Ridership and Parking Facility Utilization

WMATA Virginia Ridership November 2015 – 2016			
	November 2015	November 2016	Percent Change
Metrorail			
Total	7,922,949	7,393,886	-6.7%
Weekday Average	299,022	269,593	-9.8%
Metrobus			
Total	1,609,856	1,536,577	-4.5%
Weekday Average	69,567	64,641	-7.1%
MetroAccess			
Total	25,050	27,844	+11.1%

WMATA Virginia Parking Facility Usage November 2015 – 2016				
Station/Lot	November 2015	Y-T-D FY16	November 2016	Y-T-D FY17
Huntington	68%	70%	69%	65%
West Falls Church	54%	56%	45%	52%
Dunn Loring	76%	77%	60%	54%
Vienna	78%	81%	62%	58%
Franconia	66%	69%	56%	52%
Van Dorn	107%	109%	105%	97%
East Falls Church	115%	121%	112%	114%
Wiehle-Reston East	87%	90%	82%	82%
Northern Virginia Total	73%	76%	64%	62%

E. Schedule of Upcoming Board Decisions

Key Issues	Meeting	Date
Safety Management System, Investigations Update, and Update on Injured Employees (I)	Safety Committee	January 26, 2017
FY2018 Budget Work Session – Non-personnel expenses (I)	Finance Committee	January 26, 2017
Acceptance of IG reports (A)	Audits and Investigation Committee	February 9, 2017
Annual Security Update and Metrobus Fleet Review (I)	Customer Service, Operations, and Security Committee	February 9, 2017
King Street Station Bus Improvements and Pentagon City Metro Station Connection Agreement (A)	Capital Program, Planning, and Real Estate Committee	February 9, 2017

<i>Anticipated Information (I) and Action (A) Items</i>	<i>WMATA Board Date Target</i>
<i>FY2018 Budget Comment Period</i>	<i>Opened mid-January and Closes February 6 at 9:00 A.M.</i>
<i>FY2018 Budget Public Hearing</i>	<i>January 30, 2017 at 5:00 P.M.</i>
<i>Capital Funding Agreement (A)</i>	<i>March 2017</i>
<i>FY2018 Budget Approval (A)</i>	<i>April-May 2017</i>

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: January 26, 2017

SUBJECT: Executive Director Report

A. Executive Director Newsletter

NVTC's [Executive Director Newsletter](#) provides updates on specific NVTC projects and programs and highlights items of interest at the federal and state levels and among partners such as the Transportation Planning Board and the Northern Virginia Transportation Authority.

This month's newsletter includes updates on Transform 66, NVTC's WMATA Board Member forum, and legislative activity in Richmond.

B. Financial Items for December 2016

The [Financial Items for December 2016](#) are provided for your information.

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With each trip to Richmond – and there have been several since the General Assembly convened on January 11 – I have had opportunities, both formal and informal, to share the Commission’s work with senators, delegates, staff, and transportation enthusiasts. As people are now more aware of NVTC’s regional role and expertise in transit, we have become the go-to organization for transit-related information and assistance. Several recent examples spring to mind, but it was WMATA’s request to have NVTC coordinate Northern Virginia’s transit planning for the Presidential Inaugural that clearly demonstrates the value we bring to the table.

The table around which the Commission will gather in Richmond for its February 2 meeting will have many guests. In addition to members of the General Assembly, Commonwealth Transportation Board Member Marty Williams will join us. As chair of the Transit Capital Project Revenue Advisory Board, Williams will apprise us on the panel’s work to identify future funding and develop a prioritization process for new transit capital revenue. The advisory board, [which submitted an interim report to the Governor and General Assembly on January 1](#), is set to wrap up its work by August 1.

Supporting the advisory board’s efforts is the [Transit Service Delivery Advisory Committee](#), which will meet in Richmond at month’s end. I and the other committee members will begin to explore sustainable revenue sources and analyze ways to equitably prioritize the use of that revenue.



Although there’s less than a month left in this year’s legislative session, there remain many opportunities to inform lawmakers and others about NVTC’s role as the voice of transit in Northern Virginia. My [appearance before the Senate Finance Committee](#) in

mid-January allowed just that – and gave me a chance to educate committee members about the history and effectiveness of the regional gas tax. The NVTC story is unique and I enjoy sharing it. If there’s someone with whom you would like me to share it, just let me know.

~ **Kate Mattice**
Executive Director

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Key Dates

Jan. 31	Transit Service Delivery Advisory Committee Meeting
Feb. 2	NVTC Monthly Meeting In Richmond, 4 p.m.
Feb. 7	Crossover at General Assembly
Feb. 9	NVTA Monthly Meeting
Feb. 15	TPB Monthly Meeting
Feb. 15-16	CTB Monthly Meeting
Feb. 17	VRE Monthly Meeting
Feb. 25	General Assembly Adjourns
Apr. 5	General Assembly Reconvenes

Transform 66 February Update

The first of eight toll gantries on I-66 inside the Beltway was hoisted into place by VDOT on January 18. The overnight procedure required troopers to stop traffic in both directions between exits 71 and 72 near Ballston twice for about 15 minutes each time.

The remaining seven gantries will be lifted into place starting in the first half of February, continuing until completed. The gantries support the electronic tolling equipment that reads the E-ZPass and E-ZPass Flex transponders, which will be required in all vehicles traveling on the rush hour toll lanes.

To help drivers navigate the new toll lanes, VDOT plans to launch a consumer-oriented website, which will include informational programming. NVTC and VDOT are developing a communications package, compatible



The first toll gantry on I-66 inside the Beltway is lifted into place between exits 71 and 72 in Arlington.

with both organizations' brand, for the [Transform 66 Multimodal Project](#), which NVTC administers.

With tolling on I-66 inside the Beltway scheduled to begin in late summer, NVTC and VDOT are working on two kick-off events in May and/or June — one for the 10 multimodal projects funded by the Commission and another in advance of toll day one.

NVTC and the Commonwealth, meanwhile, have signed the revised Memorandum of Agreement, which will fund multimodal projects for 40 years. And, all but two of the 10 funding agreements with multimodal grantees have been signed.



Crews install the first of eight toll gantries on I-66 inside the Beltway in the early morning hours of January 18, 2017.



NVTC Hosts WMATA Board Member Forum

Funding Metro was the primary interest of those attending NVTC's WMATA Board Member Forum Wednesday night in Reston. Questions touched on how to stem the pending transit fiscal cliff, bolster the 2.1 percent regional gas tax, improve WMATA's bond rating, and advocate for additional resources from Richmond. The event, moderated by NVTC Secretary-Treasurer Matt Letourneau, [featured a brief presentation](#) by WMATA board members Cathy Hudgins, Jim Corcoran, Christian Dorsey and Paul Smedberg, who then fielded questions from a packed house. Board members spoke to the WMATA general manager's "shared sacrifice" approach to closing a \$290 million gap in the operating budget and the need to provide additional time for Metro to perform track maintenance.



WMATA board members (from left to right, Paul Smedberg, Jim Corcoran, Cathy Hudgins and Christian Dorsey) respond to questions from a full house at the Greater Reston Chamber of Commerce. NVTC Secretary-Treasurer Matt Letourneau (far right) moderated the panel discussion.









Metro to Resume SafeTrack

With five surges to be completed in the first half of 2017, [WMATA will reinstate track work next month](#). The first two surges will be in Virginia. From Feb. 11-28 there will be a complete shutdown of the Blue Line between Rosslyn and the Pentagon. Single-tracking will occur on the Yellow and Blue lines between the Braddock Road and Huntington/Van Dorn St. stations from Mar. 4-Apr. 9. The final three surges will affect the Green, Orange and Red lines. The SafeTrack program will conclude in late June, after which, Metro will shift to a regimen of preventive maintenance.

Prior to the commencement of the 2017 surges, Metro plans weekend work on the Orange/Silver/Blue lines from Feb. 4-5. [Shuttle buses will replace trains between the Foggy Bottom and Eastern Market stations both days](#). Customers traveling through the affected area should allow up to 45 minutes of additional travel time.

NVTC continues to coordinate Northern Virginia's SafeTrack response. Weekly calls clarify issues, allowing local transit systems to modify service so that residents have travel options as Metro addresses track issues affecting passenger safety.

2017 SafeTrack Surges

Date	Stations Affected	Lines Affected	Service Status
February 11-28	Rosslyn-Pentagon		Line segment shutdown
March 4 - 26	Braddock Road-Huntington/Van Dorn St.	 	Continuous single tracking
March 26 - April 2			Continuous single tracking
April 3 - 9			Continuous single tracking
April-May TBA	Greenbelt – College Park		Continuous single tracking
May-June TBA	Minnesota Ave – New Carrollton		Continuous single tracking
June TBA	Shady Grove – Twinbrook		Continuous single tracking

Public Comment on WMATA FY2018 Budget Closes February 6

WMATA will hold a [public hearing on its proposed FY2018 budget](#) a week prior to the close of public comment. The transit agency will host an open house from 4:30-6:30 p.m. at Metro Headquarters ([600 5th Street NW, Washington, D.C.](#)) on Mon., Jan. 30. The public hearing will start at 5 p.m. Speaker registration is onsite only and will close at 9:00 p.m. Those unable to attend are encouraged to [take an online survey](#) prior to the close of public comment at 9 a.m. on Mon., Feb. 6.

NVTC's [letter on WMATA's operating and capital needs](#), was submitted on Jan. 6. The letter raises concerns

about the future rate of increase in jurisdictional subsidies, while supporting the general manager's "shared sacrifice" approach.

Metro also began hosting budget outreach events at its stations on Jan. 23. [Among the remaining sessions are three in Virginia](#). Metro staff will be soliciting public comment on Thur., Jan. 26 from 6-10 a.m. at the Vienna station and from 3:30-7:30 p.m. at Dunn Loring and King St/Old Town stations. The final Virginia outreach event is slated for Sat., Jan. 28 from 5:30-8 a.m. at the Reagan National Airport station.

FTA Removes Restrictions on WMATA Drawdown of Federal Funds

Noting that WMATA has made "significant progress in improving its financial controls," FTA has lifted restrictions on Metro's ability to draw down funds. This means WMATA can receive federal money up front, eliminating the need to borrow and then seek

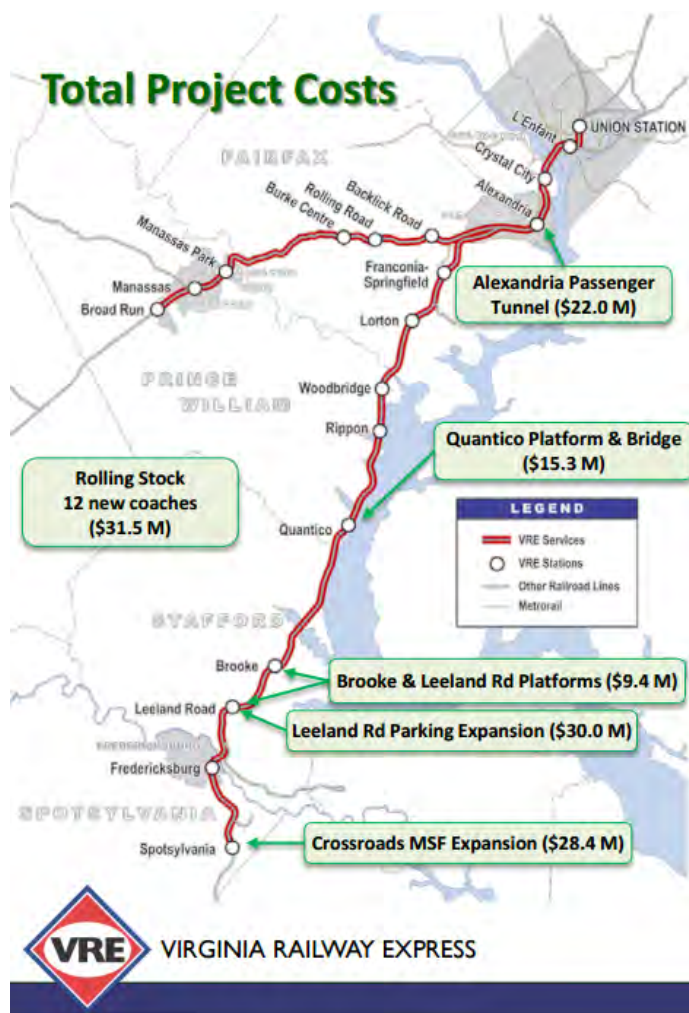
reimbursement. The 2014 restrictions were put in place after consultants raised concerns over poor book-keeping and the awarding of millions through no-bid contracts.

VRE Fredericksburg Line Upgrade Scores Well Under Smart Scale

Capacity expansion on VRE's Fredericksburg Line is [the second highest rated project under Smart Scale](#), Virginia's transportation funding prioritization program. Out of six categories, the \$136 million expansion ranked tops in safety, environment, and economic development. [The project includes a variety of station, parking, and storage yard expansion projects](#), as well as acquisition of new coaches. NVTC, which manages state funds for VRE, submitted the grant request, now being considered for \$70.5 million in Smart Scale funding from the Commonwealth. An additional \$22 million to fund improvements at VRE's Brooke and Leeland Road stations and construction at the Potomac Shores station was requested by the George Washington Regional Commission.

Also scoring well was [Arlington County's Columbia Pike Smart Corridor](#), a transportation demand management (TDM) project. The county requested over \$1 million for TDM improvements, including a new Commuter Store, real-time transportation information screens and mobile device app, bicycle rack installation, and Capital Bikeshare stations.

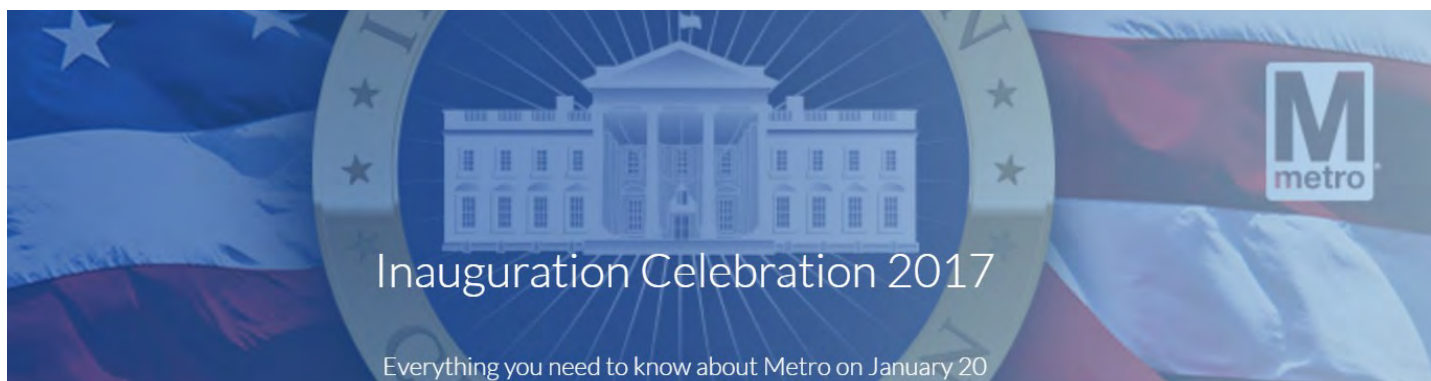
The state has released [a complete list of rankings for the 400+ projects scored under Smart Scale](#), now in its second year. The CTB will hold a public hearing in the spring before adopting a six-year improvement plan in June.



NoVa Transit Providers' Inaugural Planning Coordinated by NVTC

With the possibility that increased security would push road closures earlier than during previous inaugurations, NVTC convened a call of NoVa transit providers to share logistical details and coordinate changes in service plans. While providers individually communicated service modifications to riders, WMATA include all changes on

its inauguration website. The call featured discussion of emergency response, which included a "walk out" plan routing pedestrians to Pentagon City. WMATA noted the helpfulness of NVTC's station evacuation plans and participation in table-top exercises in evaluating emergency response options for the inauguration.



Legislative Update

Legislation establishing a Metro Safety Commission ([HB2136](#) and [SB1251](#)) passed out of House Transportation Subcommittee #3 on Thurs., Jan. 26 as amended by Del. Minchew. His enactment clause requires the Commonwealth to undertake specific actions before it can sign the MSC agreement. The bill will go before the full committee on Wednesday. The Senate Transportation Committee will consider its MSC bill next week.

Also passing out of House Transportation Subcommittee #3 was Del. LeMunyon's resolution ([HJ617](#)) calling for a

review of the WMATA Compact to identify improvements to Metro's governance, financing and operations.

Budget amendments offered by [Del. LeMunyon](#) and [Del. LaRock](#) placing limitations on funding to WMATA and DRPT related to WMATA Compact revisions were not discussed at Monday's House Appropriations Transportation Subcommittee meeting, but remain under consideration.

A status update on legislative activity will be provided at the Commission's Feb. 2 meeting in Richmond.

Fare Payment Technology Update

NVTC is working to modify the scope of an existing DRPT grant to fund farebox upgrades in FY2018. The existing grant had been designated for WMATA's New Electronic Payments Program, which was cancelled in 2016. To extend the life of the current regional fare payment systems, Northern Virginia transit operators must: 1) replace obsolete components and systems, 2) explore enhanced func-



tionality and features through these upgrades to provide better fare collection options, and 3) provide a path for migrating to an upgraded fare collection system.

The NVTC technical team worked with local transit operators to gather information on plans for upgrading fareboxes over the coming fiscal years. The DRPT grant will allow NVTC to purchase equipment (DCU tablet, tablet mounts, replacement farebox parts, cabling, power supply), nonrecurring engineering support specific to Northern Virginia operators, and deployment support.

Around Town: Headlines about NVTC Jurisdictions & Partners



[Alexandria Transit Company Board Selects New DASH General Manager](#)



[Transportation secretary expects debate on Metro bill](#)

[New bill seeks to extend I-66 exemption for hybrid commuters](#)



[A closer look at Arlington's bike counters show how riders are using the trails and bike lanes](#)



[Federal grant will pay for armbands designed to warn Metro inspectors, track workers of trains](#)



[Silver Line Progress Steady](#)



[Potomac Shores' VRE station running behind schedule](#)



[Dude, where's my bus? Fairfax Connector to launch bus tracker](#)



[Ride-hailing apps are changing how people get to the region's airports](#)

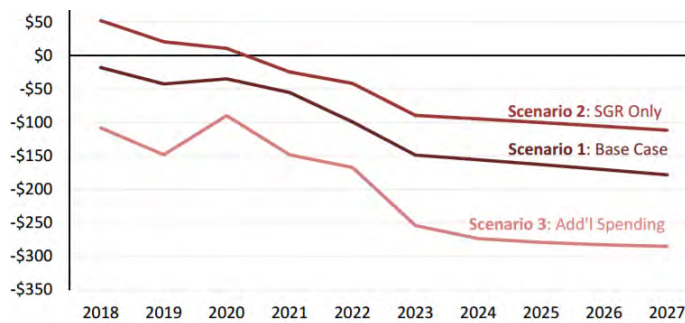
[Route 7 is getting new trails and a tunnel that connects communities](#)

Transit Capital Revenue Project Advisory Bd



Tasked by the General Assembly with examining the impacts of the funding gap that will occur when transportation bonds expire in 2018, the Transit Capital Revenue Project Advisory Board [has released its interim report](#). The report documents the size of the gap based on three scenarios: base case, state of good repair only, and additional spending for transit expansion projects. A final report, identifying new revenues and prioritizing funding, is due in August. CTB Member Marty Williams, who chairs the advisory board, will provide insight into the panel's work at [NVTC's Feb. 2 meeting in Richmond](#).

**Annual Projected State Transit Capital Funding Gap by Scenario
(FY 18 – FY 27)**
(Millions of Year-of-Expenditure Dollars)



Transportation Planning Board



NVTC Immediate Past Chairman Jay Fisette was [elected vice chairman of the National Capital Region Transportation Planning Board in December](#). "Smart transportation investments are critical to ensure our region's economy and quality of life," said Fisette. "I want to ensure that the TPB is an effective forum for local and state leaders to make these decisions together."

City of Rockville Mayor Bridget Donnell Newton will serve as TPB chairman. "I look forward to working closely with my colleagues from across the metro area to address our region's long-term transportation needs," she said. Newton replaces NVTC Commissioner Tim Lovain of Alexandria for a one-year term as chairman.

District of Columbia Councilmember Charles Allen also will serve as a TPB vice chairman. "I look forward to continuing to push for increased focus on transportation equity and environmental justice," he said.

Northern Virginia Transportation Authority



Draft recommendations for the [VTrans2025 Multimodal Transportation Plan](#) (VMTP) were to be made available on Jan. 26 in advance of a public workshop sponsored by the Northern Virginia Transportation Authority on behalf of the Office of Intermodal Planning and Investment. The recommendations in VMTP 2025 will be presented to the Commonwealth Transportation Board in mid-2017. While future Smart Scale applications will not be limited to those contained in VMTP 2025, the recommended projects will reflect the most strategic responses to the 2025 needs.



NoVa General Assembly Bus Tour



NVTC spoke to the Commission's unique role as the voice of transit in Northern Virginia and its work on the Transform 66 Multimodal Project as part of a bus tour for General Assembly members on Jan. 5.

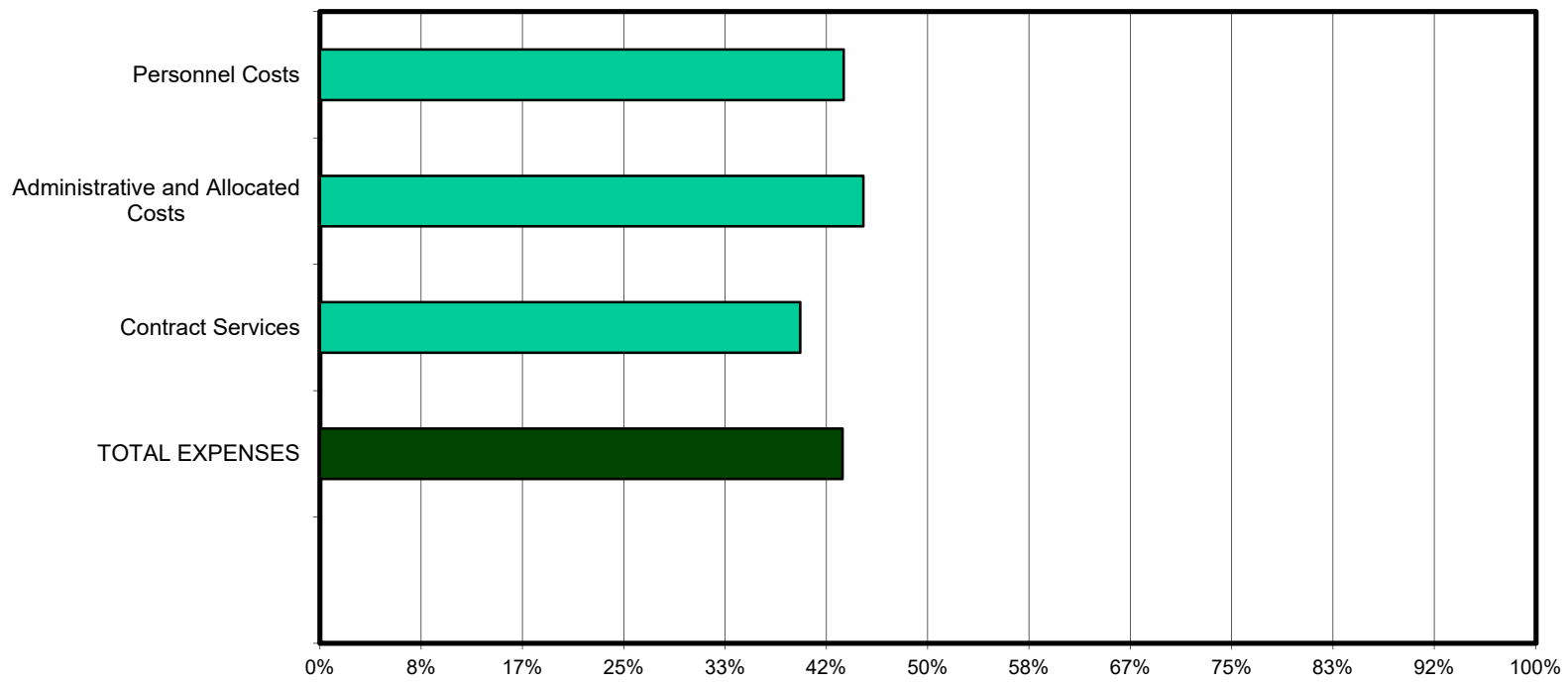
Arranged by Senator Dave Marsden and Delegate Vivian Watts, the tour highlighted several of the significant transportation projects underway in Northern Virginia. VDOT coordinated logistics, while Fairfax Connector provided transportation.



Northern Virginia Transportation Commission

Financial Reports
December, 2016

Percentage of FY 2017 NVTC Administrative Budget Used
December 2016
(Target 50% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2016

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Contract Wages	\$ 94,341.36	\$ 617,635.77	\$ 1,352,000.00	\$ 734,364.23	54.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>94,341.36</u>	<u>617,635.77</u>	<u>1,352,000.00</u>	<u>734,364.23</u>	<u>54.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,045.83	37,761.11	90,300.00	52,538.89	58.2%
Group Health Insurance	5,895.97	38,614.23	139,500.00	100,885.77	72.3%
Retirement	8,450.00	50,700.00	145,000.00	94,300.00	65.0%
Workmans & Unemployment Compensation	378.16	1,503.91	4,900.00	3,396.09	69.3%
Life Insurance	311.06	1,957.35	5,300.00	3,342.65	63.1%
Long Term Disability Insurance	472.28	2,722.00	6,400.00	3,678.00	57.5%
Total Benefit Costs	<u>20,553.30</u>	<u>133,258.60</u>	<u>391,400.00</u>	<u>258,141.40</u>	<u>66.0%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,200.00	5,700.00	9,800.00	4,100.00	41.8%
<i>Rents:</i>	<i>19,522.99</i>	<i>112,707.71</i>	<i>239,600.00</i>	<i>126,892.29</i>	<i>53.0%</i>
Office Rent	18,099.99	106,124.90	223,400.00	117,275.10	52.5%
Parking & Transit Benefits	1,423.00	6,582.81	16,200.00	9,617.19	59.4%
<i>Insurance:</i>	<i>810.00</i>	<i>3,797.35</i>	<i>5,800.00</i>	<i>2,002.65</i>	<i>34.5%</i>
Public Official Bonds	200.00	1,300.00	2,000.00	700.00	35.0%
Liability and Property	610.00	2,497.35	3,800.00	1,302.65	34.3%
<i>Travel:</i>	<i>2,761.93</i>	<i>12,728.06</i>	<i>29,300.00</i>	<i>16,571.94</i>	<i>56.6%</i>
Conference / Professional Development	155.00	6,963.34	17,000.00	10,036.66	59.0%
Non-Local Travel	229.32	1,208.78	2,300.00	1,091.22	47.4%
Local Travel, Meetings and Related Expenses	2,377.61	4,555.94	10,000.00	5,444.06	54.4%
<i>Communication:</i>	<i>1,111.01</i>	<i>5,722.02</i>	<i>15,700.00</i>	<i>9,977.98</i>	<i>63.6%</i>
Postage	286.69	996.69	2,000.00	1,003.31	50.2%
Telephone and Data	824.32	4,725.33	13,700.00	8,974.67	65.5%
<i>Publications & Supplies</i>	<i>737.67</i>	<i>6,016.73</i>	<i>11,600.00</i>	<i>5,583.27</i>	<i>48.1%</i>
Office Supplies	391.38	1,547.70	2,500.00	952.30	38.1%
Duplication and Paper	346.29	3,722.23	8,600.00	4,877.77	56.7%
Public Information	-	746.80	500.00	(246.80)	-49.4%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2016

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	479.94	3,490.87	22,900.00	19,409.13	84.8%
Furniture and Equipment (Capital)	-	40.00	11,500.00	11,460.00	99.7%
Repairs and Maintenance	-	66.00	1,000.00	934.00	93.4%
Computer Operations	479.94	3,384.87	10,400.00	7,015.13	67.5%
<i>Other General and Administrative:</i>	798.32	3,432.79	9,000.00	5,567.21	61.9%
Subscriptions	-	-	-	-	0.0%
Memberships	79.67	478.02	1,800.00	1,321.98	73.4%
Fees and Miscellaneous	718.65	2,954.77	5,600.00	2,645.23	47.2%
Advertising (Personnel/Procurement)	-	-	1,600.00	1,600.00	100.0%
Total Administrative Costs	<u>27,421.86</u>	<u>153,595.53</u>	<u>343,700.00</u>	<u>190,104.47</u>	<u>55.3%</u>
<u>Contracting Services</u>					
Auditing	4,025.00	21,525.00	22,000.00	475.00	2.2%
Contract Services and Support	5,500.00	44,716.10	155,000.00	110,283.90	71.2%
Legal	2,916.67	17,500.02	35,000.00	17,499.98	0.0%
Total Contract Services	<u>12,441.67</u>	<u>83,741.12</u>	<u>212,000.00</u>	<u>128,258.88</u>	<u>60.5%</u>
 Total Gross G&A Expenses	<u><u>\$ 154,758.19</u></u>	<u><u>\$ 988,231.02</u></u>	<u><u>\$ 2,299,100.00</u></u>	<u><u>\$ 1,310,868.98</u></u>	<u><u>57.0%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
December, 2016

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wells Fargo (Checking)</u>	<u>Wells Fargo (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
1	NVTA	Route 7 project revenue		\$ 7,679.73		
1	PRTC	Expense reimbursement		100.00		
1	DRPT	Intern grant receipt			10,403.00	
1	DRPT	New fare collection grant receipt			3,500.00	
13	DRPT	Operating assistance - WMATA				9,053,095.00
14	DRPT	Capital grant receipt - Arlington				602,837.00
20	FTA	Alexandria grant receipt			303,217.00	
21	PRTC	Expense reimbursement		624.58		
21	CNA	Refund		100.00		
21	VRE	Staff support		7,474.26		
21	Arlington	G&A contribution		14,259.50		
22	City of Fairfax	G&A contribution		2,427.50		
30	DRPT	New fare collection grant receipt			3,500.00	
30	DRPT	Capital grant receipt - Falls Church				68,325.00
30	DRPT	Alexandria grant receipt			2,954.00	
30	DRPT	Capital grant receipt - Arlington				49,678.00
30	DMV	Motor Vehicle Fuels Sales tax revenue				2,646,534.68
30	DRPT	Capital grants receipts - VRE			445,180.00	
31	Banks	Interest earnings		1.00	732.73	88,236.49
			<u>-</u>	<u>32,666.57</u>	<u>769,486.73</u>	<u>12,508,706.17</u>
DISBURSEMENTS						
1-31	Various	G&A expenses	(256,419.71)			
1	Kimley-Horn	Consulting - new fare	(7,000.00)			
1	Parsons	Consulting - Route 7	(7,679.73)			
9	City of Fairfax	Other operating				(101,587.80)
17	City of Fairfax	Other operating				(500,521.00)
20	Alexandria	Costs incurred			(303,217.00)	
20	Kimley-Horn	Consulting - new fare	(7,000.00)			
30	VRE	Grant revenue			(445,180.00)	
31	Banks	Service fees	(66.91)	(5.08)		
			<u>(278,166.35)</u>	<u>(5.08)</u>	<u>(748,397.00)</u>	<u>(602,108.80)</u>
TRANSFERS						
20	Transfer	LGIP to checking	225,000.00		(225,000.00)	
			<u>225,000.00</u>	<u>-</u>	<u>(225,000.00)</u>	<u>-</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (53,166.35)</u>	<u>\$ 32,661.49</u>	<u>\$ (203,910.27)</u>	<u>\$ 11,906,597.37</u>

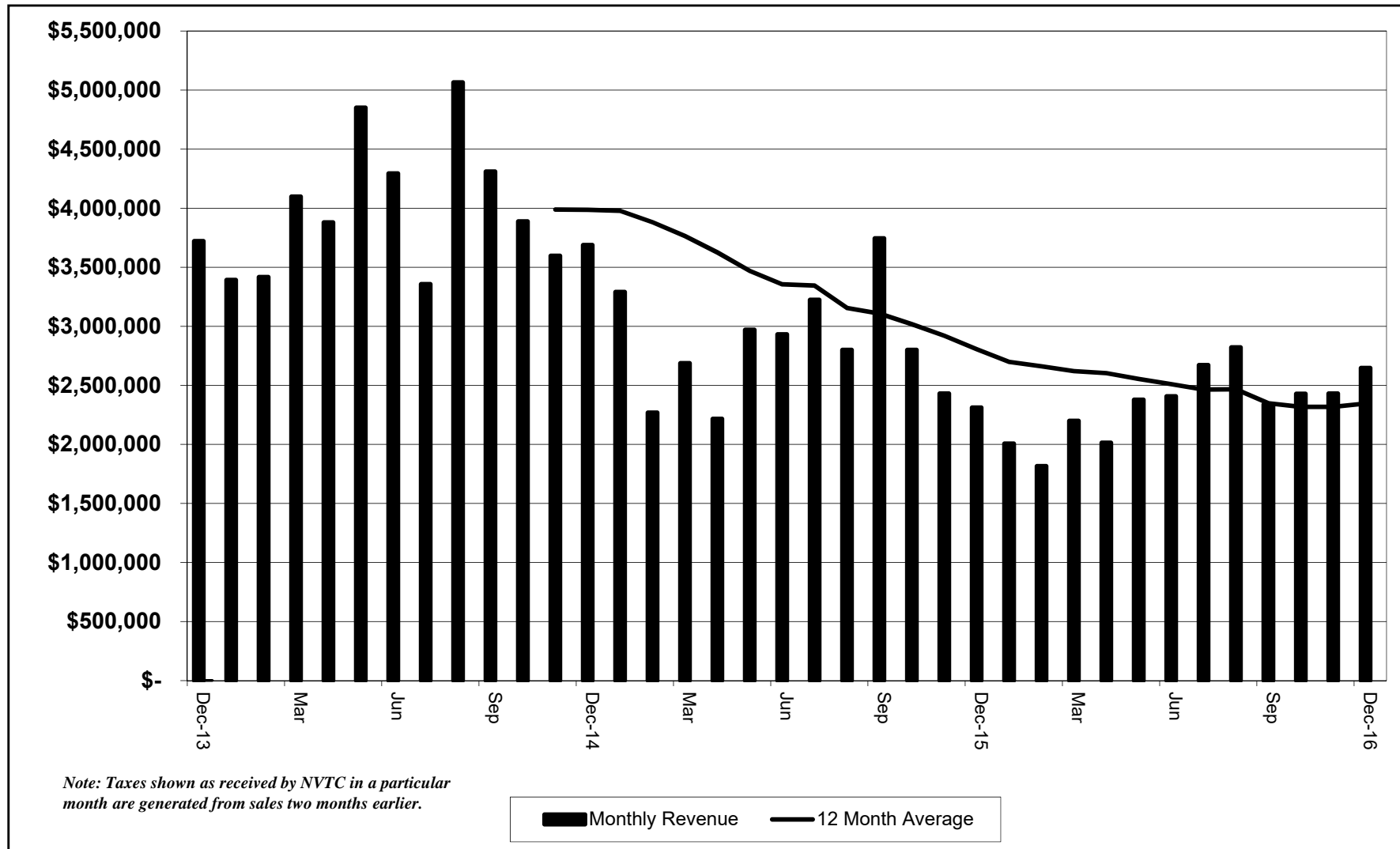
**NVTC
INVESTMENT REPORT
December, 2016**

Type	Rate	Balance 11/30/2016	Increase (Decrease)	Balance 12/31/2016	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 107,699.82	\$ (53,166.35)	\$ 54,533.47	\$ 54,533.47	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	42,726.40	32,661.49	75,387.89	75,387.89	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.673%	149,824,183.85	11,702,687.10	161,526,870.95	1,158,126.52	140,329,332.09	20,039,412.34
		<u>\$ 149,974,610.07</u>	<u>\$ 11,772,606.47</u>	<u>\$ 161,656,792.31</u>	<u>\$ 1,288,047.88</u>	<u>\$ 140,329,332.09</u>	<u>\$ 20,039,412.34</u>

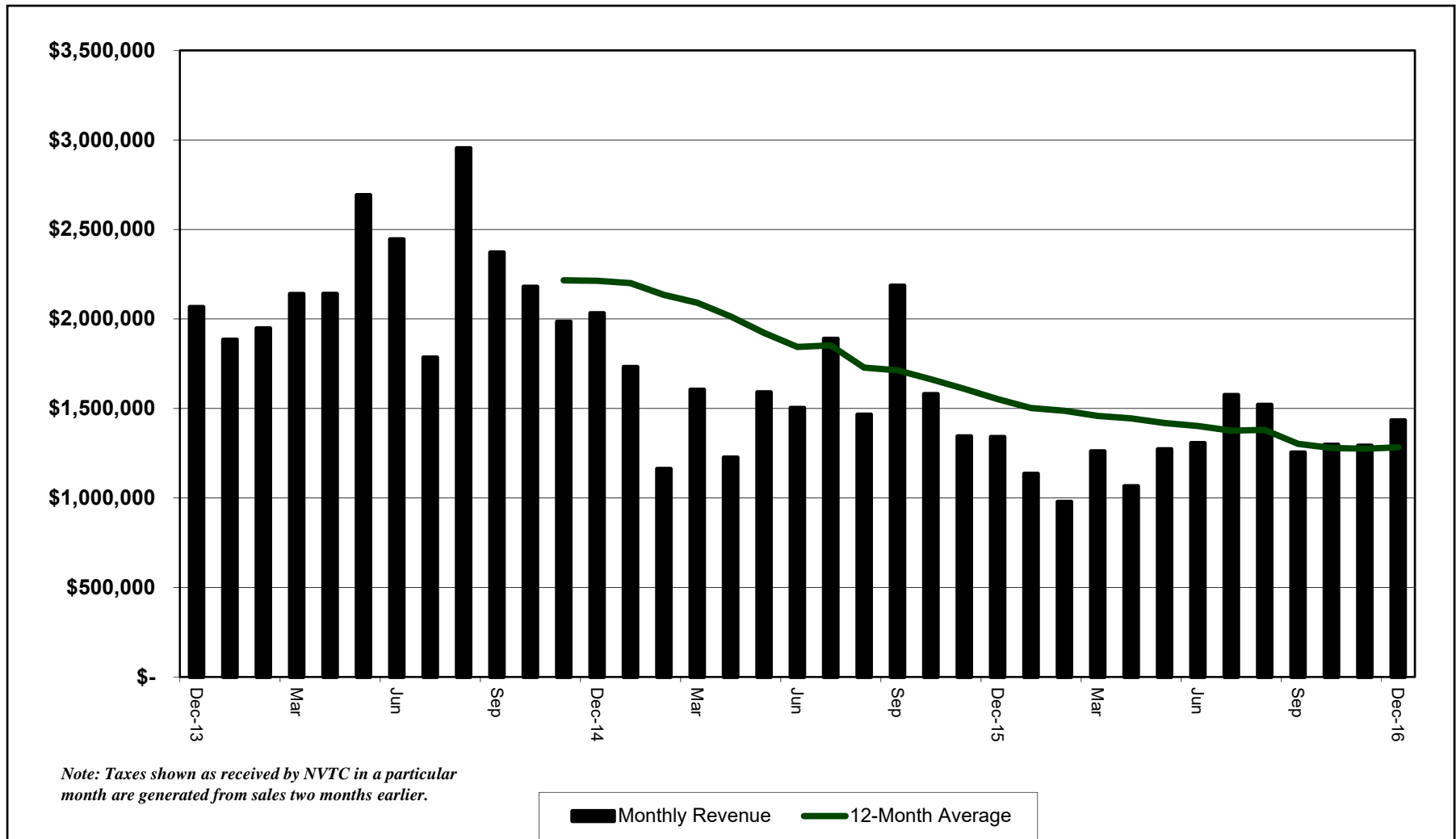
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

FISCAL YEARS 2014-2017



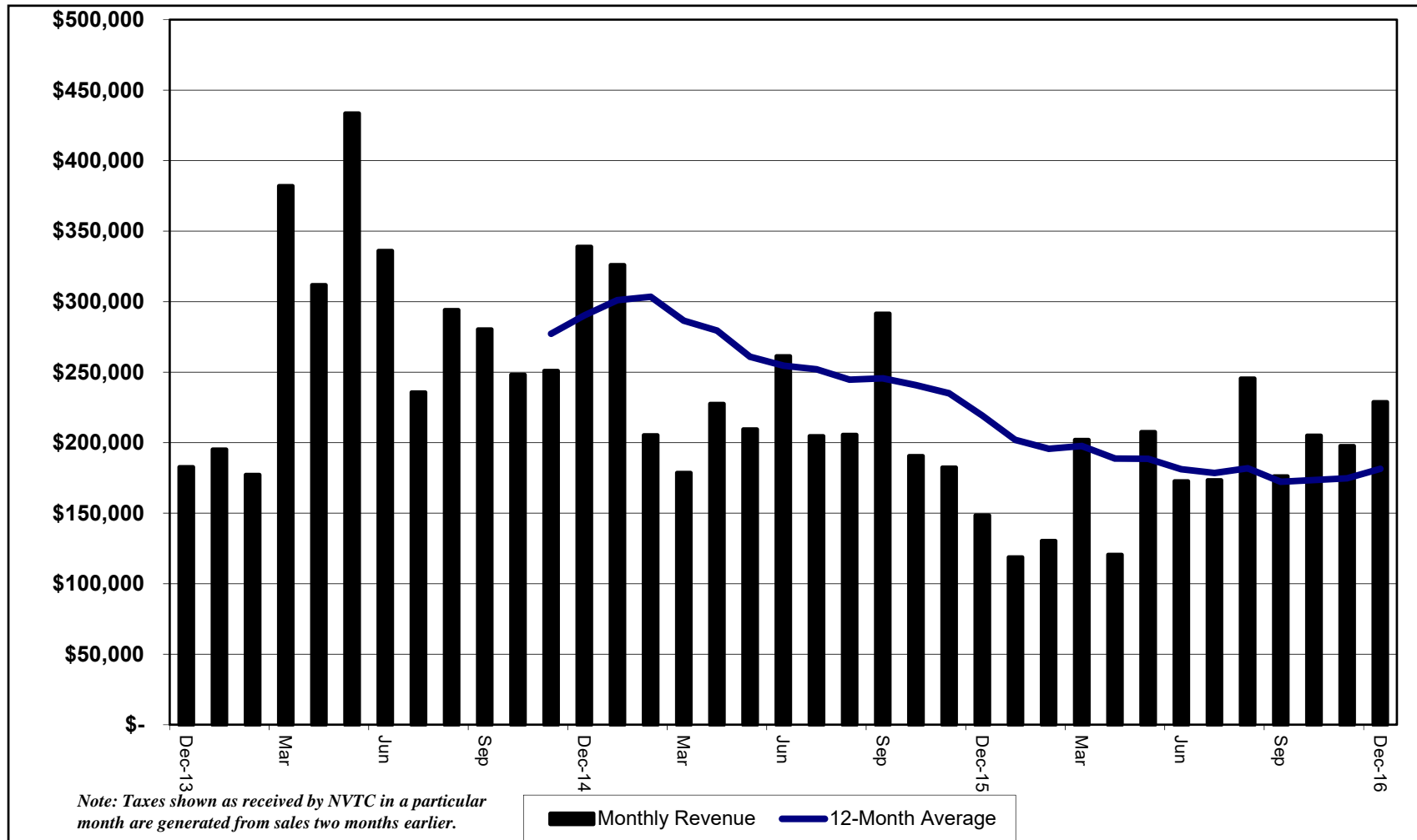
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2014-2017



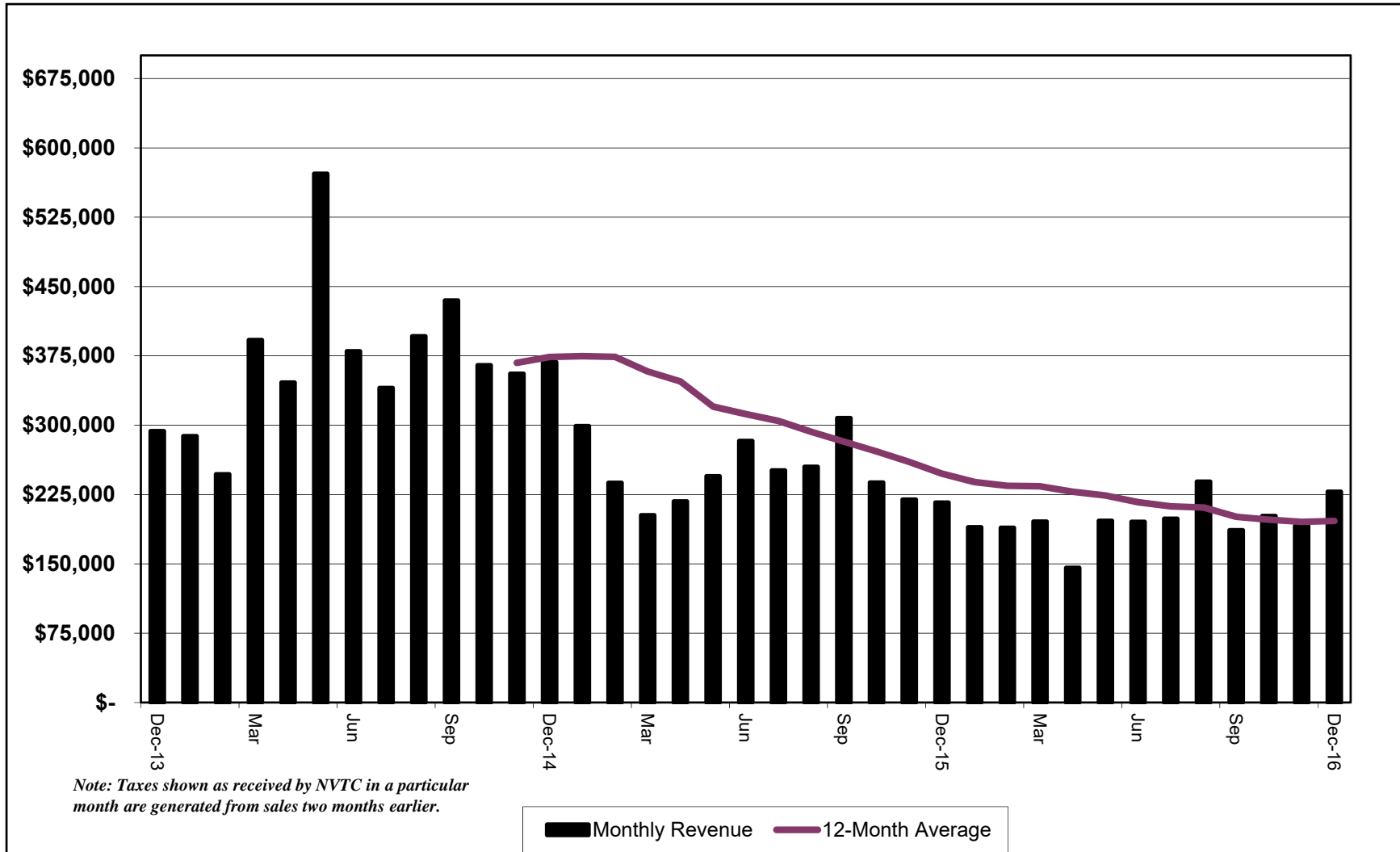
NVTC MONTHLY GAS TAX REVENUE

CITY OF ALEXANDRIA

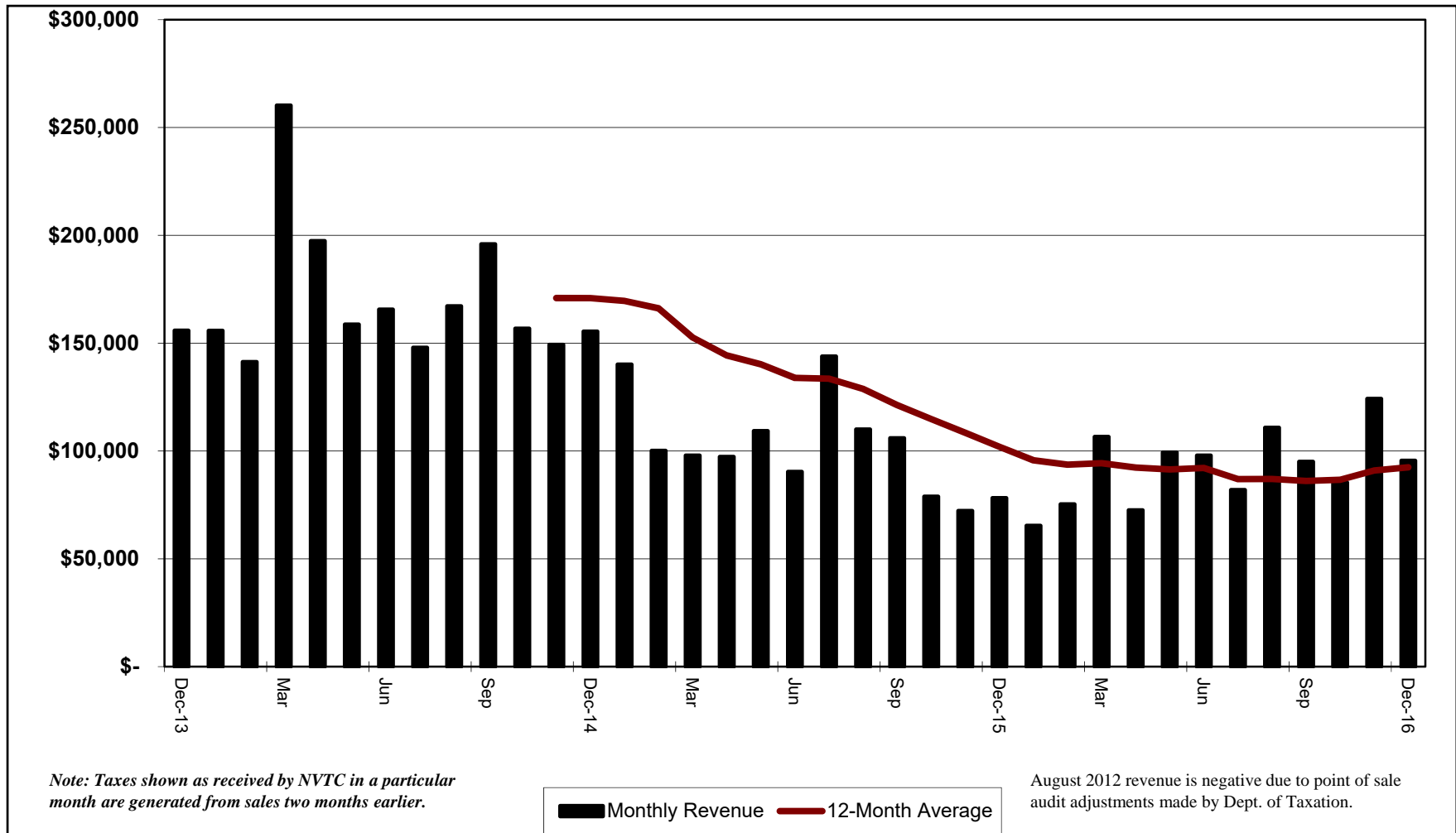
FISCAL YEARS 2014-2017



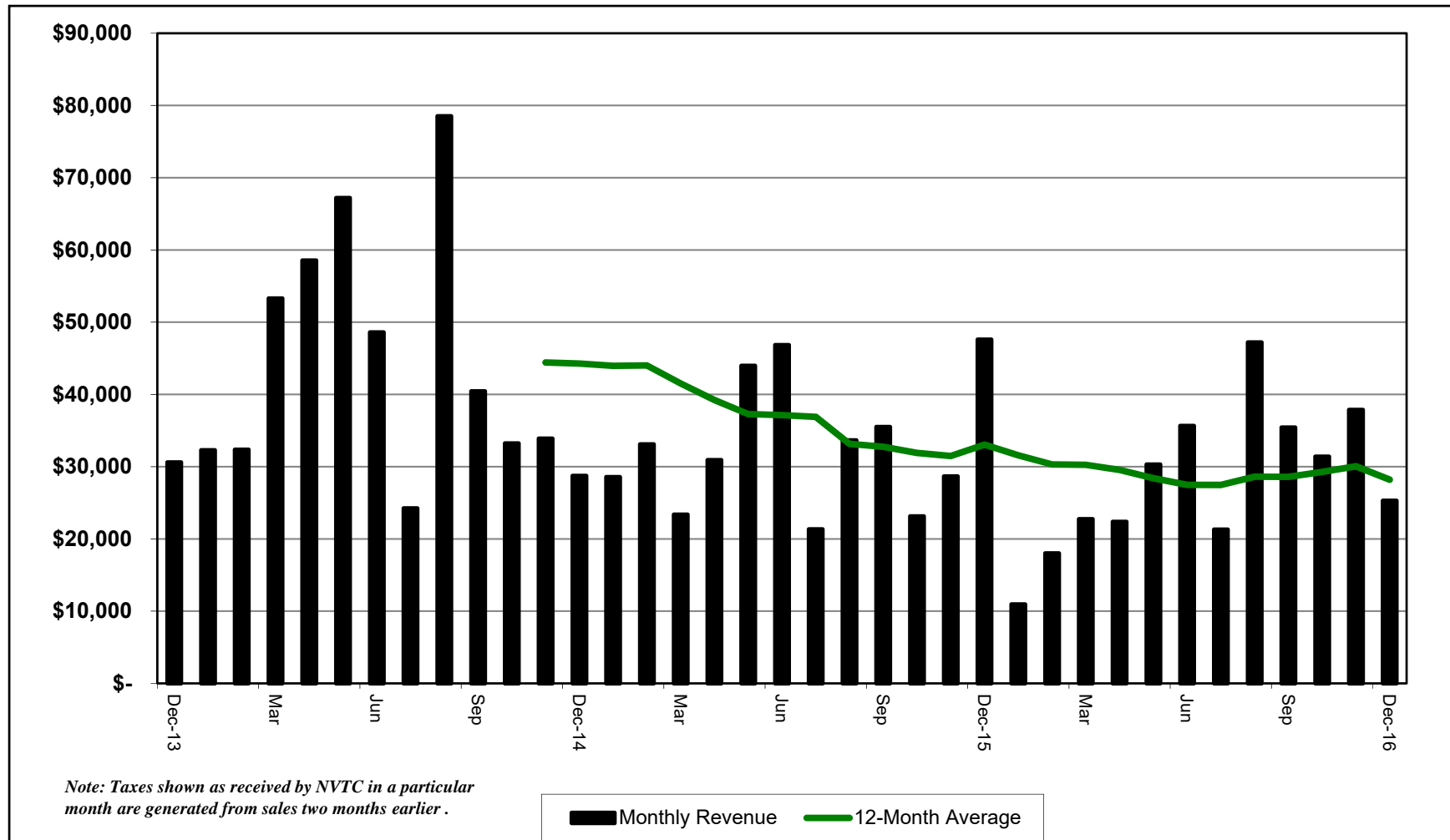
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2014-2017

