



MONTHLY COMMISSION MATERIALS

September 2017

MEETING OVERVIEW – September 7, 2017

Action Items Include:

- Minutes of NVTC's July Meeting
- I-66 Commuter Choice Program Annual Report to CTB and FY2018 Call for Projects
- Resolution #2342: NVTC Principles for WMATA Reform
- Findings of NVTC's Report on the Value of Metrorail and VRE to the Commonwealth of Virginia

Other Meeting Highlights:

- Report of the Chairs of NVTC's Committees
- Report from Virginia's WMATA Board Members
- Transit Performance and Ridership
- Transit Capital Project Revenue Advisory Board Final Report

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**NVTC COMMISSION MEETING
THURSDAY, SEPTEMBER 7, 2017
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:30 P.M.

**6:00 P.M. Legislative and Policy Committee
6:45 P.M. Executive Committee
(dinner is available at 6:40 P.M.)**

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the July 6, 2017 NVTC Meeting**
3. I-66 Commuter Choice Program (formerly Transform 66 Multimodal Program)
 - A. **ACTION ITEM: Authorize the Executive Director to Submit the FY2017 I-66 Commuter Choice Program Annual Report to the Commonwealth Transportation Board**
 - B. **ACTION ITEM: Approve the FY2018 I-66 Commuter Choice Program Call for Projects**
4. Washington Metropolitan Area Transit Authority
 - A. Board of Directors Report
 - B. Committee Reports
 - C. Virginia Ridership and Parking Facility Utilization
 - D. Schedule of Upcoming Board Decisions
5. Report of the Chairs of NVTC Committees
 - A. Governance and Personnel Committee
ACTION ITEM: Approve Resolution #2342: NVTC Principles for WMATA Reform
 - B. Legislative and Policy Committee
ACTION ITEM: Accept Findings of NVTC's Report on the Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia

6. Transit Performance and Ridership

- A. Regional Bus Analysis Findings
- B. FY2017 4th Quarter Ridership Report
- C. FY2017 Annual Ridership Report

7. Virginia Railway Express

- A. VRE CEO Report and Minutes
- B. VRE Manassas Line Capacity Expansion and Real-Time Traveler Information Project
- C. VRE Office Lease

8. Department of Rail and Public Transportation (DRPT)

- A. DRPT Report
- B. Metro Safety Commission and Metro Reform Efforts
- C. Transit Capital Projects Revenue Advisory Board Report

9. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Report
- C. Major NVTC Actions (September – December 2017)

**MINUTES
NVTC COMMISSION MEETING – JULY 6, 2017
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 7:40 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
Adam Ebbin
John Foust
Libby Garvey
Catherine Hudgins
David LaRock
James LeMunyon
Matt Letourneau
Tim Lovain
Jeff McKay
J. Randall Minchew
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
David Snyder
Jennifer Wexton

Members Absent

Jeff Greenfield
Ron A. Meyer
Paul Smedberg

Staff Present

Karen Finucan Clarkson
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Dan Goldfarb
Allison Hahn
Patricia Happ
Scott Kalkwarf
Kate Mattice
Zachary McCoy
Doug Allen (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman McKay stated that there are important items on tonight's agenda, including an update from Amanda Baxter (VDOT) on the Transform 66 Inside the Beltway efforts and a report from John Cook on the work of the Governance and Personnel Committee regarding WMATA reform issues. Draft language for a resolution on WMATA reform will be discussed, but action won't be requested until the September meeting.

Mr. Dorsey stepped out of the room.

Minutes of the June 1, 2017 NVTC Commission Meeting

Ms. Bulova moved, with a second by Chairman McKay, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew and Wexton. Commissioners Corcoran and Snyder abstained.

Consent Agenda

On a motion by Ms. Bulova and a second by Ms. Cristol, the Commission unanimously approved the following Consent Agenda Items:

- Authorize the Co-Chairs of the Legislative and Policy Committee to Submit Comments Regarding the Revenue Advisory Board's Recommendations to the General Assembly on the Transit Fiscal Cliff
- Authorize the Executive Director to Submit NVTC's Proposed Disadvantage Business Enterprise (DBE) Goals for Federal FY 2018-2020 for Public Comment and Federal Transit Administration Review

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, Letourneau, Lovain, McKay, Minchew, Snyder and Wexton. Delegate LaRock voted no and Delegate LeMunyon abstained.

Mr. Dorsey returned to the meeting at 7:44 P.M.

Transform 66 Inside the Beltway Efforts

Ms. Baxter gave an update on this multi-faceted project involving I-66 Inside the Beltway. The scope of the project includes extending peak hours to four hours (eastbound 5:30 – 9:30 A.M. and westbound 3:00 – 7:00 P.M.) and HOV2+ toll free in 2017 shifting to HOV3+ toll free when the express lanes open on I-66 Outside the Beltway. The eastbound lanes Inside the Beltway will be widened from two to three lanes approximately four miles between the Dulles Connector Road and Fairfax Drive/Exit 71. The widening project will be delivered through a design build contract and include new and replacement noise walls, a new W&OD Trail pedestrian and bicycle bridge over Route 29/Lee Highway, and

off ramp improvements at Washington Boulevard and Glebe Road. VDOT expects to award the contract this fall and seek CTB approval in December with final notice to proceed in January 2018. Construction would begin in spring 2018. The contractor must meet the milestone date of opening the new eastbound lane no later than November 2020. Ms. Baxter briefed the Commission on a proposed new access point from I-66 eastbound to the West Falls Church Metro station. VDOT is adding it to the widening project to better assist direct access. The project has its own NEPA document with a categorical exclusion.

Ms. Baxter stated VDOT continues to engage the public and is getting ready to launch a major campaign in August to encourage drivers to get an EZPass and educate them about the toll project. Next week the Department of Motor Vehicles (DMV) will send out letters to hybrid vehicle owners to indicate they will no longer meet the exemption for I-66 Inside the Beltway starting in September but will maintain the exemption Outside the Beltway until those toll lanes are constructed.

Ms. Baxter updated the Commission on tolling construction. All gantries have been installed, the majority of signs installed, and all seven toll shelters installed. An extensive toll system testing program will begin in August.

Mr. Letourneau asked about caps to the actual tolls. Ms. Baxter responded that currently the algorithm has been written with no caps. Ms. Bulova observed that tolling begins this fall but construction won't begin until six months later. Ms. Baxter stated the tolling will continue through construction, however, there will be no lane closures during toll hours since most of the construction will occur on the weekends. She provided more details about lanes shifts, maintenance of traffic, and the lop system. Ms. Bulova stated that it is critical that this project be well managed to minimize impacts to people's commute.

Mr. Foust asked about the timing of when the access ramp to the West Falls Church Metro Station was added to the project. Ms. Baxter stated that it was introduced last summer during the NEPA documentation of the widening project and was identified as a positive enhancement. VDOT was not required under the categorical exclusion to conduct a public hearing. VDOT posted a willingness to hold a hearing, but there was no request from the public. Mr. Foust stated he would like to see more information about this since it is in or borders his district. He also expressed his opinion that sound walls should be constructed early in the project. Ms. Baxter explained that there is a longer lead time for wall fabrication, but she will convey Mr. Foust's concern at a VDOT project meeting.

Mr. Dorsey stated he is glad to hear VDOT is working through some of the issues with signage, which gives him hope that there can be resolution. He asked about the ability to change sign size, type, placement and aesthetics. Ms. Baxter stated VDOT is looking at these options.

Delegate LeMunyon stated he is happy to hear about the proposed access to the West Falls Church Metro Station. He asked if there is a way to reverse the toll for those single drivers coming off the Beltway who want to park at West Falls Church to ride Metro. This would incentivize transit usage. Ms. Baxter stated there could be some options worthy of consideration, such as the ability to credit SmarTrip cards.

Mr. Letourneau asked about improved access from the Dulles Connector Road to the parking garage at the West Falls Church Metro station. The parking garage is currently only at 49 percent capacity. Ms. Baxter stated that VDOT did not look at this because they were limited to the scope of the I-66 improvements.

Regarding traffic diversion, Mr. Snyder stated that he is pleased VDOT will be measuring impacts on arterial roads before and after implementation. He asked that the analysis include several locations in Falls Church, especially Route 7. He appreciates VDOT working with Falls Church and Fairfax County on the proposed access to the West Falls Church Metro Station, since it will impact schools, residences, the university center, and future development near the station.

Chairman McKay announced the Transform 66 Multimodal Project has been renamed to the I-66 Commuter Choice Program. He asked staff to give an update on NVTC's involvement in the project. Ms. Mattice stated NVTC has allocated close to \$10 million in advanced funding from toll revenues for 10 transit projects, all of which will be on line before tolling starts. NVTC is working with VDOT on a ribbon cutting kick-off event on September 20th in Falls Church to coincide with the CTB meeting in Northern Virginia.

Patricia Happ, project manager, reviewed the benefits and goals of the project. She reported that the Commission will be asked to approve the next Call for Projects for FY2018 at the September meeting. Projects will then be evaluated during the winter followed by public comment during spring 2018. A working group will be established to implement the FY2018 program and review the list of projects, with a target for the Commission to approve the list of projects at the May meeting, followed by CTB approval in June.

Ms. Cristol observed that there is a \$500 million concessionaire payment for the I-66 Outside the Beltway tolling project, which creates opportunities for some large formative projects to be funded. She asked if there has been any consideration of larger multi-year projects for Inside the Beltway. Ms. Mattice stated it is anticipated that NVTC will have the opportunity to look at multi-year projects and financing options after FY2018, since current projects are funded for a two-year period and toll revenues projections will be more predictable.

Delegate LeMunyon stated that since I-66 Inside and Outside the Beltway is all one corridor, for the long-term he hopes it becomes an integrated process with how toll revenues are spent for the entire corridor.

Washington Metropolitan Area Transit Authority

Mr. Dorsey reported that the SafeTrack program has concluded. Ms. Hudgins reported WMATA has retired the oldest railcars, which is an important part of the General Manager's commitment to the Back2Good initiative. She stated that WMATA now must focus on how to attract riders back to Metro.

Mr. Corcoran stated that the new hours of operations went into effect last week, which provides the Metro system with a means to continue maintenance with those hours built

into the system. Chairman McKay stated he was pleased to see WMATA extend service on the Fourth of July and asked if WMATA will consider similar extensions in the future. Mr. Dorsey stated that during SafeTrack there were no exceptions, but now WMATA will consider service extension requests. Mr. Corcoran stated that decisions will be weighed against maintenance needs. Mr. Dorsey also gave some highlights on bus service.

In response to a question from Delegate Minchew, Mr. Dorsey explained that labor negotiations are continuing in private, so WMATA Board members do not have an update.

Delegate LeMunyon stated that he hopes WMATA will find ways to incentivize people to return to Metro and suggested subsidizing parking. Chairman McKay agreed and stated it is vital, especially as it relates to parking utilization. He observed that even though SafeTrack is over, there is still significant work that needs to be done. He suggested that for those areas still impacted by major maintenance, WMATA find ways to incentivize or entice people to stay with the system.

Delegate LeMunyon asked what steps WMATA is taking to identify those areas that need to change to bring Metro's cost structure in alignment with comparable transit systems, such as Chicago, Boston and San Francisco. Mr. Dorsey noted that even if ridership was restored to historical levels, many of WMATA's metrics (cost per revenue mile, etc.) would be comparable to other systems. There is a continued management effort to make sure the organization is right-sized. It is anticipated that the General Manager will propose new cost containment strategies in the fall.

Mr. Cook stated that WMATA should not underestimate the impact of the new railcars being put into service. VRE saw significant improvements in on-time performance and better customer experience after new railcars were put into service. Mr. Corcoran stated WMATA is already seeing impacts. Commissioners discussed some of the recent station improvements, including painting, cleanliness, lighting, station manager training and the new Fare Share pilot.

Mr. Snyder agreed that new railcars are fundamental and as a regular rider, he has seen improvements; however, when discussing how to get riders back, it is important to not limit it to parking. Bike and pedestrian access as well as integration with the bus system should also be considered.

Report of the Chair of the Governance and Personnel Committee

Chairman McKay stated the language for the draft resolution outlines the issues the Governance and Personnel Committee proposes as NVTC's position on the WMATA governance structure. The proposed language articulates positions on WMATA Board composition, voting authority, technical expertise, compensation, ethics, and the use of the jurisdictional veto. It is anticipated that the resolution will be brought back to the Commission in September for action and would include this initial language plus any additional reforms that would be approved by the Governance and Personnel Committee this summer. This will be NVTC's chance to formally weigh in on Secretary LaHood's efforts, which will be completed by the end of September.

Chairman McKay encouraged all Commissioners to attend the July 19th Governance and Personnel Committee meeting, where discussion will focus on reviewing benchmarking data and performance measures related to labor costs and labor relations, pension liability and other post-employment benefits; and data related to financial and operational improvements.

Mr. Cook reviewed the benchmarking data presented at the last Governance and Personnel Committee meeting regarding Board structure, membership, roles and responsibilities, and meeting frequency. The WMATA Board has 16 members, which is larger than the average transit system. The recommendation is to have a 12-member Board (three from each jurisdiction—MD, DC VA and federal government). For Virginia, one would be appointed by the Commonwealth and two from NVTC. The analysis shows that no other transit system has alternates or a jurisdictional veto. The recommendation is to eliminate both. The resolution also recommends Board committees and meetings should be reduced; WMATA Board members should receive financial compensation to be paid by WMATA; and WMATA establish stronger ethics rules pertaining to fiduciary duties and conflicts of interest.

Mr. Cook stated that the committee looked at the pros and cons of having elected officials serve as Board members. SEPTA is the only other transit system that has elected officials on its board. The main issues are conflict of interest and dual fiduciary. The committee acknowledged there can be conflict of interest with non-elected as well. The consensus of the committee is to recommend a mixture of elected and non-elected board members, each of whom have “experience in transit planning, transportation planning, or land use planning or land use planning; transit or transportation management or other public-sector management; engineering; finance; public safety; homeland security; human resources; or the law; or knowledge of the region’s transportation issues derived from working on the resolution of regional transportation issues.”

Mr. Cook explained that this resolution is not an attempt to fix the entire Metro system. The intent is to maximize Virginia’s interest in the process. The plan is to have as many issues that NVTC can agree upon in the resolution. The committee intentionally took no position on opening the WMATA Compact while acknowledging some of the recommended changes would require Compact changes. Mr. Cook observed that the committee has already received comments back from several Commissioners and he encouraged all Commissioners to comment. He stated that the committee agreed that moving forward NVTC should have some institutional way to broaden its influence with WMATA, such as creating a WMATA Committee.

Ms. Hudgins asked if the committee has any specific recommendations on ethics. Mr. Cook explained that the committee did not attempt to study specifics but there was a concern of how votes could be influenced. Mr. Dorsey noted WMATA’s ethics code has recently been revised. He stated NVTC should provide a list of things that need to be fixed.

Ms. Cristol expressed concern noting the code of ethics language could be perceived that NVTC thinks there is some ethics problem that needs to be resolved. She suggested wordsmithing the clause to emphasize the dual fiduciary concerns, role conflicts and organizational efficacy instead of ethics and conflict of interest.

Mr. Dorsey noted an error in the benchmarking data regarding Board composition, which when adjusted the overall average shifts from 11.5 members to 13.5 members. He stated it is important to correct this data.

Mr. Corcoran commended the work of the Governance and Personnel Committee. He suggested the resolution include a qualifier for the federal government to have a seat on the WMATA Board as long as it continues PRIIA funding and other funding. Chairman McKay stated that this was an assumption that the federal government would continue to be a financial contributor to WMATA but agreed that it could be included in the resolution as a whereas clause.

Delegate LaRock asked about the Board member requirements listed in lines 59-64. Chairman McKay explained that these requirements were pulled directly from the Virginia Code. Mr. Cook observed that no other transit agency has a detailed list of qualifications.

Ms. Garvey thanked Chairman Cook for his leadership and observed the Governance and Personnel Committee accomplished a lot at the last meeting. She observed that one of the biggest problems with WMATA is political. Chairman McKay stated that in contrast to public perception, only 25 percent of the WMATA Board is elected officials.

Senator Ebbin observed that if there are no alternates, there could be a situation where there is no representation of the jurisdictions if a principal member cannot attend. In terms of ethics, Senator Ebbin suggested rewording it to "review all ethics rules and see they are strong and appropriate." Regarding dual fiduciary, he stated everyone who works in government appropriates and spends money. Generally, he likes the overarching themes of the resolution.

Delegate LeMunyon asked about scenarios if the jurisdictional veto is eliminated. He asked if non-Virginia members could vote to raise fares or change service in Virginia over Virginia's objection. Mr. Cook replied hypothetically yes, but Maryland and the District make up only 50 percent of the voting, so the federal government would also need to vote against Virginia.

Delegate LeMunyon stated that the proposed Board member qualification to be an expert not be interpreted as former Board members, employees, or former elected officials. He interprets the intent of "expert" is to have years or decades of private sector experience in senior management capacity of multi-billion-dollar transportation agencies (such as a former CEO of a major airline, a chief safety officer of a major railroad, or a chief operating officer of a worldwide delivery company).

Mr. Lovain stated that often recommended changes are a result of identifying a problem, so it's important to ask if there is some characteristic of the WMATA Board that needs to be fixed. He expressed his opinion that many of the things mentioned do not rise to that level. He also is concerned about opening the Compact and distracting the region from the critical issue of funding. Regarding the jurisdictional veto, Mr. Lovain observed that most transit systems are in only one jurisdiction or state. WMATA is uniquely represented by three jurisdictions. He also noted having alternates provides a way for the jurisdictions to have "some skin in the game" and with this recommendation there may not even be a Board member representing a jurisdiction inside the Beltway. He expressed his opinion

that there should be a way of making changes to WMATA that does not open the Compact unless it is certain the changes will improve the operations of the Metro system. Mr. Cook expressed his opinion that NVTC would not be working on this if there wasn't a problem at WMATA. One can't deny there were issues and problems in the past, which could have been different if there were members with expertise on the Board.

Delegate Minchew suggested the resolution address each of the six items listed in SB1251. Regarding ethics, WMATA already has an ethics code. NVTC may need to include language in the resolution to explain the intent of NVTC's call for stronger ethics rules. He stated that NVTC can't have it both ways on the Compact issue. Chairman McKay explained that while the committee believed many things can be accomplished without opening the Compact, should others decide to open it, NVTC recommends these things be amended. He agreed that the clause can be reworded in the resolution.

Mr. Foust stated he does not want to leave the impression that NVTC does not want to change the Compact. He suggested taking out the entire clause and replace with "the following changes in WMATA Governance, some of which would require Compact changes:" Mr. Foust also expressed his opinion that there is a conflict of interest with elected officials serving on the WMATA Board.

Ms. Bulova stated that those who have "skin in the game" by paying for Metro should have the opportunity to serve on the Board. She hears Mr. Foust's concerns, but when you serve on both, as she does for the Fairfax County Board and the VRE Operations Board, she must park her parochial hat at the door. On the issue of alternates, she observed that there is confusion at WMATA regarding alternates and principals. She expressed her opinion that there should be real alternates so if a principal member cannot attend the alternate could represent the jurisdiction. Regarding the jurisdictional veto, she stated that is it wrong that one jurisdiction can hold up the entire system and this needs to be changed. Chairman McKay stated that during his term of the WMATA Board, veto threats were frequent and curtailed what WMATA needed to be doing. As a former alternate, he does not see benefit to having alternates since it creates confusion.

Mr. Snyder stated governance is important, but in his view, it is not as important as reliable, safe and affordable service and how it is funded. He would not want to see this deflect other issues. Secondly, he suggested adding criteria that a Board member must be a patron of the system. Mr. Cook stated that this is problematic since it is hard to define such a requirement. He agreed that the Board members need familiarity with the system. Mr. Snyder stated good governance requires people to understand the product and service they are providing. He is not saying that a Board member needs to ride it every day. Chairman McKay suggested that NVTC could consider making it a requirement of NVTC's appointment to the Board.

Ms. Garvey left the meeting at 9:42 P.M. and did not return.

Mr. Dorsey echoed Mr. Lovain's comments about being concrete about what problems NVTC is trying to solve and couple them with solutions. This needs to be articulated in the resolution. In response to dual fiduciary, the WMATA Board has worked on this issue over the last year. It's not really dual fiduciary, it's a matter of making a choice. At some level, there is accountability to elected officials, which is the basis for all decisions made

by transit boards. The issue is whether there is a conflict of interest, not whether a local official must make a difficult choice. He asked if it is a governance issue or a persona problem. Mr. Foust responded that as an elected official, you can't put the best interest of WMATA over the best interest of your constituents. Mr. Dorsey disagreed. Chairman McKay noted that this is one of the reasons the Committee did not make a recommendation, since there are challenges on both sides of the issue. He thanked Chairman Cook for his work with the committee. He reminded Commissioners that if they have strong opinions to come to the July 19th committee meeting or submit written comments.

Mr. Letourneau recommended that the resolution avoid being too prescriptive. He cited an example of "have familiarity with the system" as opposed to "requiring Board member to be regular riders." Regarding elected officials as Board members, he agrees that there is a conflict. However, since it comes down to the issue of money, if you have a Board with "no skin in the game" there is no incentive to keep costs down for the jurisdictions. Having a mix of non-elected and elected members allows some Board members to have fiduciary responsibility to their constituents to pass a budget that doesn't have exorbitant increases in WMATA, but at the same time have a responsibility to WMATA.

Virginia Railway Express

VRE CEO Report. Mr. Allen updated the Commission on the fatal accident last week on the Manassas Line, when reverse-flow Northbound Train #336 struck a 13-year old female trespassing on the bridge over Bull Run. There were nine passengers on the train, but because of the remoteness of the incident scene, it was determined that the safest alternative for those passengers was to remain on the train. VRE's on-board crew did an excellent job of making them as comfortable as possible until the train could be safely moved to a station.

Mr. Allen stated that when the incident occurred railroad operations were immediately shut down on this section of Norfolk Southern's track. VRE Manassas line train operations were severely disrupted. VRE's Metro Option was opened, which allows VRE riders to use their tickets as a flash-pass on Metrorail trains. While some Manassas line trains were cancelled, the remainder were allowed to go as far as the Burke Centre Station. With the help of PRTC and Fairfax County, VRE used several OmniRide and Fairfax Connector buses to get riders from Burke Centre to their final station destinations. These operations went as well as could be expected and VRE is grateful to the drivers, supervisors, and everyone who pitched in to help. Mr. Allen also gave a brief description of the activities in VRE's Communications Room, where staff ran operations, provided real-time communication, as well as monitored and responded to the incident.

Mr. Allen explained that incidents like these have thankfully been rare for VRE, but are a reminder of how important safety is to VRE operations. VRE strives daily to keep safety as its number one priority.

Mr. Lovain left at 9:59 P.M. and did not return.

Mr. Allen also reported that VRE's Chief Financial Officer, Donna Boxer, retired at the end of June. He announced Mark Schofield was selected as the new CFO and began his duties on July 5th. Mr. Schofield comes to VRE with a wealth of experience from WMATA, where he held the position of Director of Financial Planning and Analysis.

Ms. Bulova thanked Mr. Allen and his staff, Keolis staff and crews, for handling of this tragedy. She also acknowledged Fairfax County and the Connector, as well as PRTC and OmniRide for helping get passengers to their destinations. Chairman McKay observed that following this tragedy the police have been educating the public on the dangers of walking on train tracks. He encouraged Commissioners to continue public outreach on this important issue. Mr. Cook stated that at the next Fairfax County Board of Supervisors meeting, he plans to present a proposal to work with the public schools, since there is a big problem with kids meeting on the tracks. There needs to be a concerted message and the schools can help get the message out. Chairman McKay agreed and stated he has a similar plan and will work with Mr. Cook. Mr. Allen offered VRE to work with the county on these initiatives.

VRE Submission to NVTa for Funding Using the Outside the Beltway Concessionaire Payment. Ms. Bulova stated that Resolution #2341 would authorize the VRE CEO to submit a VRE project to NVTa for funding using the Outside the Beltway Concessionaire Payment. The VRE Manassas Line Capacity Expansion and Enhanced Decision Support Project would expand capacity along the Manassas Line by increasing the number of seats and parking spaces available to travelers who may otherwise drive on I-66, and would provide real-time information at key decision points to allow travelers to make the most appropriate choice of mode for their trip. Ms. Bulova stated the submission deadline was June 28, 2017, so if the Commissions do not approve the action, VRE will pull the application.

In response to a question from Delegate LeMunyon, Ms. Mitchell explained that the Commonwealth's Transform 66 Outside the Beltway project is a multimodal public private partnership between VDOT, DRPT and a private partner, Express Mobility Partners. The final agreement is expected to include a \$500 million concessionaire payment from Express Mobility Partners, for multimodal projects within the I-66 corridor.

Ms. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2341. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Hudgins LaRock, LeMunyon, Letourneau, McKay, Minchew, Snyder and Wexton.

Department of Rail and Public Transportation

DRPT Director Mitchell gave an update on the Metro Safety Commission. On the legislative front, the MSC legislation was passed in the Senate and the House Judiciary Committee has approved it with full action by the House expected later this summer. DRPT is working with the Metropolitan Washington Council of Governments to set up administrative support. A RFP was issued for a private firm to provide support for mobilization and a RFP was issued for executive recruitment services.

Ms. Mitchell stated that at its June 21st meeting, the Commonwealth Transportation Board discussed recommended changes to the Smart Scale program. She reviewed some of the changes. There is still opportunity to submit comments on the Smart Scale website.

Ms. Mitchell gave an update on the I-395 project. The study document should be finalized this fall. DRPT has begun discussions with NVTC and PRTC about an agreement on the use of toll revenues for transit projects.

Executive Director Report

Ms. Mattice thanked the Virginia WMATA Board members for participating in NVTC's second WMATA public forum on June 15th in Alexandria. It was well attended by approximately 50 people. NVTC plans to host another event in the fall. She reminded Commissioners that there is no August meeting. Secretary LaHood has been invited to attend the September 7th meeting. She also announced the September 20th kick-off event for the I-66 Commuter Choice Program.

Adjournment

Ms. Hudgins moved, with a second by Ms. Cristol, to adjourn the meeting. Without objection, Chairman McKay adjourned the meeting at 10:18 P.M.

Approved this 7th day of September 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer



RESOLUTION #2341

SUBJECT: Authorize the VRE CEO to Submit a VRE Project to NVTA for Funding Using the Outside the Beltway Concessionaire Payment

WHEREAS: The Northern Virginia Transportation Authority has been requested by Secretary of Transportation Aubrey Layne to coordinate with the Department of Rail and Public Transportation and Virginia Department of Transportation to solicit eligible projects and make project recommendations to the Commonwealth Transportation Board;


WHEREAS: The Northern Virginia Transportation Authority issued a call for projects on June 8, 2017 and candidate projects must be submitted by June 28, 2017;

WHEREAS: Candidate projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to submit, on behalf of the Commissions, the VRE Manassas Line Capacity Expansion and Real-Time Traveler Information Project to the Northern Virginia Transportation Authority for consideration to recommend to the Commonwealth Transportation Board regarding the use of the projected \$500 million I-66 Outside the Beltway Concessionaire Payment, make any necessary corrections to the project amounts or descriptions in the application, and execute all project funding agreements that may result from consideration of the projects.

Approved this 6th day of July 2017.



Jeffrey C. McKay
Chairman



Matthew F. Letourneau
Secretary-Treasurer

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: August 30, 2017

SUBJECT: I-66 Commuter Choice Program (formerly Transform 66 Multimodal Program)

The Commission will be asked to authorize the Executive Director to Submit an Annual Report on the FY2017 I-66 Commuter Choice Program (formerly the Transform 66 Multimodal Program) to the Commonwealth Transportation Board and to approve the FY2018 I-66 Commuter Choice Program Call for Projects.

In January 2017, the Commonwealth Transportation Board (CTB), the Virginia Department of Transportation (VDOT), and the Northern Virginia Transportation Commission (NVTC) signed a 40-year [Amended Memorandum of Agreement \(MOA\) for the Transform 66: Inside the Beltway Project](#) allowing NVTC to use toll revenues from I-66 Inside the Beltway to fund multimodal projects. The [I-66 Commuter Choice Program](#) is designed to benefit toll payers by easing travel through the congested I-66 Inside the Beltway corridor.

The principal objective of the [I-66 Commuter Choice Program](#) is to select projects that meet project improvement goals identified in the MOA, which are to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, and increase travel options. Eligible applicants include all jurisdictions and other public transportation providers in Virginia Planning District 8. Project types eligible for funding include park-and-ride lots, bike share stations, express bus service and transit information screens.

NVTC and VDOT will celebrate the launch of I-66 Commuter Choice on September 20th at 2:00 P.M. in Falls Church. We are honored to have Governor Terry McAuliffe and Transportation Secretary Aubrey Layne join us for this event, which will include an announcement of the FY2018 Call for Projects.

A. ACTION ITEM: Authorize the Executive Director to Submit the FY2017 I-66 Commuter Choice Program Annual Report to the Commonwealth Transportation Board

To meet the requirements of the Memorandum of Agreement ([Section II.B.4](#)), the Commission is asked to authorize the Executive Director to submit the attached [NVTC I-66 Commuter Choice Program FY2017 Annual Report to the Commonwealth](#)

Transportation Board. For the first five years of the program, the report must contain “a description of the Components selected for funding in the past fiscal year and the benefits that were the basis for evaluation and selection of each such Component.”

The initial Call for Projects was authorized by the Commission in March 2016 and produced 19 applications. The initial program for FY2017, approved by both NVTC and the CTB in June 2016, consisted of 10 component projects totaling \$9.8 million. Four of the 10 multimodal projects funded by NVTC are now operational and the others are preparing to come online by year's end. The awarded projects and funding levels are shown in the following chart:

FY2017 I-66 Commuter Choice Project Name	Total Funding
Fairfax Connector Express Service from Government Center to Foggy Bottom	\$3,336,836
Loudoun County Stone Ridge Enhanced Transit	\$1,940,939
PRTC Gainesville to Pentagon Commuter Service	\$887,900
Arlington County Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd - Dunn Loring	\$1,000,000
Arlington Peak Period Service Expansion to ART Bus Route 55	\$450,000
Bus Stop Consolidation and Accessibility Improvements Lee Highway and Washington Blvd	\$462,000
City of Falls Church - Expanded Transit Access, Bike Share	\$500,000
Arlington - Multimodal Real-Time Transportation Information Screens	\$250,000
Loudoun County Transportation Demand Management	\$623,000
Arlington - Expanded TDM Outreach to the I-66 Corridor	\$350,000
TOTAL	\$9,800,675

B. ACTION ITEM: Approve the FY2018 I-66 Commuter Choice Program Call for Projects

The Commission is asked to authorize the Executive Director to issue an I-66 Commuter Choice Program FY2018 Call for Projects, requiring applications for projects be submitted no later than 5:00 P.M., December 8, 2017. The Call for Projects will be issued immediately following approval by the Commission and online applications will be accepted via the NVTC website from September 21, 2017 until December 8, 2017.

Pursuant to Section II.B.2(a) of the MOA, NVTC is responsible for issuing the FY2018 Call for Projects to be funded under the I-66 Commuter Choice Program. The attached FY2018 Call for Projects details the purpose and funding mechanisms of the project, criteria for funding eligibility, and application requirements and procedures for obtaining funding as part of the project, as established by the MOA, and agreed to by the MOA parties.

NVTC staff are working with the jurisdictions of Planning District 8 and the transit agencies serving those jurisdictions to scope the next round of project selections. Beginning the process in fall 2017 will allow for a thorough review and evaluation of projects, culminating in Commission consideration and CTB approval in spring 2018.

The FY2018 I-66 Commuter Choice program will follow the selection process prescribed in the MOA, whereby eligible projects are evaluated, prioritized, selected and then submitted by NVTC to the CTB for approval. It is anticipated that NVTC will receive an estimate of available revenues from VDOT in January 2017 from which the FY2018 program will be funded.

Based on jurisdictional feedback, NVTC staff anticipate requesting Commission approval in September 2017 to initiate the Call for Projects under the FY2018 program. With a September approval, the project milestones for the FY2018 program would be:

- Fall 2017
 - Call for Projects opens
- Winter 2017
 - Call for Projects closes
 - Project evaluation
- Spring 2018
 - Public meetings and comment period
 - Program development
 - NVTC Commission selects FY2018 program (target May 2018)
 - CTB approves FY2018 program (target June 2018)

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NVTC I-66 Commuter Choice Program FY 2017 Annual Report to the Commonwealth Transportation Board				
Project Name	Project Number	Description	Project Benefits	Status
Fairfax Connector Express Service from Government Center to Foggy Bottom	059-01-120-17	This project includes the creation of a new weekday, peak-period Fairfax Connector Express bus service route between the Fairfax County Government Center park and ride facility, and the State Department and the Foggy Bottom neighborhood in Washington, DC. The project will support the capital costs of purchasing four new buses and support operational assistance to provide two years of new weekday, peak-period Fairfax Connector Express bus service.	This project benefits the toll payers by providing users with transportation choice in the corridor. The service will also move more people in the corridor with fewer vehicles, decreasing demand on I-66 inside the Beltway and ensuring consistent travel speeds for toll users.	Service will begin at the start of tolling in December of 2017. Average weekday ridership data for the service will be collected in the spring of 2018 and included in the Commuter Choice annual project report to NVTC due June 30, 2018.
Loudoun County Stone Ridge Enhanced Transit	107-01-120-17	This project includes the construction of a 300-space park and ride lot and two years of operation for new commuter bus transit service from the new lot in the unincorporated community of Aldie. Aldie, located in Loudoun County between Chantilly and Middleburg, is adjacent to Arcola, an activity center identified by the Metropolitan Washington Council of Governments and one of the fastest growing parts of the county. The project application will support the capital costs of purchasing two new buses and support the operational assistance to provide two years of new bus service.	This program will benefit tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 Inside the Beltway, providing bus connections and service to Washington DC via I-66, and converting SOV riders to transit riders.	The Stone Ridge II park and ride lot opened on July 10, 2017. Average weekday park and ride utilization and average weekday ridership on transit service from the park and ride lot will be collected during the spring of 2018 and included in the Commuter Choice annual project report to NVTC due June 30, 2018.
PRTC Gainesville to Pentagon Commuter Service	664-01-120-17	This project includes the implementation of a new commuter bus transit service between Gainesville and the Pentagon and two and a half years of operating costs. The funding request also includes amounts for route marketing, communication, and lease costs for additional park and ride facility spaces.	This project benefits toll payers by shifting single-occupancy vehicle trips to transit vehicle trips, thereby reducing congestion on the tolled facility. Since this will be a dynamic-variable toll facility, the reduction in single-occupancy vehicle trips also serves to maintain a lower toll rate for those that choose to pay to use the managed lanes, reducing congestion on I-66 Inside the Beltway.	PRTC implemented commuter bus service between the Gainesville area and the Pentagon in December of 2016. Average daily ridership over a two week sampling period during May 2017 was collected and reported to NVTC in the Commuter Choice annual project report for June 30, 2017.
Arlington County Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd - Dunn Loring	013-01-020-17	By increasing bus frequency and decreasing route run times, this project will serve 150 new weekday riders, increasing daily ridership to 2,700. Currently, half of commuters in the Metrobus 2A service area are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling on the I-66 Inside the Beltway corridor. The 2A operates on US 29 and Washington Boulevard, adjacent to I-66, and connects three jurisdictions. Requested operational funds will allow the 2A to run every 10 minutes, as opposed to 15, in the AM and PM peak periods for two years.	This service benefits toll-paying users of I-66 Inside the Beltway by providing additional peak-period transit service on the parallel corridors of US 29 in Fairfax County, en route to the project corridor, and Washington Street in the City of Falls Church and Washington Boulevard in Arlington County in the project corridor. Increasing transit service will encourage more commuters to take the bus, thus removing cars from these roads and parallel commuting routes, including I-66.	Service was implemented on June 26, 2017. Frequency on Metrobus 2A increased from every 15 minutes to 10 minutes during the AM and PM peak. Average weekday ridership will be collected for Metrobus 2A during the Spring of 2018. Performance data will be included in the Commuter Choice annual project report to NVTC due June 30, 2018.
Arlington Peak Period Service Expansion to ART Bus Route 55	013-02-120-17	By adding a sixth bus to the route during the AM and PM peak periods, this project will allow for an extra 3.5 round trips daily. The improved frequency – buses will run every 12 minutes – will attract 175 new weekday riders, increasing daily ridership to 1,300. Currently, half of commuters in the ART 55 service area – Lee Highway between Rosslyn and East Falls Church – are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling along the I-66 Inside the Beltway corridor. Requested funds support the rehabilitation of one bus and operational assistance for two years.	This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service in the parallel corridor of Lee Highway. Increasing transit service will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66 inside the Beltway.	Increased peak period service on ART 55 was implemented on June 26, 2017. ART 55 frequency is now every 12 minutes during the AM and PM peak. Average weekday ridership will be collected for the ART 55 during the Spring of 2018. Performance data will be included in the Commuter Choice annual project report to NVTC due June 30, 2018.
Arlington Bus Stop Consolidation and Accessibility Improvements	013-03-010-17	By consolidating underutilized and closely spaced bus stops along the Lee Highway and Washington Boulevard corridors, this project reduces travel times and increases new bus riders by 15 percent. Approximately 30 bus stops will be improved through the addition of bus stop pads and pedestrian facilities (sidewalks, curb ramps and crosswalks) that are compliant with the Americans with Disabilities Act, and enhanced passenger amenities (shelters, benches, lighting, customer information, etc.). Requested funds will support capital costs.	This project benefits toll-paying users of I-66 Inside the Beltway by providing more streamlined bus service along Lee Highway; reducing both the amount of time a bus sits at the stop and the number of bus stops; and increasing bus speed through the corridor. Having more accessible bus stops will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66.	Arlington County is in the planning/civil surveying phase of the project for the Lee Hwy and Washington Blvd corridors. To date, Arlington County has assessed current ART and Metrobus ridership data to include boarding and alighting data at the individual stop and corridor level, physical conditions of existing bus stop(s), bus stop accessibility and compliance with ADA standards, as well as amenities offered at individual stops along the Lee Highway and the Washington Boulevard corridors. Average weekday boarding data will be collected and included in the Commuter Choice annual project report to NVTC once the implementation is completed.

NVTC I-66 Commuter Choice Program FY 2017 Annual Report to the Commonwealth Transportation Board				
Project Name	Project Number	Description	Project Benefits	Status
City of Falls Church Expanded Transit Access, Bike Share	610-01-010-17	An additional 16 bike share stations, some adjacent to Metrorail stations, will serve as a first-mile/last-mile solution, with the potential to increase daily trips at the two Falls Church Metrorail stations by 450. These stations, which will fill a gap in the regional bike share network, will extend the catchment area of transit stations, increase travel options and reduce pressure on the regional highway system. Requested funds will provide three years of operating assistance and maintenance for bike share stations along N Washington Street and S Washington Street (Route 29), W Broad Street (Route 7), and the W&OD Trail in the City of Falls Church. The stations are proposed to be purchased and installed as part of a different funding program.	This project benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases connections and access to Metrorail stations along the I-66 corridor. The increased connections will allow more people to travel by transit, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.	The City is currently working through federal procurement requirements to acquire the bike share stations. Deployment is expected to occur in two phases in 2018 and 2019. Data on average number of bicycles checked in and out will be collected in the spring, and performance data will be reported to NVTC in the Commuter Choice annual project report once stations are operational.
Arlington County Multimodal Real-Time Transportation Information Screens	013-04-040-17	The provision of real-time information on transit arrivals, Capital Bikeshare and Zipcar availability, and I-66 travel times and toll rates will complement Arlington County's successful transportation demand management program and increase the number of daily Metrorail trips by 870. These multimodal, real-time transportation screens, which provide dynamic information, will be placed at the East Falls Church, Virginia Square-GMU, Clarendon, and Court House Metrorail stations; high utilization bus stops; and in residential and office buildings in the Rosslyn-Ballston corridor. Comprehensive, up-to-the minute information will allow commuters to make informed travel choices and increase transit use. Requested funds will cover the purchase of 50 screens and one year of annual cost out of four years.	This project will benefit the toll-paying users of I-66 Inside the Beltway by providing real-time information on toll rates and multimodal commuting options, thereby removing vehicles from I-66 and surrounding roads and helping ease congestion.	The first screen is planned to be installed at Central Library in Arlington. Arlington County is coordinating with MWCOG and plans are in place for the pre-installation Commuter Connections survey. Surveys will be taken before and after the screens are installed, and performance data will be included in the Commuter Choice annual project report to NVTC due June 30, 2018.
Loudoun County Transportation Demand Management	107-02-030-17	This project expands a successful transportation demand management (TDM) program by targeting commuters bound for locations along the I-66 Corridor Inside the Beltway or Washington, D.C. Currently, 83 percent of Loudoun commuters using transit, vanpools or carpools are destined for those locations, according to the Household Travel Survey. Expected to serve 900 new riders, the TDM program will provide marketing and incentives during a one-year promotional period. Incentives include reduced fares on express buses into D.C. or to Orange and Silver line Metrorail stations, a SmarTrip® promotion for new Metrorail riders, and financial rewards for new carpools and vanpools.	This program will benefit tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 Inside the Beltway and providing direct, tangible payments for the use of transportation alternatives. The program is scalable, depending on the desired benefit or availability of funding. Finally, the program will be designed to reach Loudoun County residents at their jobs within the corridor through partnerships with other jurisdictions in the region.	Loudoun County has contracted with Michael Baker International and a TDM media campaign will be launched in November. Baseline data will be collected before the TDM is implemented. Performance data will be collected after one year of operations and included in the Commuter Choice annual project report to NVTC.
Arlington County Expanded Transportation Demand Management Outreach to the I-66 Corridor	013-05-030-17	This project expands a proven TDM program by targeting commuters bound for locations along the I-66 Corridor Inside the Beltway or Washington, D.C. Robust employer and residential outreach and education services, including a focus on new carpool and vanpool initiatives, will eliminate 1,300 single-occupant car trips through the I-66 corridor inside the Beltway each day. These initiatives will provide convenient connections to existing transit, helping to resolve the first mile/last mile issue and feeding new riders into existing transit services. Requested funds will support incentives and marketing. Arlington Transportation Partners will provide, in kind, a .25 full-time equivalent residential outreach person to complement the grant-funded contract staff.	This project will benefit the toll-paying users of I-66 by providing information, incentives and encouragement to choose multimodal commute options, thereby removing vehicles from I-66 and parallel roads.	TDM outreach will be performed by Arlington County's TDM contractor. The contract was extended until February 2018 and the statement of work for the contractor is underway. TDM outreach will proceed once the contact is completed. Baseline data will be collected before the TDM is implemented, and annually thereafter. Performance data will be included in the Commuter Choice annual project report to NVTC due June 30, 2018.

FY2018 I-66 Commuter Choice Program Call for Projects

Pursuant to the [Memorandum of Agreement \(MOA\) for the Transform 66: Inside the Beltway Project \(January 5, 2017\)](#), the Northern Virginia Transportation Commission (NVTC) is issuing this FY2018 Call for Projects to identify projects to be administered under the I-66 Commuter Choice Program and funded using toll revenue. This Call for Projects details the purpose and funding mechanisms of the I-66 Commuter Choice Program, the criteria for funding eligibility, and the application requirements and procedures for obtaining funding, as established by the MOA, and agreed to by the MOA Parties.

Purpose: The I-66 Commuter Choice Program goals (Transform 66 Improvement Goals) are to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, and increase travel options. The Improvement Goals are reasonably expected to benefit the users of the portion of I-66 beginning at the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, VA. This Call for Projects has been issued to solicit multimodal projects from eligible jurisdictions and transit service providers that can achieve the Improvement Goals and benefit toll users.

Funding Source and Availability: The MOA assigns VDOT, on behalf of the Commonwealth Transportation Board (CTB), the responsibility to control and manage tolling on I-66. Toll revenues will be used and distributed to support the tolling operations and tolling maintenance of the facility, and to fund projects selected by NVTC and approved by the CTB, designed to specifically attain the Improvement Goals stated in the MOA. CTB delegates to NVTC the authority to select and administer the implementation of projects to be financed from the portion of the toll revenues of the facility as provided in the MOA.

Project Application: Applications will be accepted for submission starting 2:00 P.M. on September 21, 2017. All applications for funding must be submitted no later than 5:00 P.M. on December 8, 2017. Applications received after that time will not be considered. Partially completed applications may be deemed ineligible.

Applicants submitting multiple projects are required to prepare separate applications for each project. All applications must be submitted online through the application link at the following website: www.novatransit.org/i66commuterchoice.

For Further Information, Contact: For further information regarding this Call for Projects, please contact the I-66 Commuter Choice Program Manager, Patricia Happ, at patriciahapp@novatransit.org.

If prospective applicants desire clarification on any application requirements, please submit questions no later than 12:00 P.M. on December 8, 2017. All questions will be considered for response in a frequently asked question (FAQ) section of the project website.

Project Eligibility

Applicant Eligibility: All jurisdictions, agencies, and other public transportation providers in Virginia Planning District 8 are eligible to submit applications.

Project Eligibility Criteria: As established in [Section II.B.1. \(c\) of the MOA](#), projects must meet each of the following five eligibility criteria:

1. Must benefit toll-paying users of the facility.
2. Must have capacity to attain one or more of the following Improvement Goals:
 - (i) Move more people
 - (ii) Enhance transportation connectivity
 - (iii) Improve transit service
 - (iv) Reduce roadway congestion
 - (v) Increase travel options
3. Must be one of the following multimodal transportation improvements serving the corridor:
 - (i) New or enhanced local and commuter bus service including capital and operating expenses (e.g., fuel, tires, maintenance, labor, and insurance), subject to the limitations in paragraph II.A.4 [of the MOA], and transit priority improvements.
 - (ii) Vanpool as well as formal and informal carpooling programs and assistance.
 - (iii) Capital improvements for Washington Metropolitan Area Transit Authority (WMATA) rail and bus service including capital and operating expenses, subject to the limitations paragraph II.A.4 [of the MOA], and improved access to Metrorail stations and Metrobus stops.
 - (iv) Park-and-ride lots and access or improved access thereto.
 - (v) Roadway improvements to address impacts from the dynamic tolling of the facility on roadways in the corridor (including but not limited to Routes 7, 29, 50, and 309 as well as Washington Boulevard, Wilson Boulevard, and Westmoreland Street).
 - (vi) Roadway operational improvements in the corridor.
 - (vii) Transportation systems management and operations as defined in 23 U.S.C. § 101(a) (30) on December 1, 2015.
 - (viii) Projects identified in the Commonwealth Reports or projects in the region's constrained long-range plan.
4. For non-debt financed projects, must demonstrate the ability to obligate the toll revenue to cost of the project within two fiscal years and to expend the toll revenues within five fiscal years of the fiscal year in which the funds are allocated by the CTB.
5. Must demonstrate that the project will be in compliance with all applicable laws, rules, and regulations—and have received or will receive all required regulatory approvals.

Project Selection Process

Project Application: The FY 2018 application will be available on September 21, 2017 at the following website: www.novatransit.org/i66commuterchoice. Project applications will require:

- Applicant information, including point of contact
- General project information
- Project justification and documentation
- Milestone schedule, including the proposed date that funds will be obligated and the proposed completion/opening/implementation date of the project
- Estimated cost of the project
- Data supporting eligibility screening and evaluation
- Identified matching funding sources

Pre-Application Meetings: Pre-application meetings will be held to review eligibility requirements, evaluation criteria, and to offer assistance during the application process.

Project Eligibility Screening: Projects will be screened to determine if they meet the eligibility criteria established by the MOA. Eligible projects will be presented to the Commission and advanced to the evaluation phase. NVTC will notify applicants with ineligible projects.

Project Evaluation: Projects will be evaluated to determine their performance in achieving the Improvement Goals listed in the MOA against the following criteria:

- Person Throughput/Congestion Relief. Assessment of the project's merits in benefiting toll-payers and increasing the corridor's person throughput. Mobility measures include:
 - *Person throughput*: The project moves more people through the corridor efficiently
 - *Peak period travel time*: The project provides consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network
 - *Connectivity*: The project creates, completes, or links transportation network elements and/or modes and promotes transportation choice
 - *Accessibility*: The project creates or enhances access between people and activity centers
- Diversion Mitigation. The project mitigates the impacts of trips diverted from I-66 Inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.
- Cost Effectiveness. The project represents a cost-effective solution.

Public Hearing: A list of projects will be presented at a public hearing.

Prioritization: NVTC staff will develop a prioritization of projects in coordination with a working group made up of representatives from jurisdictions and agencies in Virginia Planning District 8. The NVTC Commission will review the prioritization and select projects for funding under the FY 2018 I-66 Commuter Choice Program.

Approval of FY 2018 I-66 Commuter Choice Program: The CTB will approve the prioritized list of recommended projects and obligate toll revenue to the projects pursuant to the terms of the MOA.

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TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Andrew D'huyvetter

DATE: August 30, 2017

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

A. Board of Directors Report

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

- Swearing in of New WMATA Board Members

On July 27th, David Horner and Steve McMillin joined the WMATA Board as principal directors representing the federal government. They replace Carol Carmody and David Strickland. Leif Dormsjo, an alternate director from the District of Columbia, attended his last WMATA Board meeting on July 27th following the announcement of his resignation as director of the District Department of Transportation.

- Parking Revenue Enhancements

On July 27th, the WMATA Board [approved six parking enhancement proposals](#). These proposals are intended to increase WMATA's revenues by maximizing the use of its existing parking portfolio. The revenue enhancements will not increase the Board-approved daily parking rates for transit riders. The proposals are to:

1. Conduct two six-month pilot programs to expand weekday hours of operation and to test weekend hours of operation. The weekday pilot would lower the fare gates at 7:30 A.M. on weekdays instead of 9:30 A.M., to collect revenue from non-Metro users in nearby residential buildings who use these facilities for overnight parking. The changes in weekday hours would also extend the parking hours of operation to 2:00 A.M. on Friday (to be consistent with Metrorail's new hours of operation). The weekend pilot would test Saturday hours of operation to determine the type and mix of parkers on the weekend.
2. Conduct an additional six-month pilot of variable weekday parking rates at selected stations. This pilot would allow staff to study parking demand if parking rates were reduced at low-utilization Metro stations and how this would impact Metro's overall parking revenues.
3. Provide more flexibility to apply the non-Metro user parking fee at any station.

4. Expand the non-Metro user parking fee for special events at any station.
5. Provide more flexibility to allow non-transit public uses and to approve commercial uses at Metro parking facilities on weekends.
6. Provide flexibility in use regulations to authorize the sale of food and beverages at Metro's parking facilities on weekends. This would allow Metro to attract farmer's markets, sports events, and other community and commercial activities.

▪ Public Hearing for Bus Service Changes

On July 27th, the WMATA Board approved a public hearing for [revenue-neutral bus service changes](#), as part of the State of Good Operations (SOGO) process and for [Metrobus service expansion](#), which would have a regional subsidy impact. This Board action allows for both lists of bus changes and expansion to come to a public hearing as a package that would include additional staff analysis. The public hearing has yet to be scheduled. Any final decision on bus changes, bus expansion, and subsidy increases would come before the Board in the fall for additional action.

▪ Series 2017B Debt Issuance

On July 27th, the WMATA Board approved the [authorization of the issuance of Series 2017B Bonds](#) not to exceed \$575.2 million. The bond issuance will fully or partially support the acquisition of 7000 series railcars, the construction of bus maintenance and storage facilities, the upgrading wireless communications systems, the installation of power upgrades on the Orange and Blue lines to support increased deployment of eight-car trains, and the performance of track rehabilitation and maintenance.

▪ Reimbursable Project for Union Station Metro Station Entrance and Mezzanine Improvements

On July 27th, the WMATA Board [approved a reimbursable project for the Union Station Metro Station Entrance and Mezzanine Improvements](#). This project will relieve station congestion and is reimbursable to the District of Columbia and Maryland.

▪ Committee Assignments

On July 27th, the WMATA Board made the following committee assignments:

- David Horner (Federal) to the Administrative Committee and the Finance Committee
- Steve McMillin (Federal) to the Capital Planning and Real Estate Committee as chair, to the Executive Committee, and to the Finance Committee
- Corbett Price (DC) to the Capital Planning and Real Estate Committee
- Tom Bulger (DC) to the Safety Committee
- Robert Lauby (Federal) to the Safety Committee as vice chair

B. Committee Reports

1. Governance Committee

At the July 27th WMATA Board of Directors meeting, the Governance Committee's proposal from its July 13th meeting was withdrawn.

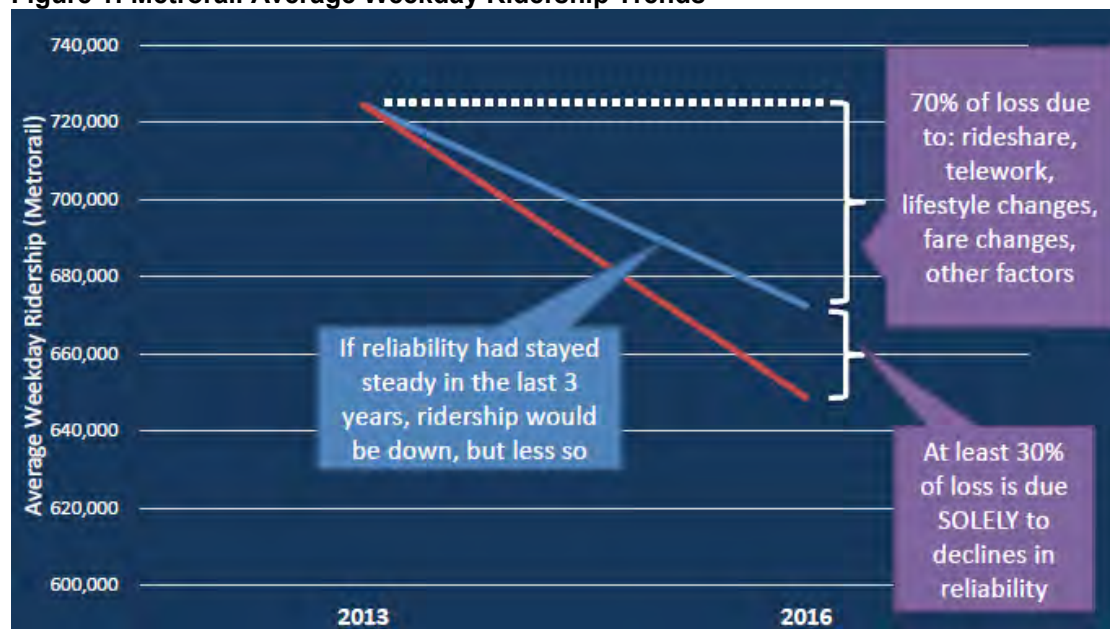
On July 13th, the Governance Committee recommended approval of [revisions to the WMATA Board Bylaws](#). Following the passage of WMATA's FY2018 Budget, the Board developed a set of strategic priorities that included Board and organizational effectiveness, fiscal health, safe and reliable operations, and capital planning and real estate. The revisions to the bylaws sought to better align the Board's activities with its strategic priorities to promote Board efficiency and effectiveness and foster interactive discussions at the meetings of the full Board. The changes sought to streamline the number of committees into the following proposed standing committees: Executive Committee, Finance and Budget, Safety and Service Delivery, Business Oversight, and Capital and Strategic Planning.

2. Customer Service, Operations, and Security Committee

▪ Marketing Efforts to Improve Ridership

On July 13th, the Customer Service, Operations, and Security Committee received a [presentation on Marketing Efforts to Improve Ridership](#). From 2011-2017, average weekday passenger trips decreased an average of 17,800 annually. Various factors contributed to ridership declines between 2013-2016, but WMATA attributes approximately 30 percent of the loss to declines in reliability. Rail ridership showed a favorable turn in June 2017, with the five highest weekday ridership days of the year (June 13, 14, 27, 28, and 29). Tuesday, June 27th, was the highest weekday ridership of the year at 699,804 trips. Marketing efforts are currently underway to increase ridership.

Figure 1: Metrorail Average Weekday Ridership Trends



Source: WMATA Customer Service, Operations, and Security Committee [presentation on Marketing Efforts to Improve Ridership](#).

- Railcar Program Update

On July 13th, the Customer Service, Operations, and Security Committee received an [update on the Railcar Program](#). With the accelerated retirement of the 1000 and 4000 series railcars, the acceptance of additional 7000 series cars, and sustained railcar maintenance efforts, Back2Good goals of reducing passenger offloads and reducing railcar related delays are being met and exceeded (Figure 2).

Figure 2: Railcar Reliability – Miles Between Delay



Source: WMATA Customer Service, Operations, and Security Committee [presentation on the Railcar Program Update](#)

- Revenue Opportunities: Digital Advertising and Station Naming Rights

On July 13th, the Customer Service, Operations, and Security Committee received a presentation on [Revenue Opportunities surrounding Digital Advertising and Station Naming Rights](#). WMATA is currently pursuing advertising opportunities with an expanded digital advertising program, vehicle wraps, and station domination advertising at key stations. The sale of commercial station naming rights presents an opportunity for new revenue, but it is currently not permitting by Board policy. While the committee took no formal action, they did instruct staff to explore the issue further and bring back more information about interest in the marketplace and policy options for the Board to consider.

3. **Safety Committee & Preventative Maintenance**

▪ Safety Committee

On July 27th, the Safety Committee received the [2nd Quarter 2017 Safety Report](#). The two measures that are part of WMATA's Strategic Plan – Customer and Injury Rate and the Employee Injury Rate – were slightly above target. From January - June 2017 compared to January - June 2016, the Customer Injury Rate dropped from 2.2 to 2.0 (per million trips) representing a decline in the number of customer injuries from 344 to 308. The target Customer Injury Rate is 1.75. For the same time periods, the Employee Injury Rate increased from 5.3 to 6.2 (per 100 employees) representing an increase in employee injuries from 318 to 364.

Rail fires decreased in January - June 2017 when compared to the same period in 2016. Mitigation efforts to reduce arcing insulators, non-electrical fires, and cable fires include proactive drain and roadway debris cleaning, replacement of insulators in poor conditions, regular maintenance on power cables, and the new tunnel grouting pilot on the Red Line. For the same period, derailments increased from four in 2016 to five in 2017. Four of the five derailments involved roadway maintenance machines and none of the derailments involved vehicles in revenue service. Mitigation efforts include additional training and operator certifications.

▪ Preventative Maintenance

SafeTrack ended on June 25, 2017. WMATA recently released a progress report for [Surge 16](#). NVTC will continue to host Northern Virginia transit coordination calls on an ad-hoc basis.

WMATA conducted its next major capital project during commuting hours from August 5th to 20th on the Green Line. This project rebuilt interlocking and grout pads outside of Branch Avenue and closed the Branch Avenue and Suitland stations on the Green Line. Additional projects are scheduled for November 25th to December 10, 2017 on the Red Line at Tacoma Station and May 12th to May 27, 2018 on the Yellow Line at Huntington and Eisenhower Ave Stations.

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

▪ Corrective Action Plan Monitoring and Tracking

As part of its organizational realignment directed by the General Manager in 2016, the Office of Internal Compliance (INCP) was established to centralized WMATA's internal and regulatory compliance functions. INCP has conducted several independent internal reviews that are posted to the [Internal Reviews webpage](#). Additionally, WMATA has created a webpage to monitor the status of [Corrective Action Plans](#).

C. Virginia Ridership and Parking Facility Utilization

WMATA Virginia Preliminary Ridership (Unlinked Passenger Trips) June 2016 – 2017			
	June 2016	June 2017	Percent Change
Metrorail			
Total	7,987,603	8,244,616	+3.2%
Weekday Average	293,751	299,588	+2.0%
Metrobus			
Total	1,741,149	1,624,319	-6.7%
Weekday Average	69,901	64,520	-7.7%
MetroAccess			
Total	27,746	28,284	+1.9%

WMATA Virginia Parking Facility Usage June 2016 – 2017				
Station/Lot	June 2016	Y-T-D FY16	June 2017	Y-T-D FY17
Huntington	78%	73%	70%	65%
West Falls Church	42%	54%	50%	49%
Dunn Loring	66%	77%	76%	62%
Vienna	68%	79%	76%	65%
Franconia	66%	68%	59%	54%
Van Dorn	107%	108%	108%	97%
East Falls Church	112%	116%	119%	114%
Wiehle-Reston East	75%	87%	94%	84%
Northern Virginia Total	69%	75%	72%	64%

WMATA Virginia Preliminary Ridership (Unlinked Passenger Trips) July 2016 – 2017			
	July 2016	July 2017	Percent Change
Metrorail			
Total	7,482,895	7,872,464	+5.2%
Weekday Average	273,185	289,693	+6.0%
Metrobus			
Total	1,694,953	1,501,690	-11.4%
Weekday Average	70,713	61,927	-12.4%
MetroAccess			
Total	25,621	25,196	-1.7%

WMATA Virginia Parking Facility Usage July 2016 – 2017				
Station/Lot	July 2016	Y-T-D FY17	July 2017	Y-T-D FY18
Huntington	44%	44%	67%	67%
West Falls Church	40%	40%	45%	45%
Dunn Loring	64%	64%	71%	71%
Vienna	65%	65%	72%	72%
Franconia	41%	41%	56%	56%
Van Dorn	66%	66%	104%	104%
East Falls Church	106%	106%	117%	117%
Wiehle-Reston East	72%	72%	90%	90%
Northern Virginia Total	55%	55%	68%	68%

D. Schedule of Upcoming Board Decisions

Key Issues	Meeting	Date
Semi-Annual Security Report (I) Adoption of Bus Fleet Plan (A)	Customer Service, Operations and Security Committee	September 14, 2017
Approval of Title VI Program Updates (A)	Administration Committee	September 14, 2017
FY2017 4 th Quarter Financial Update (I) Keeping Metro Safe, Reliable, and Affordable (I)	Finance Committee	September 14, 2017
Approval of Inspector General Reports to Post (A)	Audits and Investigations Committee	September 28, 2017
Close Call Reporting (I)	Safety Committee	September 28, 2017
Federal City Council Presentation (I) Approval of Title VI Report for NH2 Pilot Bus route (A)	Board of Directors Meeting	September 28, 2017

<i>Anticipated Information (I) and Action (A) Items</i>	<i>WMATA Board Date Target</i>
Preliminary FY2019 Budget (I)	<i>Fall 2017</i>
Approval of Bus State of Good Operations and Expansion Service Changes (A)	<i>Fall 2017</i>
FY2019 Budget Presentation (I) and Work Sessions (I)	<i>December 2017 - February 2018</i>
Capital Funding Agreement and FY2019 Budget Approval (A)	<i>March-April 2018</i>

Agenda Item #5: Report of the Chairs of NVTC Committees



TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: August 30, 2017

SUBJECT: Report of the Chairs of NVTC Committees

John Cook, chairman of the **Governance and Personnel Committee**, will give an overview of the committee's July 19th meeting that focused on reviewing benchmarking data and performance measures related to labor costs and labor relations, pension liability and other post-employment benefits; and data related to financial and operational improvements. The Commission will be asked to approve a resolution on NVTC Principles for WMATA Reform. The next meeting of NVTC's Governance and Personnel Committee is proposed for October 5th to discuss personnel matters.

Katie Cristol and Jeff Greenfield, co-chairs of the **Legislative and Policy Committee**, will give an overview of its meeting on September 7th as well as the findings of NVTC's *Report on the Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia*. The Commission will be asked to accept the findings of this study. The next meeting of the Legislative and Policy Committee is proposed for November 2nd. The Joint NVTC-PRTC Legislative Briefing is scheduled for December 4th at 9:00 A.M. at the Springfield Hilton.

A. Governance and Personnel Committee

ACTION ITEM: Approve Resolution #2342: NVTC Principles for WMATA Reform

The Commission is asked to approve [Resolution #2342: NVTC Principles for WMATA Reform](#). This resolution, developed by NVTC's Governance and Personnel Committee over the course of five months, articulates NVTC's position on the six reform areas identified in [Enactment Clause 4 of SB1251](#), passed in the 2017 General Assembly session. Specifically, the resolution discusses NVTC's positions on the following:

- i. The legal and organizational structure of WMATA;
- ii. The composition and qualifications of the WMATA Board of Directors and the length of terms of its members;
- iii. Labor costs and labor relations;
- iv. Measures necessary to resolve WMATA's unfunded pension liability and other postemployment benefits;

- v. Measures necessary to better ensure the safety of ridership and employees, including safety in the event of a homeland security emergency in the national capital area; and
- vi. Financial and operational improvements necessary to ensure that WMATA's performance is at least as efficient as its closest comparable transit systems in the United States."

This resolution serves as NVTC's formal input into the Commonwealth's WMATA reform effort [led by former U.S. Secretary of Transportation Ray LaHood](#). At NVTC's May meeting, Secretary LaHood specifically asked for NVTC to submit proposed reforms for consideration in this effort. Secretary LaHood has been invited to present the findings of the Commonwealth's WMATA reform efforts to NVTC at the October 5th Commission meeting.

Background

The Governance and Personnel Committee held five meetings between March and July 2017 to discuss options for reforms of WMATA at the direction of the General Assembly and in coordination with the Commonwealth of Virginia. The Commonwealth, through an effort [led by former U.S. Secretary of Transportation Ray LaHood](#), intends to complete draft recommendations by October and report to the General Assembly by November 2017.

The language proposed by the Governance and Personnel Committee builds upon NVTC's earlier efforts to affirm its priorities for WMATA reforms. [Resolution #2339: Initial Reforms to the Washington Metropolitan Area Transit Authority \(WMATA\)](#), passed in June 2017, articulated NVTC's support for the spirit and direction of operational reforms proposed by WMATA General Manager Paul Wiedefeld.

The scope of Secretary LaHood's WMATA Reform Study includes:

- Undertaking a strategic assessment of WMATA, reviewing board governance, labor policies, and the transit agency's long-term financial stability;
- Benchmarking conditions at WMATA, relative to comparable transit systems across the country, on key issues over time such as system costs and expenses, governance, funding levels, cost recovery, maintenance costs, and rail safety incidents;
- Developing recommendations for potential WMATA reforms, including mitigating growth in annual operating costs and sustainable funding; and
- Recommending executive and legislation actions.

B. Legislative and Policy Committee

ACTION ITEM: Accept Findings of NVTC's *Report on the Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia*

The Commission is asked to accept the findings of NVTC's *Report on the Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia*. NVTC's analysis finds that:

- The presence of Metrorail and VRE supports an additional 85,000 households and 130,500 jobs in Northern Virginia;
- Those households and jobs generate more than \$600 million annually in sales and income tax revenue that flow to the Commonwealth's general fund;
- Given Virginia's annual transit operating and capital contribution to Metrorail and VRE (approximately \$170 million budgeted in FY2018), the return on investment to the Commonwealth exceeds 250 percent; and
- \$600 million, which represents just over three percent of general fund revenues, easily covers Virginia's annual general fund expenditures on state colleges and universities (approximately \$316 million) and state police (approximately \$266 million).

Background

NVTC's *Report on the Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia* quantifies the value and worth that high capacity transit modes (Metrorail and VRE) operating in Northern Virginia brings to the Commonwealth. The effort focused on quantifying the contribution of the state income tax and state retail sales tax to the state's general fund, as these two sources represent the vast majority of general fund revenues. This study differs from previous and current work as it evaluates the level of land use and development that the transportation system can support. It also looks beyond property tax revenues to local governments and focuses on those types of revenue that would be assessed at the state level and impact the Commonwealth's general fund.

NVTC's analysis was conducted in coordination with the Washington Metropolitan Area Transit Authority (WMATA) and the Metropolitan Washington Council of Governments (MWCOC) Transportation Planning Board (TPB). The analysis was conducted using the MWCOC/TPB travel demand forecast model, and revenue and tax data obtained from the Virginia Department of Taxation and United States Internal Revenue Service. This effort also included a technical review team comprised of experts from Federal Transit Administration, George Mason University, TPB, WMATA, and nationally recognized transit consultants.

Methodology

NVTC used the regional travel demand forecast model to determine the amount of land use and development that is supported by high capacity transit. To calculate this, Metrorail and VRE were removed from the model and [the existing level of highway congestion was used as a base](#). The model was used to assess the likely level of congestion and deterioration in travel times were the rail facilities not available. Through an iterative process, land use was removed, both residential and commercial, until the same level of congestion was reached that exists on today's highway network in Northern Virginia. Congestion was measured in terms of congested lane miles during the peak period as well as the average commuter (i.e., home base work) trip length distance.

WMATA did a complementary study in 2011 that focused on how much additional highway infrastructure would be needed to handle demand if transit did not exist in the Washington metropolitan area. This study complements that effort by evaluating the reductions that would be required in land activity and intensity of development. Given the dynamics of the modeling process, the regional land use totals were held constant. For the purposes of this exercise, the jobs and households that were removed from Northern Virginia were distributed to other jurisdictions in DC and Maryland.

A comprehensive technical report will be provided by the end of October.

Transit Capital Projects Revenue Advisory Board Final Report

On August 28th, the Department of Rail and Public Transportation released [HB 1359 – Transit Capital Projects Revenue Advisory Board Final Report to the Virginia General Assembly](#). This final report recommends the following:

- The Commonwealth needs a steady and reliable stream of dedicated revenues for its transit capital program to meet state of good repair needs and support much needed transit expansion to keep up with population growth.
- The Commonwealth should consider a funding approach that utilizes a combination of revenue sources to spread the impact or a single statewide source that is predictable and sustainable.
- Revenue sources that ramp up gradually to address future gaps and needs.
- A combination of statewide and regional sources, with the majority of support coming from statewide sources.
- An approach for regional funds directed to prioritized needs within that region.
- A floor on regional gas taxes.
- Excess Priority Transportation Fund revenues (after debt service) dedicated to transit capital as this source becomes available.

Reflecting priorities articulated at the June Commission meeting, [NVTC submitted a letter to the Chair of the Revenue Advisory Board on July 7, 2017](#) articulating the following items not addressed in the final Revenue Advisory Board recommendations:

1. A statewide transit program should be supported exclusively by revenues generated at the state level.
2. State of good repair investments should continue to be prioritized under the current asset-based formula.
3. The capital needs of the Washington Metropolitan Area Transit Authority (WMATA) and Virginia Railway Express (VRE) will require funding beyond what the Revenue Advisory Board's recommendations contemplate.

The [Revenue Advisory Board](#) was established by HB 1359 within the Department of Rail and Public Transportation to examine the effects of the loss of state transit capital funds, identify additional sources of revenue, and develop proposals for prioritizing transit capital funds.

2018 NVTC Policy and Legislative Agenda

The Legislative and Policy Committee is in the process of preparing the 2018 NVTC Legislative and Policy Agenda, which will focus on seeking sustainable federal, state, and regional funding for WMATA, VRE, and local transit agencies, successful implementation of the Metro Safety Commission, and on legislative actions that support reforms identified through NVTC's Governance and Personnel Committee. The 2018 NVTC Legislative and Policy Agenda will be presented to the Commission for consideration later this fall.

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RESOLUTION #2342

SUBJECT: NVTC Principles for WMATA Reform

WHEREAS: The Washington Metropolitan Area Transit Authority (WMATA) is critical to Northern Virginia and the Commonwealth's transportation network and economic growth;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) was founded in part to represent the interests of the Commonwealth during the establishment of WMATA;

WHEREAS: The General Assembly, through Enactment Clause 4 of SB1251 (2017), directed the Secretary of Transportation, in coordination with the Northern Virginia Transportation Commission, to engage his counterparts in Maryland and Washington, D.C., and the appropriate officials in the federal government for the purpose of revising the Washington Metropolitan Area Transit Authority Compact of 1966 and implementing other reforms necessary to ensure the near-term and long-term viability of the Washington Area Metropolitan Transit Authority (WMATA);

WHEREAS: In doing so, the Secretary shall develop, propose, and seek agreement on reforms related to the following:

- (i) the legal and organizational structure of WMATA;
- (ii) the composition and qualifications of the WMATA Board of Directors and the length of terms of its members;
- (iii) labor costs and labor relations;
- (iv) measures necessary to resolve WMATA's unfunded pension liability and other postemployment benefits;
- (v) measures necessary to better ensure the safety of riders and employees, including safety in the event of a homeland security emergency in the national capital area; and
- (vi) financial and operational improvements necessary to ensure that WMATA's performance is at least as efficient as its closest comparable transit systems in the United States.

WHEREAS: NVTC seeks to provide its recommendations to the Secretary of Transportation on these matters through this and subsequent resolutions;

WHEREAS: NVTC supports a legal and organizational WMATA Board structure that recognizes that Virginia is unique in the WMATA Compact region in that its local governments – the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington and Fairfax – are the Compact funding partners, with Loudoun County becoming a funding partner as the Silver Line Phase 2 becomes operational;

- WHEREAS:** NVTC supports the role of the federal government in providing dedicated funding for WMATA through the Passenger Rail Investment and Improvement Act (PRIIA), which provides \$150 million per year in dedicated funding to support capital improvements to WMATA, with the requirement that Maryland, the District of Columbia and Virginia provide matching funds;
- WHEREAS:** NVTC endorses the continued investment by the Commonwealth to provide funds that partially support NVTC jurisdictions' contributions to WMATA as well as matching funds under PRIIA;
- WHEREAS:** Under current law, the Virginia Secretary of Transportation or his/her designee and any NVTC Commissioner appointed by the Northern Virginia Transportation Commission are authorized to serve as members of the WMATA Board;
- WHEREAS:** Peer transit agency, foundation, and corporate boards in the United States average between 11.5 and 13.5 members and do not include alternate members. The current WMATA Board includes 16 members, eight of which are alternates with no full Board voting rights;
- WHEREAS:** No other peer transit agency uses alternates on their boards, and current WMATA alternates perform all the work of voting board members, including voting in committees, but cannot vote during full Board meetings;
- WHEREAS:** The WMATA Board has nine committees with four to 16 members each, tied for the most board committees among transit agencies peers. Between 2016 and 2017 each WMATA Board member attended an average of 41 meetings;
- WHEREAS:** Effective membership on the WMATA Board requires a large commitment of its members' time and energy. Compensation for that time should not be provided by entities that may represent real or perceived conflicts of interest for WMATA Board members;
- WHEREAS:** In November 2016, as a response to recommendations from a strategic advisor, the WMATA Board adopted an updated Code of Ethics that requires annual training on identifying and resolving actual and apparent conflicts, making disclosures and acknowledgments, and rules regarding acceptance of gifts;
- WHEREAS:** Board members, either corporate representatives with business connections or elected officials who must both represent the interests of their constituents while also representing WMATA's interest, must engage in rigorous and ongoing analysis of the ethics and balance of these multiple interests and responsibilities;
- WHEREAS:** The veto by a single jurisdiction inhibits jurisdictional collaboration and impedes regional policy decisions on the WMATA Board;
- WHEREAS:** A Department of Rail and Public Transportation review of WMATA operational cost drivers found that while WMATA's operational cost metrics are similar to peer transit agencies, it does have greater costs associated with rail maintenance activities;

WHEREAS: The WMATA General Manager, in his April 2017 Action Plan, expressed a desire to address operational cost drivers noting that, without changes, operating cost increases will outpace revenue growth by approximately 50 percent and the current public subsidy requirement for day-to-day operations would grow from \$980 million to \$1.6 billion annually in 10 years;

WHEREAS: On June 1, 2017, NVTC endorsed the spirit and direction of the WMATA General Manager's April 2017 Action Plan to significantly reform operations at WMATA that would yield reductions in operating and capital costs absent changes to the WMATA Compact;

WHEREAS: NVTC maintains interest in identifying near and long-term changes to reduce WMATA's operating costs to control the overall growth in jurisdictional contributions to no more than three percent per year; and

WHEREAS: In November 2016, WMATA's unfunded pension liability was estimated at \$1 billion with total plan assets at \$3.6 billion, and while comparable to peer transit and governmental agencies, poses a financial risk to its funding jurisdictions.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission, pursuant to items (i) and (ii) of Enactment Clause 4 of SB1251, recommends the following:

1. WMATA Governance Structure:

- The WMATA Board should be comprised of 12 members, with three members representing each jurisdiction and the federal government.
- Federal government representation should be contingent upon the continued dedicated federal funding of at least \$150 million per year.
- The WMATA Board members from Virginia should include one member appointed by the Commonwealth and two members appointed by NVTC.
- All Virginia members of the WMATA Board should serve on NVTC.
- The term of each WMATA Board member should continue to be four years, limited to two terms.
- WMATA should reduce the number of committees and committee meetings.
- All WMATA Board members should have full voting authority (no alternates).

2. Compensation:

- WMATA Board members should receive equal financial compensation, to be paid by WMATA.

3. Board Composition and Experience:

- The WMATA Board should include a mix of elected and nonelected members, each of whom has experience in transit planning, transportation planning, or land use planning; transit or transportation management or other public-sector management; engineering; finance; public safety; homeland security; human resources; or the law; or knowledge of the region's transportation issues derived from working on the resolution of regional transportation issues. Some members of the Board should have significant senior executive experience with rail systems, transit agencies, airlines, airports, ports, or other transportation providers.
- All members of the WMATA Board should be familiar with the WMATA transit system.

4. Board Fiduciary and Other Conflicts of Interest:

- The WMATA Board should engage in a more robust review of its policies on conflicts of interests and fiduciary interests in light of concerns raised in the community, so that it will maintain its strong commitment to ethics pertaining to fiduciary duties and conflicts of interest.

5. Jurisdictional Veto:

- The use of the jurisdictional veto should be eliminated.

BE IT FURTHER RESOLVED that NVTC, pursuant to items (iii) of Enactment Clause 4 of SB1251, recommends the following:

- In labor negotiations, the WMATA General Manager and Board should have greater authority to make operational decisions that improve the system's cost effectiveness without jeopardizing safety, including the use of tools such as competitive contracting of targeted functions.
- WMATA's annual operational cost increases should be comparable to those of its funding jurisdictions, and the jurisdictional subsidies it sets should hold within the three percent annual cap recommended by the General Manager in his April 2017 Action Plan, and that to maintain such funding discipline should be a mandatory factor used in consideration of establishing labor costs through collective bargaining or subsequent arbitration.

- NVTC endorses an amendment to the Wolf Act (National Capital Area Interest Arbitration Standards Act of 1995, Pub L. 104-50) that would require arbitrators in WMATA contract arbitrations to consider these fiscal restrictions in all cases.

BE IT FURTHER RESOLVED that NVTC, pursuant to item (iv) of Enactment Clause 4 of SB1251, calls upon the WMATA General Manager and Board to identify a specific plan to address its unfunded pension liability and other post-employment benefits.

BE IT FURTHER RESOLVED that NVTC, pursuant to item (v) of Enactment Clause 4 of SB1251, calls upon the WMATA's General Manager and Board, to take measures to ensure the safety of riders and employees, including safety in the event of a homeland security emergency in the national capital area.

BE IT FURTHER RESOLVED that NVTC, pursuant to item (vi) of Enactment Clause 4 of SB1251, recommends that the WMATA Board direct the General Manager to set forth, by January 1, 2018, a detailed business plan for implementing the operational reforms outlined in his April 2017 Action Plan, so the legislatures of the respective jurisdictions will have the opportunity to review such plan prior to the commencement of their legislative sessions.

Approved on this 7th day of September 2017.

Jeffrey C. McKay
Chairman

Matthew F. Letourneau
Secretary-Treasurer

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THE VALUE OF METRORAIL AND VIRGINIA RAILWAY EXPRESS TO THE COMMONWEALTH OF VIRGINIA



September 2017

Metrorail and the Virginia Railway Express (VRE), the state's only commuter railroad, are the backbone of Northern Virginia's transit system, moving approximately 293,000 people on an average weekday in Northern Virginia. These systems get people to work, help create thriving communities and relieve congestion on roadways. They also fuel economic development across Northern Virginia. High density development clustered around rail stations produces property tax and other revenues that help fund schools, parks, and a range of public services in our communities. The local economic value of high capacity transit is well studied, yet Metrorail and VRE also produce significant revenues for the Commonwealth of Virginia. In fact, the households and jobs supported by Metrorail and VRE generate over \$600 million in state general fund revenues.

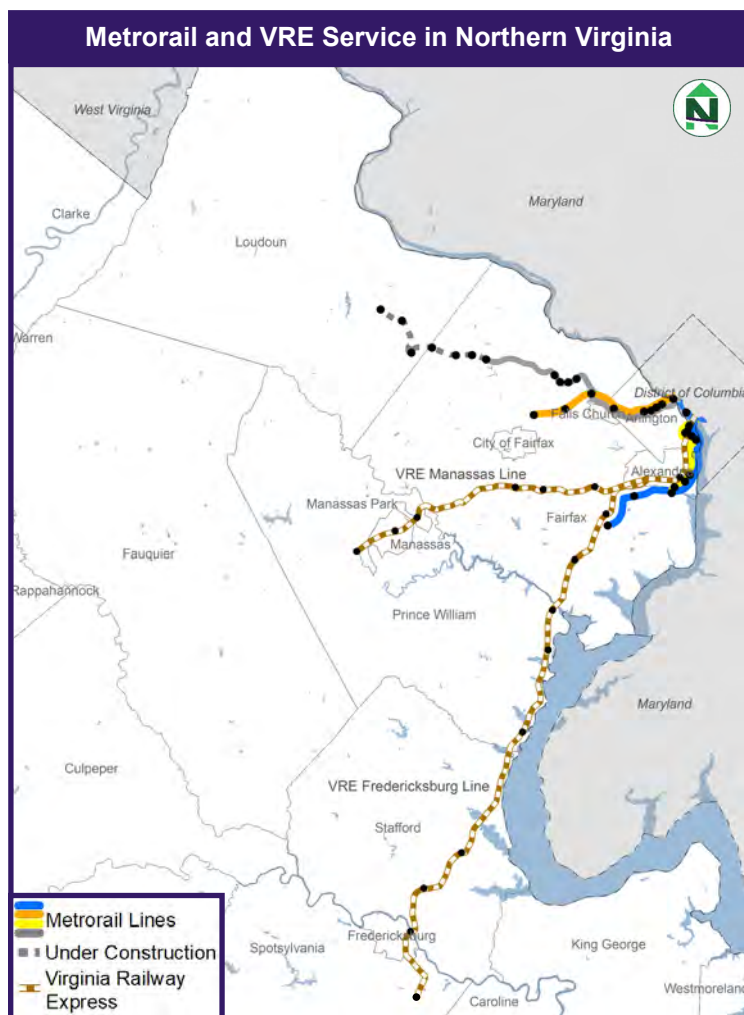


Figure 1 Source: NVTC

OVERVIEW

NVTC's analysis finds that:

- The presence of Metrorail and VRE supports an additional 85,000 households and 130,500 jobs in Northern Virginia.
- Those households and jobs generate more than \$600 million annually in sales and income tax revenue that flow to the state's general fund.
- Given Virginia's annual transit operating and capital contribution to Metrorail and VRE (about \$170 million budgeted in fiscal year 2018), the return on investment to the Commonwealth exceeds 250 percent.
- \$600 million, which represents just over 3 percent of general fund revenues, covers Virginia's annual, general fund expenditures on state colleges and universities (about \$316 million) and state police (about \$266 million).

BACKGROUND

The benefits that accrue to communities served by rail are well documented. Several studies — including one in [2011 by the Washington Metropolitan Area Transit Authority \(WMATA\)](#) and another

in 2017 by the [Metropolitan Washington Council of Governments](#) (COG) — demonstrate the value of transit to localities in the greater Washington, D.C. region. According to WMATA:

- \$235 billion of property value is within a half-mile of Metrorail stations.
- This land generates \$3.1 billion annually in property tax revenues.
- This land represents 28 percent of the jurisdictions' property tax base, but only 4 percent of their land.
- Proximity to Metrorail increases property values by 7 to 9 percent.

COG notes that \$25 billion of development has occurred near Metro stations over the past eight years.

With Metrorail experiencing track segment shutdowns to handle a backlog of deferred maintenance and as discussions about finding dedicated funding for WMATA gained traction in late 2016, NVTC planners considered whether the economic benefits associated with the rail system extended beyond the property taxes collected by local jurisdictions. The question arose as to what value Metrorail and VRE, which NVTC co-owns, bring to Virginia.

NVTC planners applied a model to determine the additional number of households and jobs that exist in Northern Virginia resulting from rail service. The model used the existing level of roadway congestion as a base and then determined the likely level of congestion and deterioration in travel times were Metrorail and VRE not available. Staff then rebalanced households and jobs in the region until they reached the level of congestion that currently exists on Northern Virginia's roadways.

Part of what distinguishes this study from previous ones, including [reports issued by NVTC in 1994 and 2005](#), is that it is dynamic rather than static, accounting for the level of activity that the regional transportation network can support. NVTC's approach is unique in that it evaluates the interaction between land use and transportation demand. The study found that the presence of Metrorail and VRE alone supports an additional 85,000 households and 130,500 jobs in Northern Virginia, which enhances the amount of sales and income taxes collected by the Commonwealth. The fact is that the entire state reaps dividends — to the tune of approximately \$600 million in general

fund revenues — from Metrorail and VRE service in Northern Virginia.

Where in Northern Virginia Do Metrorail Riders Live?

Of the approximately 665,000 Metrorail riders per weekday, 30 percent live in Virginia. More than 90 percent of Virginia's average weekday riders come from NVTC jurisdictions — the counties of Arlington, Fairfax and Loudoun and cities of Alexandria, Fairfax and Falls Church. Given the extent of VRE service and other commuter connections, over 13,000 of Metrorail's average weekday riders live in Virginia outside of NVTC jurisdictions. Many of these riders live south and west of the compact area and use VRE to connect to Metrorail in Virginia or the District of Columbia. About a third of Virginia riders live within a half mile of a Metrorail station.

Where Metrorail Riders Live in Northern Virginia

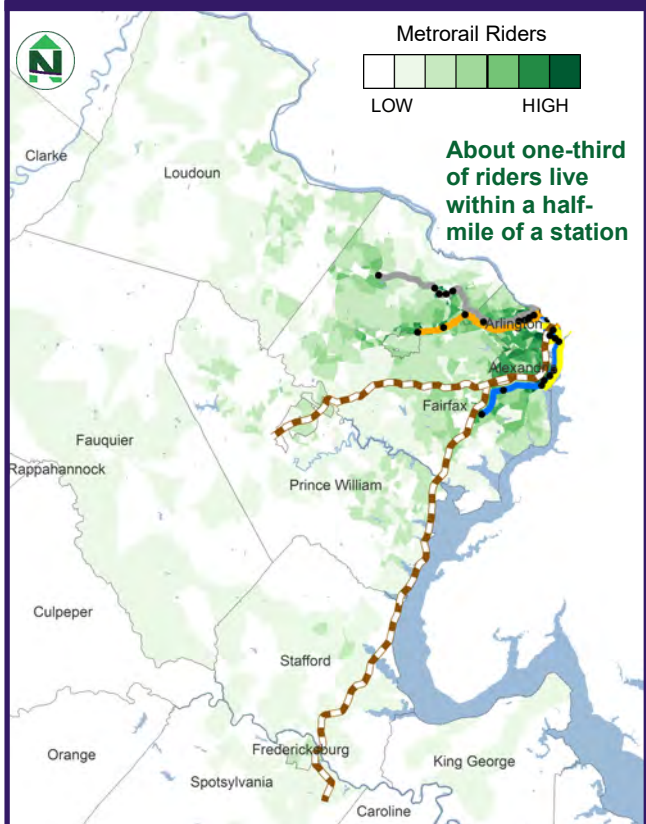


Figure 2 Source: NVTC and WMATA 2016 Metrorail Survey
Ridership weighted by population per traffic analysis zone

Who rides Metrorail in Northern Virginia?

Virginians access Metrorail stations by walking (38 percent), taking the bus (27 percent), and driving and parking (21 percent). Thirty-seven percent of Virginia riders are federal employees and 50

percent have household incomes greater than \$100,000. There are over 300,000 jobs within a half mile of Virginia Metrorail stations and Metrorail is commonly used by residents of the district, Maryland and Virginia to commute to these jobs.

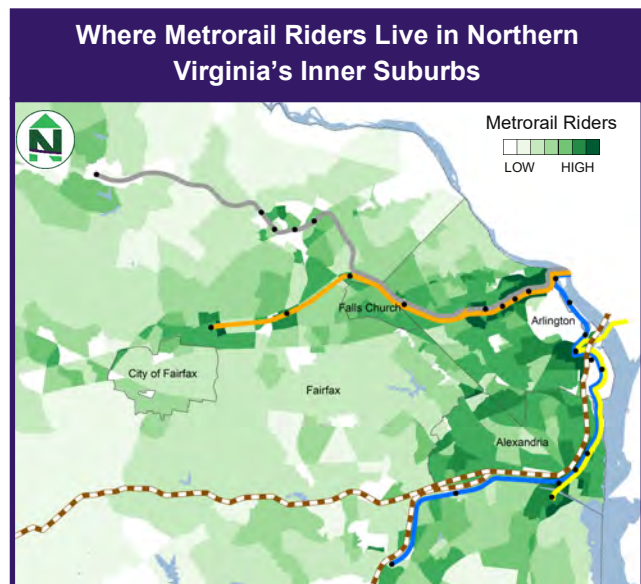


Figure 3 Source: NVTC and WMATA 2016 Metrorail Survey
Ridership weighted by population per traffic analysis zone

Where do VRE riders live in Northern Virginia?

VRE provides roughly 20,000 trips on an average weekday. Given that VRE is a commuter railroad, its ridership extends farther in the region than Metrorail. Over 60 percent of VRE's riders come from Stafford, Fairfax, Prince William and Spotsylvania counties.

How much does the Commonwealth spend on Metrorail and VRE?

Virginia spends about \$170 million annually on Metrorail and VRE from its transit capital and operating funds, which total nearly \$380 million for all transit in the Commonwealth in fiscal 2018. The revenue for these funds comes from a variety of sources, including the recordation tax, retail sales and use tax, statewide motor vehicle fuels tax and 10-year Capital Project Revenue (CPR) bonds. The expected revenue sources for the CPR debt service payments are insurance premium taxes and the statewide motor vehicle fuels tax.

How is WMATA funded in Virginia?

In Virginia, WMATA is funded by the localities identified in the WMATA Compact: Fairfax and Arlington counties and the cities of Alexandria, Falls Church and Fairfax. Loudoun County will join in supporting Metro as the Silver Line Phase 2

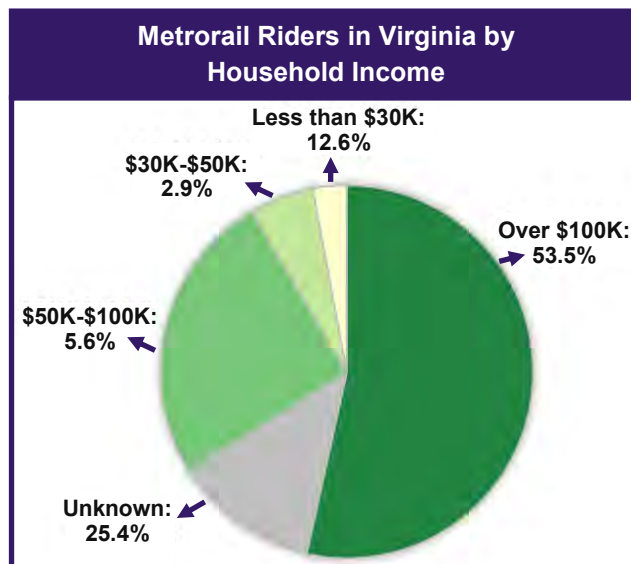


Figure 4 Source: WMATA 2016 Metrorail Survey

becomes operational. NVTC jurisdictions primarily use local funds to meet this obligation, with a considerable portion of expenditures reimbursed by the Commonwealth. Regardless of the availability of state funds, the local jurisdictions are responsible for meeting Metro's financial needs.

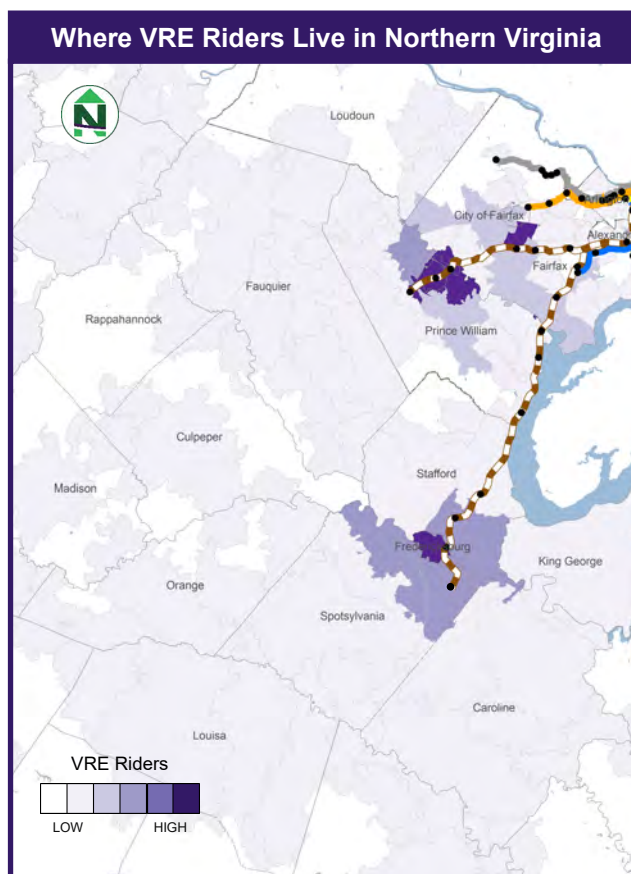


Figure 5 Source: NVTC and VRE 2016
Ridership weighted by population per zip code

Funding sources for local government use include:

- General funds
- General obligation bonds
- Northern Virginia Transportation Authority 30-percent funds
- 2.1 percent regional gas tax revenues

In fiscal 2018, the Commonwealth budgeted about \$195 million for WMATA operating and capital subsidies. This funding is for all WMATA modes: Metrorail, Metrobus and MetroAccess. Based on the Department of Rail and Public Transportation's (DRPT) funding methodologies, the commonwealth's budget for Metrorail is \$146 million. The

funding comes from DRPT's transit capital and transit operating funds.

State Support for WMATA, FY2018 (millions)			
	Metrorail	Metrobus/ MetroAccess	Total
Capital	\$ 26.6	\$13.1	\$ 39.7
PRR Match	\$ 49.5	-	\$ 49.5
Operating	\$ 69.9	\$35.5	\$105.4
Total	\$146.0	\$48.6	\$194.6

Table 1 Source: DRPT FY18 Six-Year Improvement Program and NVTC calculations. State support comes from DRPT transit capital and operating funds.

How is VRE funded in Virginia?

VRE's capital and operating expenditures are funded by a combination of sources, including passenger revenue, federal formula transit and rail funds, Commonwealth of Virginia funds, local jurisdictional contributions, in-kind contributions, regional funding, local matches, and other revenues. In fiscal 2018, the Commonwealth budgeted over \$26 million for VRE operating and capital funding from DRPT's transit capital and operating programs. VRE is eligible for and has received funding from DRPT's rail programs and from the Virginia Department of Transportation's SMART SCALE program for capital expansion projects.

Because they are not used for VRE's current or ongoing capital and operating needs, these funds are not included in the table below.

State Support for VRE, FY2018 (millions)	
	Total
Capital	\$16.7
Operating	\$ 9.6
Total	\$26.3

Table 2 Source: DRPT FY18 Six-Year Improvement Program and NVTC calculations. State support comes from DRPT transit capital and operating funds.

Threats to Rail Transit Funding in Northern Virginia

Regional Gas Tax

A flaw in the 2.1 percent regional gas tax has led to a more than 40 percent decline in revenues between fiscal 2017 and 2013, when gas prices were at their highest. The regional gas tax – unlike the state tax, which no matter how low the price of gas goes has a fixed minimum – has no bottom threshold. Receipts from the regional gas tax are used by local jurisdictions to support their financial commitment to WMATA.

Transit Capital Funding Shortfall

With the expiration of CPR bonds, the amount available for transit capital investments in Virginia will begin to drop by \$110 million or more than 40 percent in fiscal 2019. Legislative action is needed to insure adequate support for all transit agencies in the Commonwealth, including NVTC jurisdictions that rely on these funds for reimbursement of their WMATA capital subsidies. This funding shortfall could jeopardize the Commonwealth's ability to fund its \$50 million match required under the federal Passenger Rail Investment and Improvement Act of 2008.

Methodology for Calculating the Value of Metrorail and VRE to the Commonwealth

1) Determine the existing level of roadway congestion

Use the regional land use and transportation model to calculate the existing level of roadway congestion in Northern Virginia.

2) Calculate the households and jobs supported by high capacity transit

Remove Metrorail and VRE from the transportation model in Northern Virginia and recalculate roadway congestion. Rebalance households and jobs across the region until congestion reaches current levels.

3) Estimate state revenues

With the number of households and jobs supported by Metrorail and VRE calculated, estimate the annual contribution to Virginia's general fund from state income and sales taxes.

THE VALUE OF METRORAIL AND VIRGINIA RAILWAY EXPRESS TO COMMUTERS IN THE REGION

In quantifying the value that Metrorail and VRE bring to the Commonwealth, NVTC determined the amount of land use and development that could be supported with only the current roadway and bus networks. The existing level of roadway congestion was used as the base level. The regional travel demand forecast model was then run without Metrorail and VRE to assess the likely level of congestion and deterioration in travel times. Households and jobs were removed to return the level of congestion to what exists today. Congestion was measured by the distance of the average commuter trip and the distribution of congested lane miles of travel.

Commuters have a travel time budget. Based on the congestion level, a specific trip can travel only so far in a given amount of time. Historical data shows little change in average commuter travel times for mature urban areas. The Metropolitan Washington Council of Governments (COG) does regional household travel surveys, which consistently show an average commuter trip travel time of about 30 minutes.

Existing Average Commuter Trip Distance for All Modes by Jurisdiction (miles)	
Jurisdiction	Average Commuter Trip Distance
Arlington	7.89
Alexandria	9.26
Fairfax	11.64
Loudoun	17.22
Prince William	17.06
Northern Virginia Combined	13.44

Table 3 Source: Transportation Planning Board V2.3.66 Travel Demand Forecast Model

Following the removal of Metrorail in Northern Virginia and VRE from the model, households and jobs were shifted to Maryland and the district. The model was run iteratively until the average commuter trip distance matched what currently exists. The level of congestion on the roadway network was also matched to the existing level.

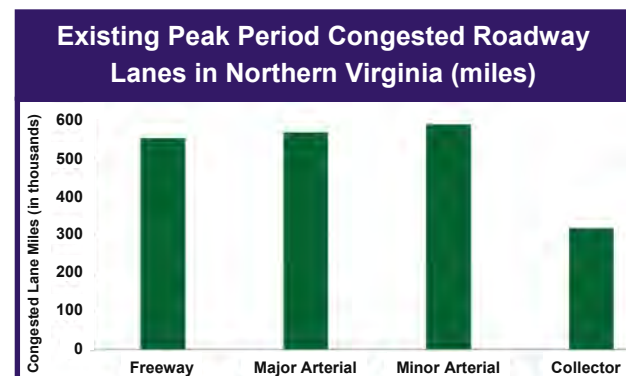


Figure 6 Source: Transportation Planning Board V2.3.66 Travel Demand Forecast Model

The first model runs removed rail transit in Northern Virginia and held to the existing land use totals. The results of this run demonstrate the importance of rail for commuters in Northern Virginia. Without Metrorail and VRE, trip length decreased by about 5 percent. This reduction is significant. By comparison, the trip length decrease projected by COG in 2040 with all funded regional projects was less than 5 percent.

The major impacts associated with a lack of rail transit in Northern Virginia are:

- 56,500 more lane miles of congestion on arterial roadways;
- 50 percent fewer transit trips in the peak period; and
- 80 percent decrease in jobs accessible by transit for Northern Virginia households.

Rail transit is an important option for commuters living inside the Beltway. Nearly half of Arlington County's commuters use transit. That share drops to 28 percent without rail. Just under 40 percent of commuters in the City of Alexandria take transit. That number falls to 24 percent without rail. In Fairfax County, the percentage of commuters using transit drops from 17 to 6. Some of these commuters switch to buses, but the majority switch to automobiles. Without rail transit in Northern Virginia there is a loss of 130,000 daily transit trips.

Commuters Riding Transit		
Jurisdiction	Existing	Existing without Rail Modes
Arlington	49%	28%
Alexandria	38%	24%
Fairfax	17%	6%
Loudoun	4%	2%
Prince William	5%	3%
Northern Virginia Total	18%	8%

Table 4 Source: Transportation Planning Board V2.3.66 Travel Demand Forecast Model

WHAT METRORAIL AND VIRGINIA RAILWAY EXPRESS SUPPORT IN NORTHERN VIRGINIA

The elimination of Metrorail and VRE from Northern Virginia's transportation network significantly increased traffic congestion. Assuming that the regional total of jobs and households remains constant, achieving current levels of roadway congestion without rail transit required the rebalancing of 85,000 households and 130,500 jobs within the region to the areas of Maryland and the district with planned growth.

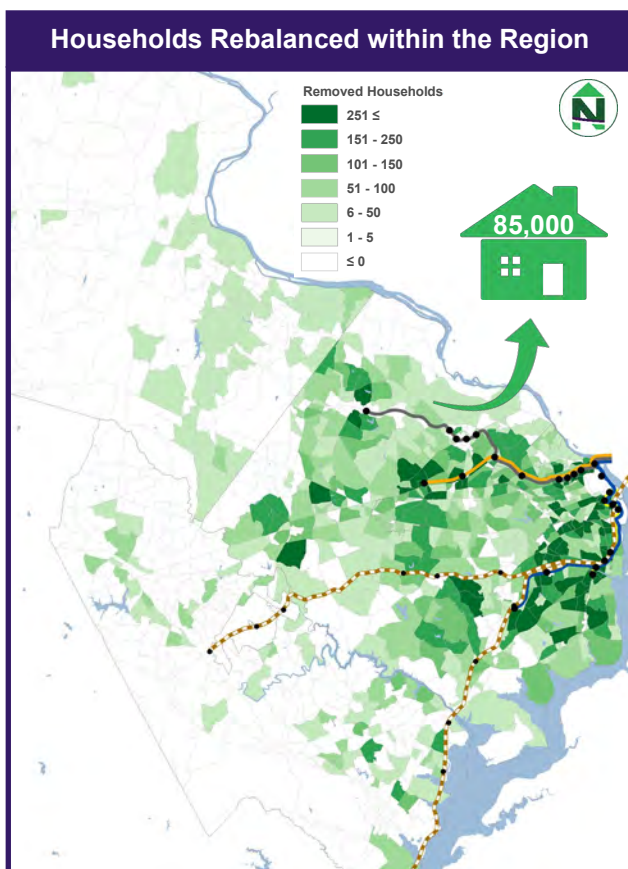


Figure 7 Source: NVTC

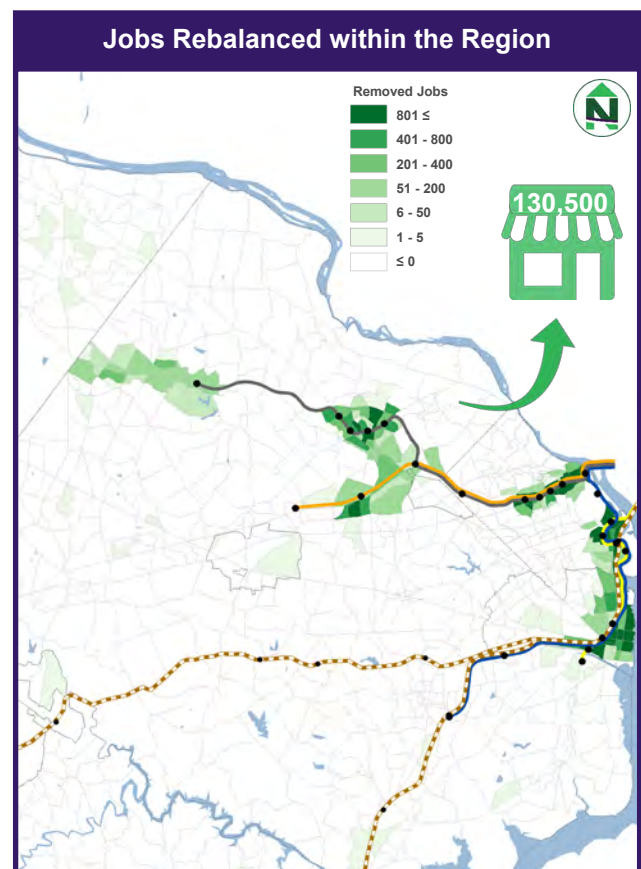


Figure 8 Source: NVTC

THE VALUE OF METRORAIL AND VIRGINIA RAILWAY EXPRESS TO THE COMMONWEALTH

The land use supported by Metrorail and VRE generates over \$600 million in general fund revenues for Virginia. This is 3 to 4 percent of the \$18.2 billion collected in the state in fiscal 2016. For every dollar the Commonwealth invests in Metrorail and VRE, it receives \$2.50 in return.

Metrorail and VRE move large numbers of people, relieve congestion and are integral components of local land use and economic development plans. Rail transit attracts jobs and households to Northern Virginia. Whether in new apartment buildings in transit oriented developments near Metrorail stations or in more traditionally suburban

locations, these households pay income taxes to the Commonwealth of Virginia.

[Commonwealth Data Point](#) provides a frame of reference for understanding the magnitude of \$600 million dollars in general fund revenue. Looking at the [state's general fund expenditures by agency](#), this funding can be compared to various agency budgets.

By way of comparison, \$600 million is higher than the collective \$582 million in general fund spending on higher education and public safety in fiscal 2016. General fund expenditures totaled \$316 million for Virginia's universities, community college systems and the State Council for Higher Education and \$266 million for the Department of State Police.

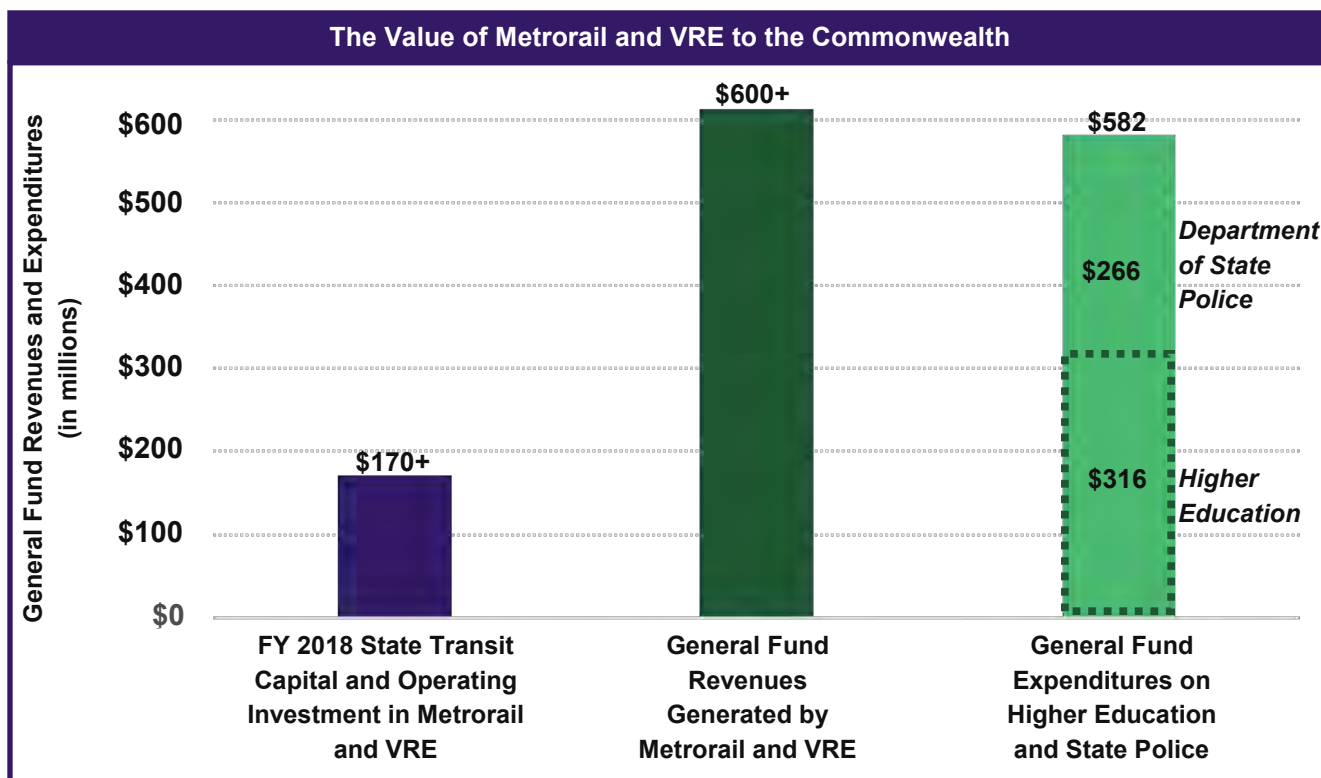


Figure 9 Source: NVTC, DRPT, and Commonwealth Data Point

Technical Review Team

NVTC engaged staff at WMATA, the Transportation Planning Board, the Federal Transit Administration, George Mason University, and other organizations in a comprehensive technical review of the study's methodology and assumptions. These groups reviewed the work plan, technical approach, and findings and provided comments to NVTC on the study.



As the premier transit organization in Northern Virginia, NVTC brings the region together to plan, coordinate, and secure funding for transit systems that are financially sustainable and high performing. NVTC enjoys a special relationship with the Washington Metropolitan Area Transit Authority and Virginia Railway Express (VRE), as it is charged with the funding and stewardship of both. Founded in 1964, in part to represent the interests of the Commonwealth during the establishment of WMATA, NVTC continues to serve as Virginia's voice on the WMATA Board of Directors through its appointments to the panel. Following Metrorail's launch, NVTC began planning for a commuter rail service, VRE, which became operational in 1992. NVTC, as the railway's co-owner, appoints members to the VRE Operations Board. Learn more at www.novatransit.org



Metrorail is the second largest, based on track mileage, and third busiest, based on passenger trips, heavy rail transit system in the U.S. The network includes six lines (four in Virginia), 91 stations (25 in Virginia) and 118 track miles (41 in Virginia). The Silver Line is the largest rail expansion project by route mileage since Metrorail's inception in 1976. Phase 1 opened in July 2014 and Phase 2, which will serve Dulles International Airport and Loudoun County, will open in 2020. Learn more at www.wmata.com.



Virginia Railway Express (VRE) is the eighth largest, based on track mileage, and 10th busiest, based on passenger trips, commuter rail service in the U.S. It is a partnership of NVTC and the Potomac and Rappahannock Transportation Commission. VRE's mission is to provide safe, cost-effective, accessible, reliable, convenient and customer-responsive commuter rail service. It provides over 4.5 million rides annually in Northern Virginia and Washington, D.C. and is based in Alexandria. Learn more at www.vre.org.

**This report is a product of
the Northern Virginia Transportation Commission**

Kate Mattice, Executive Director

Dan Goldfarb, PE, Principal Researcher / Lead Author

Andrew D'huyvetter, AICP, Researcher / Author

Nobuhiko Daito, Ph.D., Researcher / Author

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July 7, 2017

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Executive Director
Katherine A. Mattice

The Honorable Marty Williams
Chairman
Transit Capital Project Revenue Advisory Board
Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Mr. Williams:

Given the critical role that transit plays in our region, the Northern Virginia Transportation Commission (NVTC) has a vested interest in the Transit Capital Project Revenue Advisory Board's legislative recommendations. The Commonwealth's long-term commitment to funding our transit systems has fueled the economies of both the region and the state, providing a significant return on investment. As the Revenue Advisory Board enters the final stage of its legislative mandate – proposing new sources of funding to address the pending loss of more than \$130 million per year in state transit capital revenues and prioritizing their use – we, on behalf of NVTC, ask that the recommendations address three concerns.

1) A statewide transit program should be supported exclusively by revenues generated at the state level.

We recognize that the transit capital needs in Northern Virginia are great. Our transit systems move more than 148 million riders each year, providing access to over 700,000 jobs. As a result, we contribute more than \$600 million annually in income and sales tax to the Commonwealth's General Fund.

Northern Virginia also contributes more than \$82 million per year to fund local and regional transit capital needs. We foot 20 percent of the total cost, which is the highest percentage of any district in the state. The needs in Northern Virginia, both for state of good repair and expansion, are high and, as such, require a true funding partnership. The Commonwealth must continue to support transit capital with revenues raised at the state level, as envisioned in proposed funding packages 1 and 2 of the draft report, so that Northern Virginia can tap local and regional sources to provide its share.

2) State of good repair investments should continue to be prioritized under the current asset-based formula.

While a new prioritization process, one that mirrors SmartScale, makes sense for major expansion projects, the existing method for prioritizing state of good repair investments, which keep our transit systems operating safely and reliably,

should be maintained. The current asset-based process has been in place for three years and yielded positive results in terms of funding allocation, while the administrative process under consideration by the Revenue Advisory Board is potentially burdensome. Given the Federal Transit Administration's new regulations requiring transit agencies to conduct transit asset management prioritization activities, we believe that these requirements in combination with the existing asset tiers will effectively guide prioritization.

3) *The capital needs of the Washington Metropolitan Area Transit Authority (WMATA) and Virginia Railway Express (VRE) will require funding beyond what the Revenue Advisory Board's recommendations contemplate.*

It is important that the Revenue Advisory Board make clear to the General Assembly that both WMATA and VRE have significant capital needs requiring additional funding from dedicated and sustainable sources of revenue. State legislators must understand that the Revenue Advisory Board's final recommendations will not provide the funds necessary to meet the needs unique to these two economically vital rail systems.

NVTC recognizes the challenges faced by members of the Transit Capital Project Revenue Advisory Board in helping the Commonwealth avoid the looming funding cliff, which would impair the ability of our transit systems to provide safe and reliable service and ultimately harm the regional and state economies. Your work is critical to ensuring that our transit agencies can continue to serve the 800,000-plus daily bus and rail riders who depend on public transportation to get to jobs, school, medical appointments and entertainment venues.

NVTC appreciates the time and effort expended by members of the Revenue Advisory Board on this difficult but important issue and looks forward to the panel's recommendations. Please do not hesitate to contact Kate Mattice, NVTC's Executive Director, if we can be of further assistance.

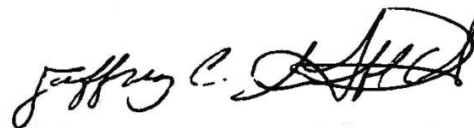
Sincerely,

Katie Cristol



Co-Chair, Legislative and Policy Committee

Jeff Greenfield



Co-Chair, Legislative and Policy Committee

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice, Dan Goldfarb, PE, and Andrew D'huyvetter

DATE: August 30, 2017

SUBJECT: Transit Performance and Ridership

A. Regional Bus Analysis Findings

As part of the [Regional Bus Agenda](#), NVTC staff have concluded the initial analysis of bus operations and found that there are no significant regional gaps in service. NVTC staff plan to present the complete set of findings to the Commission in November.

The [Regional Bus Performance and Preliminary Findings](#) show that bus is an important mode in Northern Virginia. The current bus routes cover the jurisdictions well, serving both lower and higher income populations. Bus service provides good mobility with high levels of accessibility to jobs. The buses are a key link for riders to access Metro and VRE. The analysis also shows that there are key corridors in the region that could potentially have upgraded service levels. These corridors could form a system of high quality bus in the future allowing for greater mobility, less reliance on personal automobiles, and more multimodal mobility choices. NVTC's initial analysis shows that these corridors warrant more study to refine the idea and determine feasibility.

NVTC's recent efforts were aimed at providing an understanding of bus operations in Northern Virginia across jurisdictional boundaries. The goal was to identify and understand gaps in service that might exist in the regional bus network and then to identify opportunities to address how the six bus systems within Northern Virginia can better serve the region. The [attached staff memorandum](#) provides more information, including findings on bus service coverage, job accessibility by bus transit, and bus trip characteristics.

B. FY2017 4th Quarter Ridership Report

The [FY2017 4th Quarter Ridership Report](#) shows ridership among Northern Virginia transit agencies declined 5.2 percent in the 4th Quarter of FY2017 when compared to the same time period in FY2016. This time period represents the last quarter of SafeTrack related ridership impacts for Northern Virginia service providers. While nearly all agencies showed some level of decline in ridership, VRE showed an increase of 4.5 percent, most likely due to its use as an alternative mode of transportation during SafeTrack.

C. FY2017 Annual Ridership Report

The [FY2017 Annual Ridership Report](#) reflects overall transit ridership in Northern Virginia was down 9.0 percent between FY2016 and FY2017. The decline primarily reflected service impacts related to WMATA's SafeTrack program. Since nearly two-thirds of bus trips in Northern Virginia connect to Metrorail, most agencies saw declines in bus ridership that were related to declines in Metrorail ridership. While most agencies saw declines, VRE and ART saw increases that were partially due to their use as alternative travel during the SafeTrack surges. There are also larger national trends at work that impact transit ridership including gas prices, teleworking, and transportation network companies.



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

REGIONAL BUS PERFORMANCE AND PRELIMINARY FINDINGS

PRESENTED TO NVTC BY: DAN GOLDFARB, PE
SEPTEMBER 7, 2017

What we did...



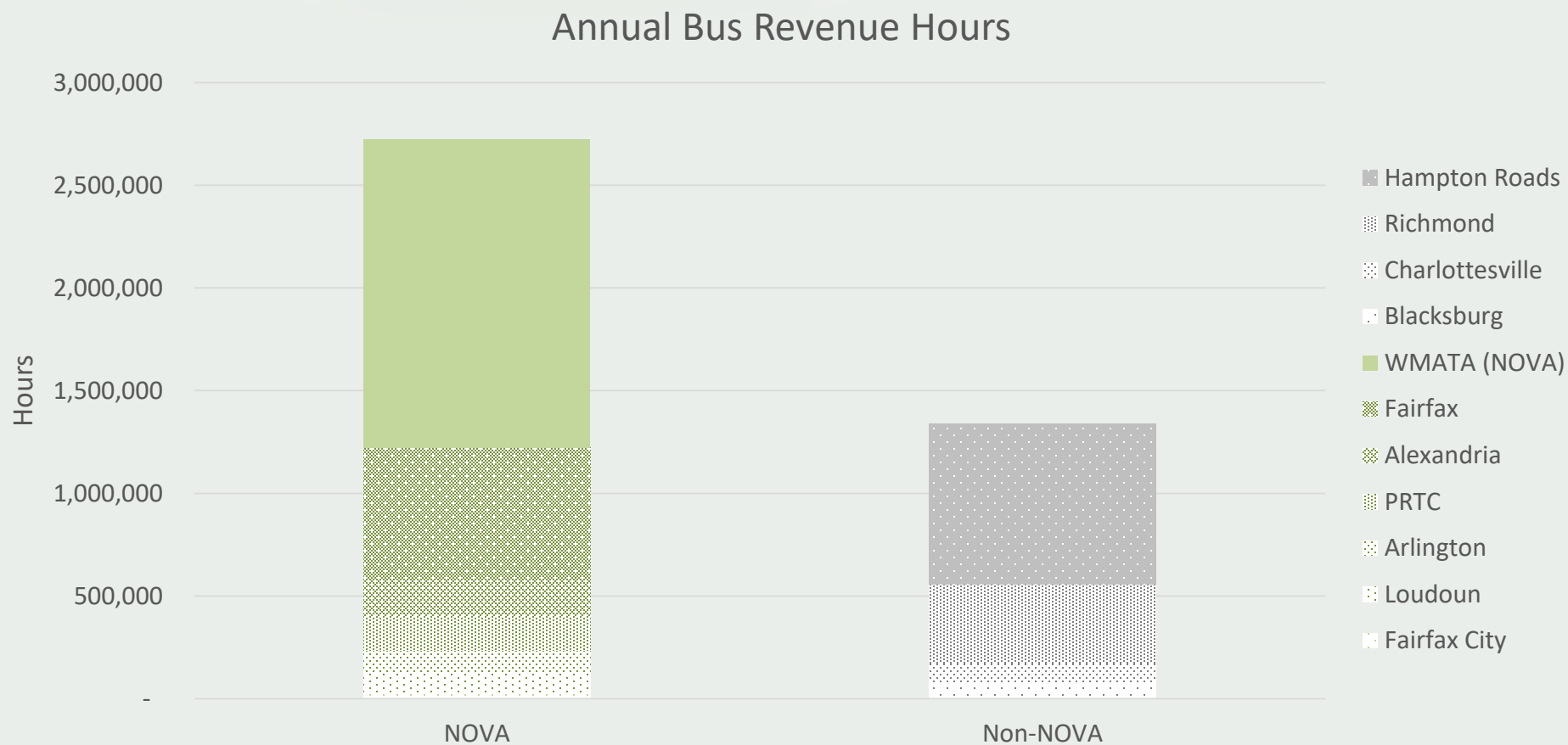
- Evaluated Regional Bus Markets
- Focused on Regional Operations
- Identified Regional Opportunities (e.g., Gaps)

Activities to Date



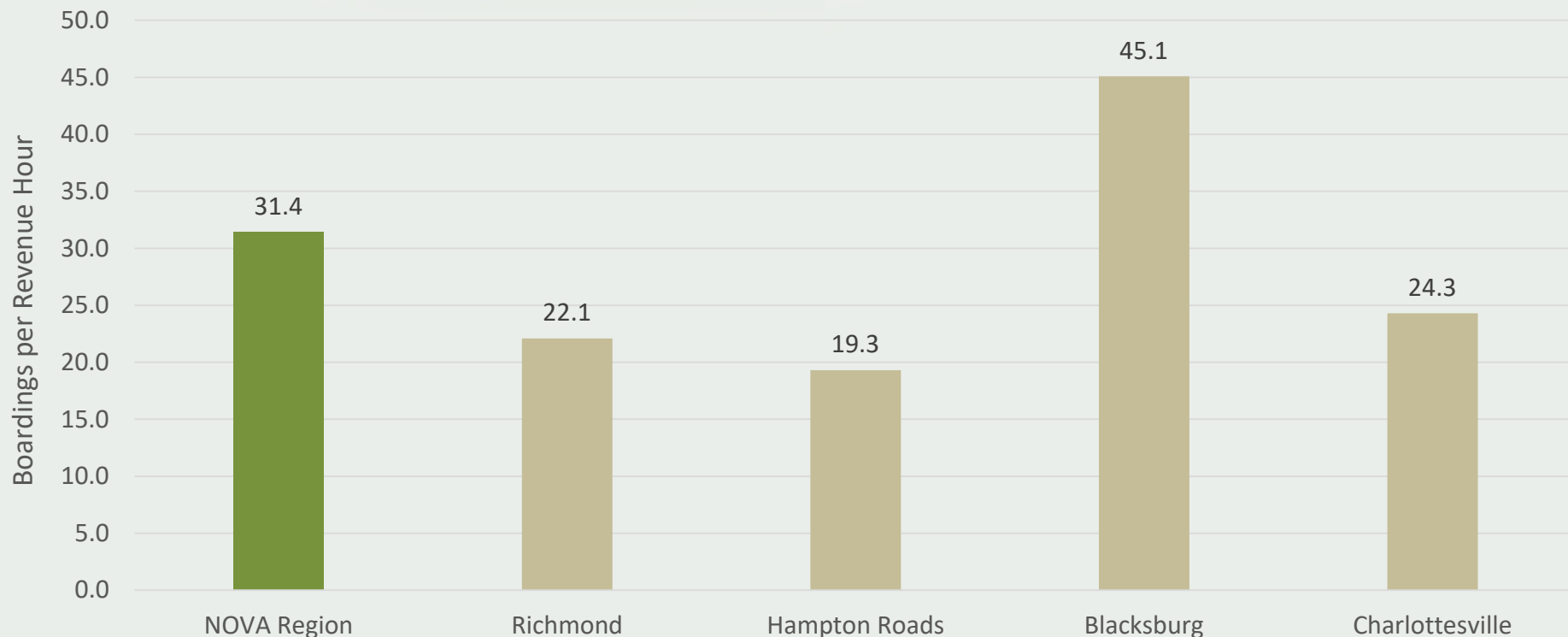
- Previous Presentations
 - Baseline & Future Operating Characteristics (Service Supplied)
 - Performance Metrics
 - Quality
 - Accessibility
 - Efficiency
- Reviewed Jurisdictional Transit Development Plans
- Initiated Service Planning Support Effort (TBest Application)
- Identified Future Regional Opportunities

Twice as much service...



Northern Virginia has twice as much bus service as compared to the combination of the four other largest transit markets in Virginia.

NOVA Leads the State in Service Efficiency



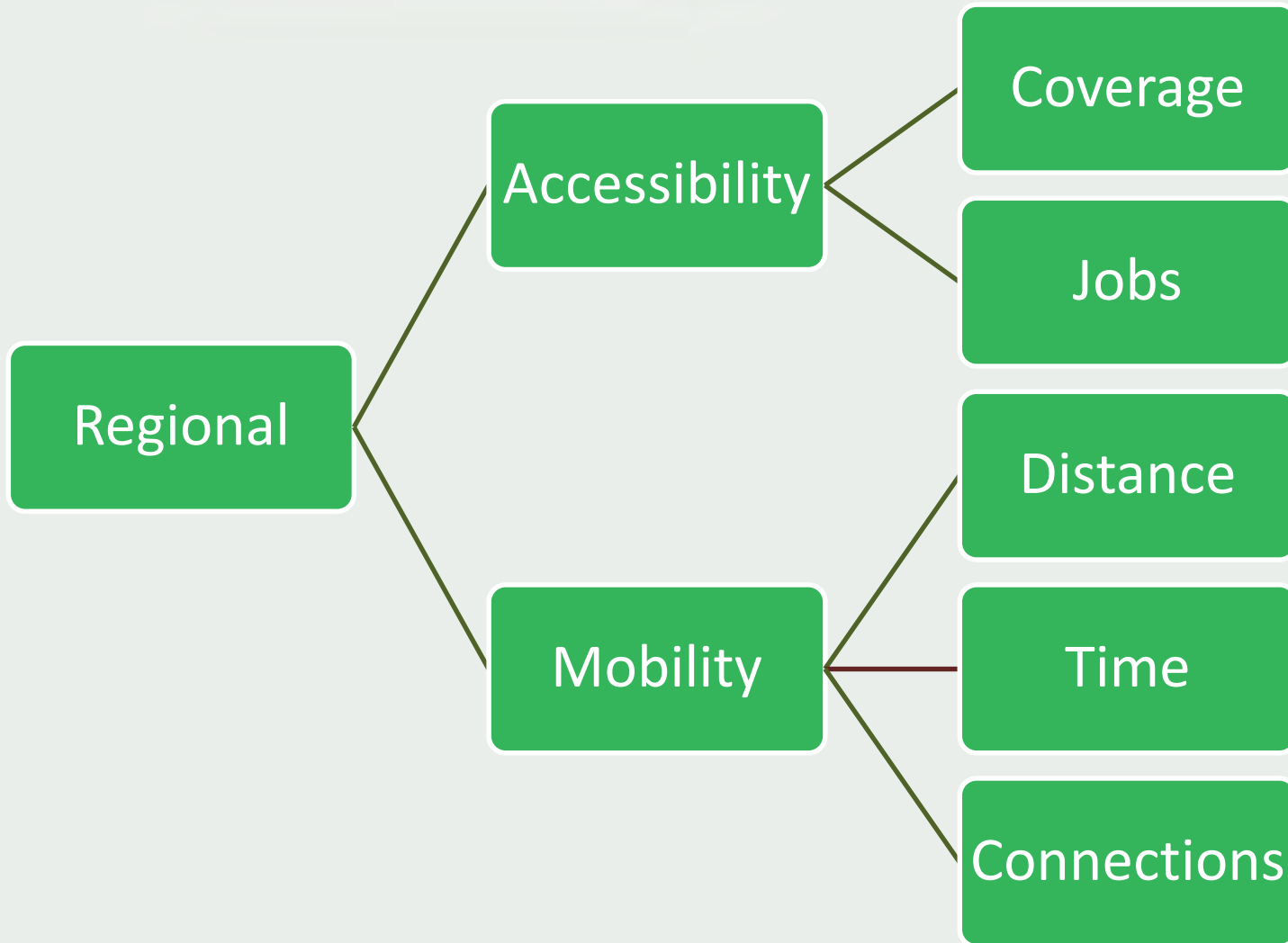
Boardings per revenue hour for bus service in the Northern Virginia varies based on land development levels. More densely developed areas show higher numbers of boardings per revenue hour. For similar types of areas around the Commonwealth, Northern Virginia jurisdictions provide more efficient bus service. Areas like Blacksburg and Charlottesville have high transit dependent populations and significant campus parking costs resulting in high ridership.

NVTC Analysis....

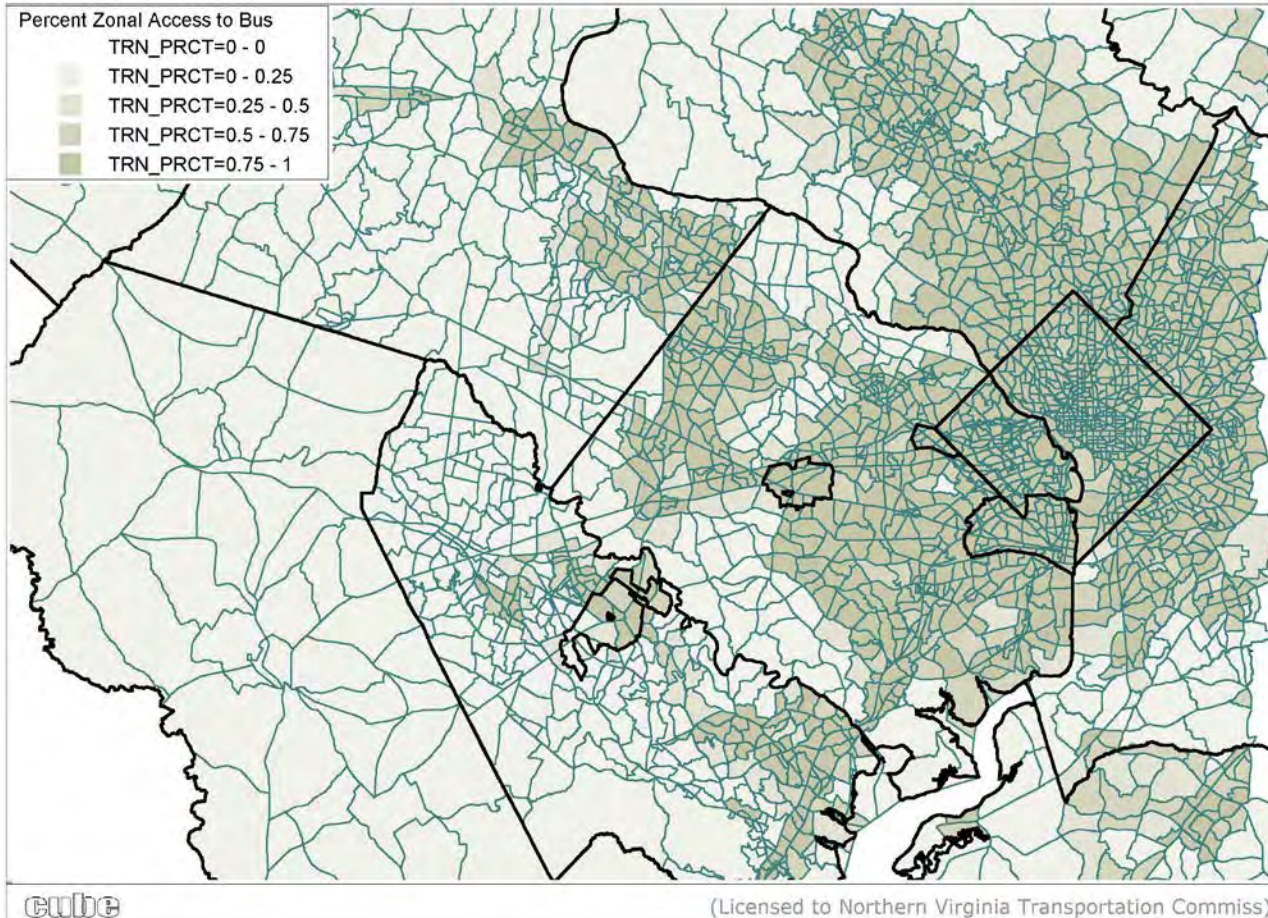
- Focused Only on Bus
- Service Supplied - Gaps
 - Accessibility
 - Mobility
- Network Analysis → Future Opportunities



Gap Analysis

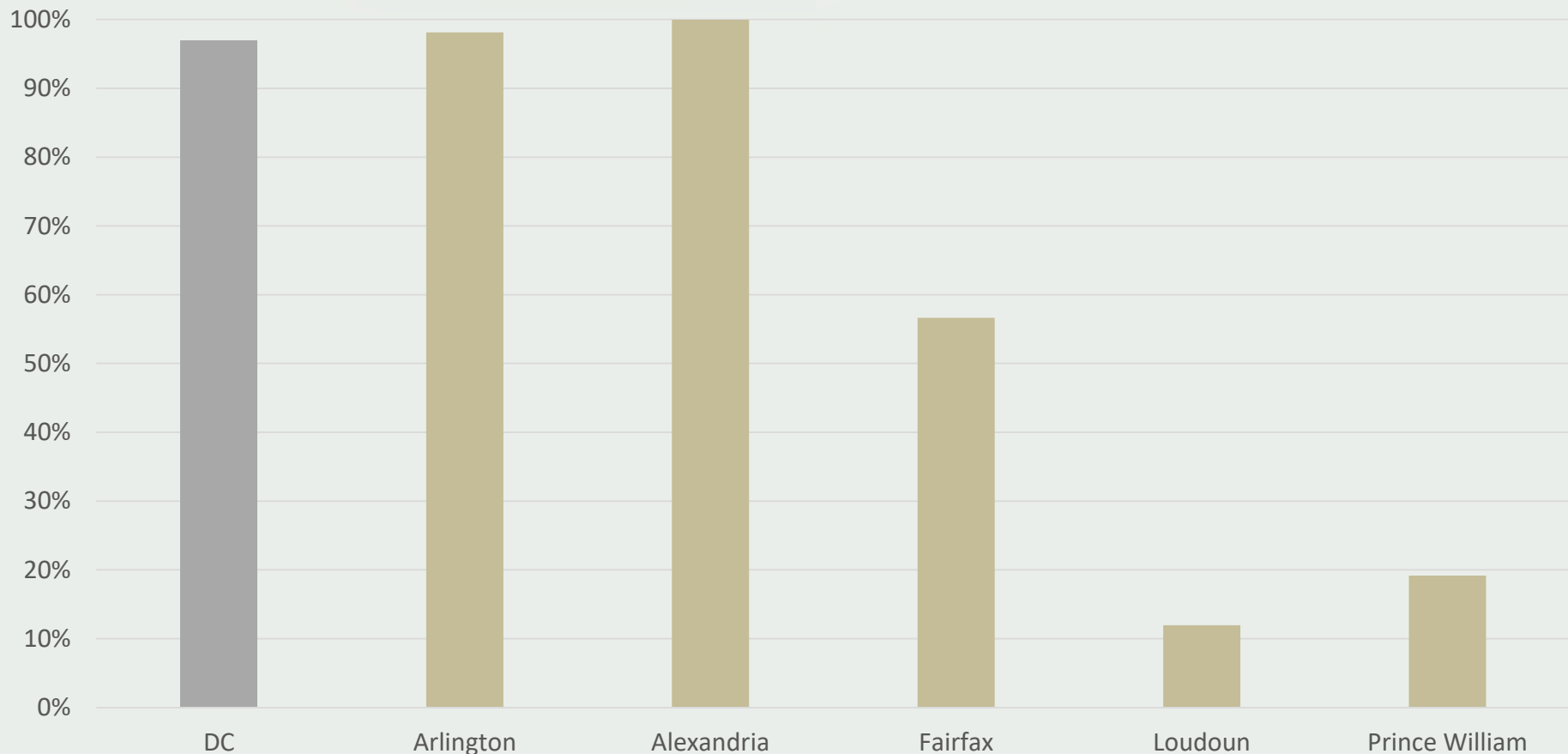


How well does bus serve the region?



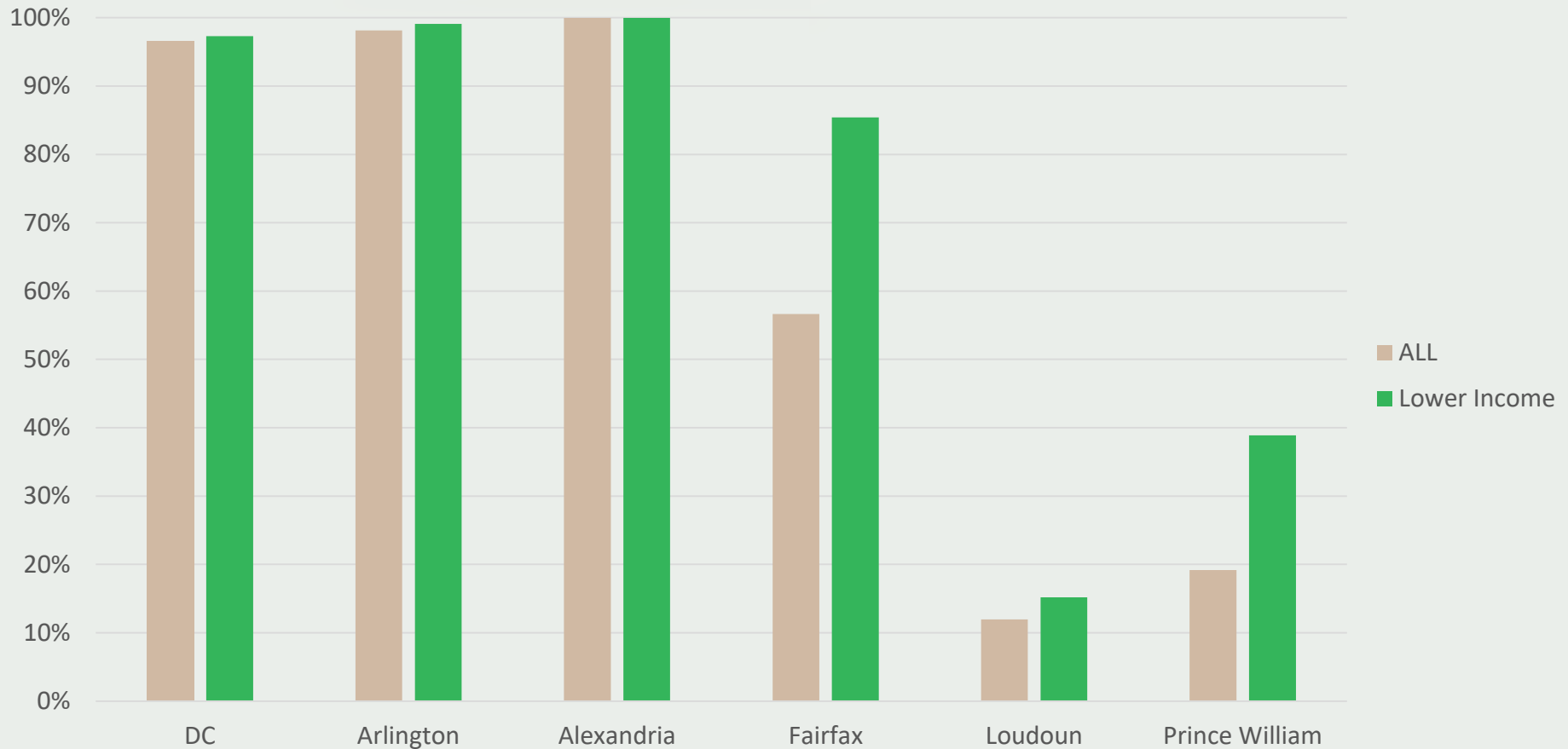
This thematic map shows good bus coverage throughout NVTC's jurisdictions with many zones having 100 percent coverage. The access to bus is reflective of the land use densities. The denser more developed areas have greater coverage with many residents within a half mile of a bus stop.

How much of the jurisdictions are within a half mile of bus service?



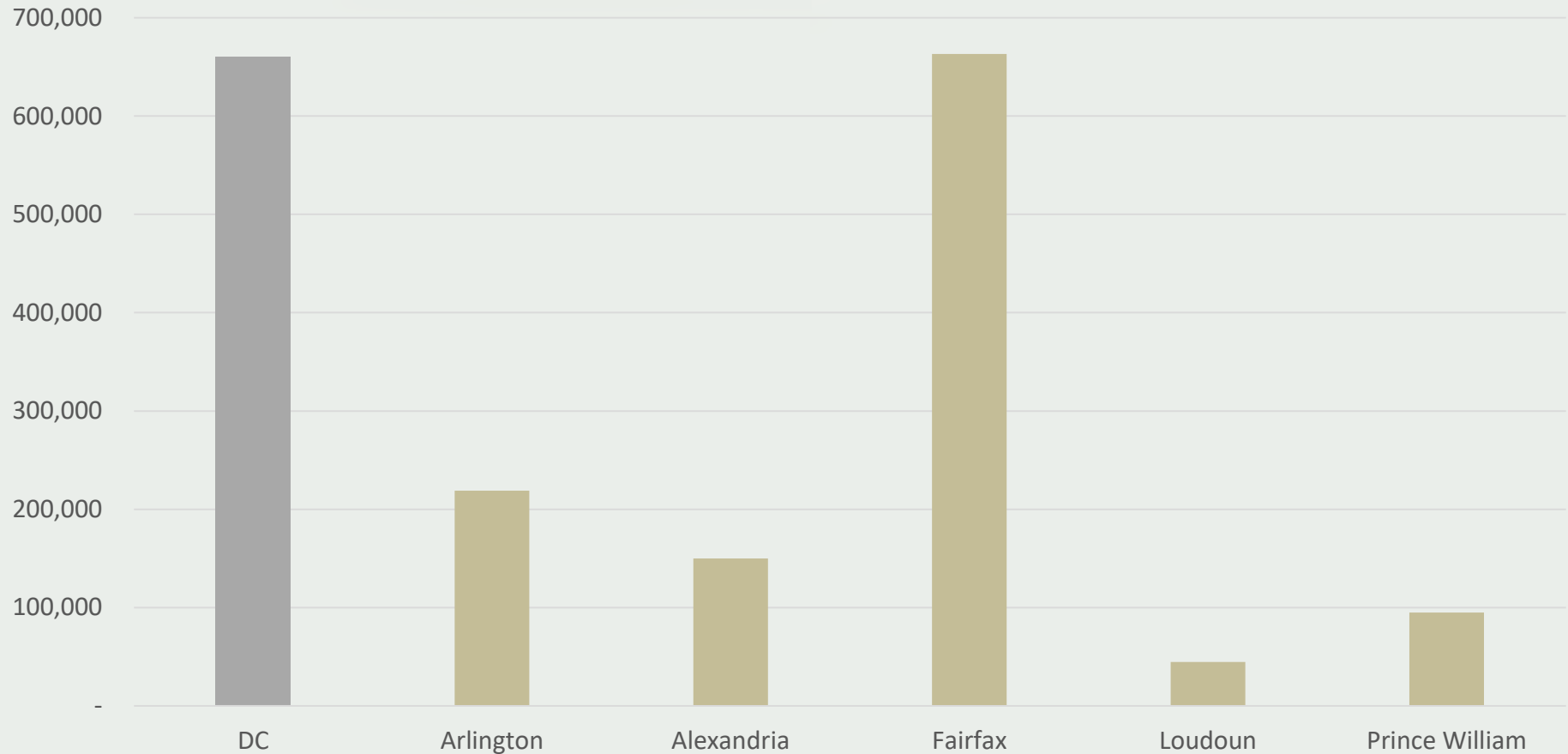
Arlington and Alexandria provide a high level of bus coverage, equal to that of DC. Fairfax, Loudoun, and Prince William Counties provide less coverage, but also do not have the higher land use densities of the inner jurisdictions. Both Loudoun and Prince William Counties have less than 20 percent of their areas within a half mile of bus service.

How do buses serve different income levels of the population?



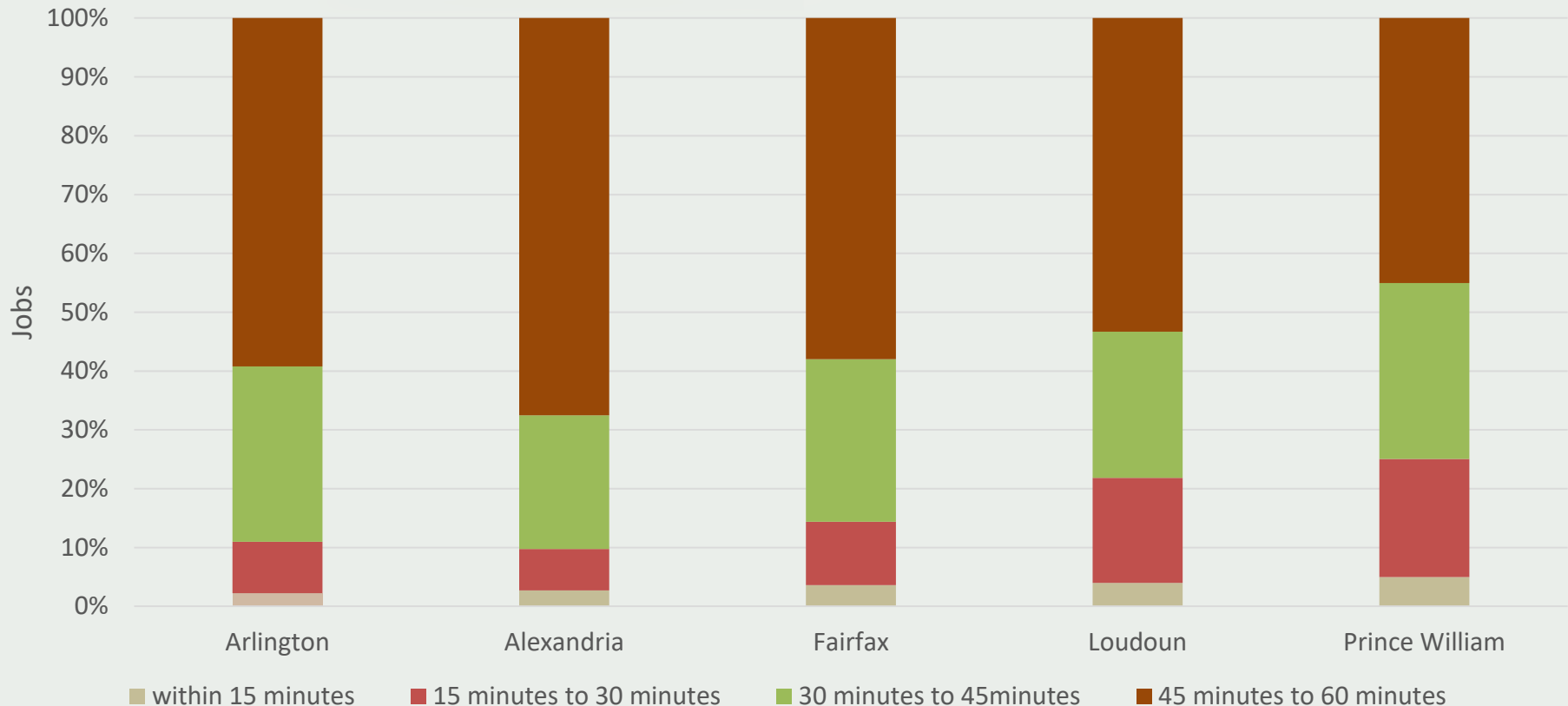
All of the jurisdictions in Northern Virginia have higher or equal transit bus access for the lower income areas compared to total areas covered by buses within the jurisdictions. Although there are areas where improved transit service could provide greater access, overall lower income areas are well served by bus.

What is the population within a half mile of a bus stop?



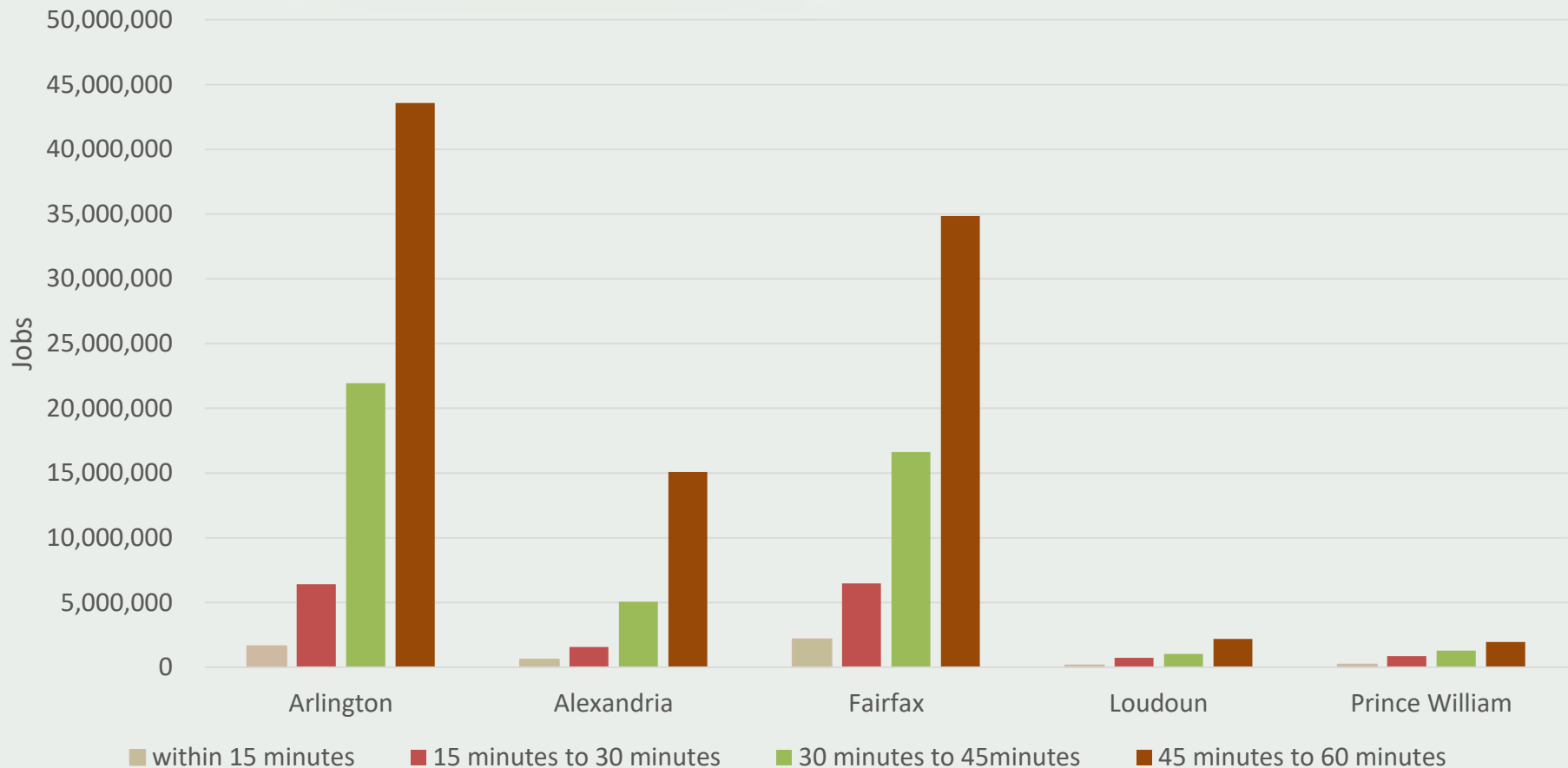
Although Fairfax County only has approximately 60 percent of the county within a half mile of bus service, the same number of people have access to bus services as compared to DC.

How well do buses provide access to jobs for residents in NOVA?



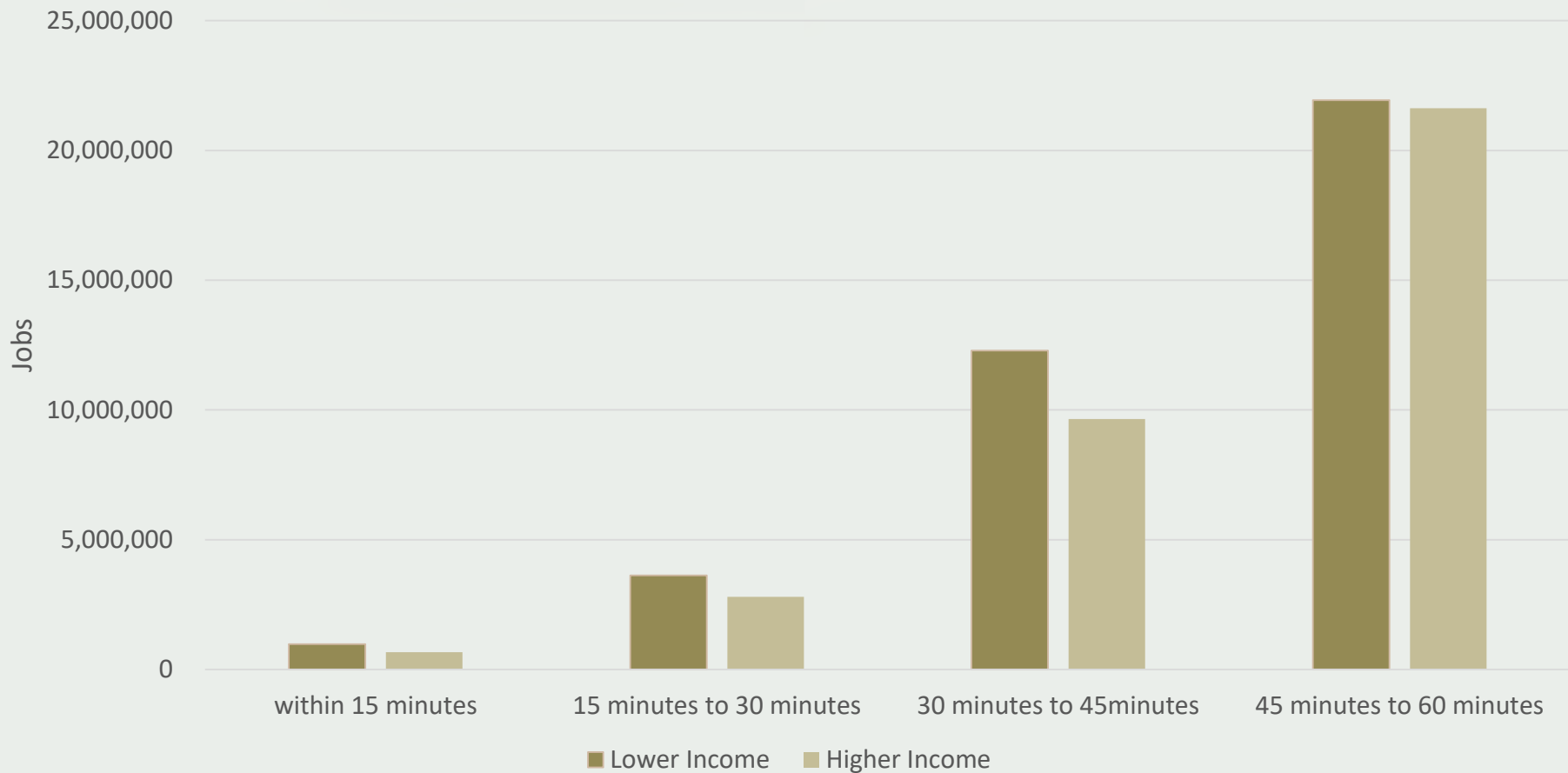
For transit to be a viable mode, it has been shown that the travel time should not exceed 1.5 times the auto travel time. If the average commute time is around 30 to 35 minutes in the region, for transit to be viable it must fall within the 45 to 60 minute travel time shed. Increasing the number of jobs within 15 to 30 minutes could increase transit bus mode share. A potential guideline for identifying opportunities to improve bus in the region will be to increase access to the number of jobs that are within 30 minutes.

How many jobs are within 60 minutes on buses?



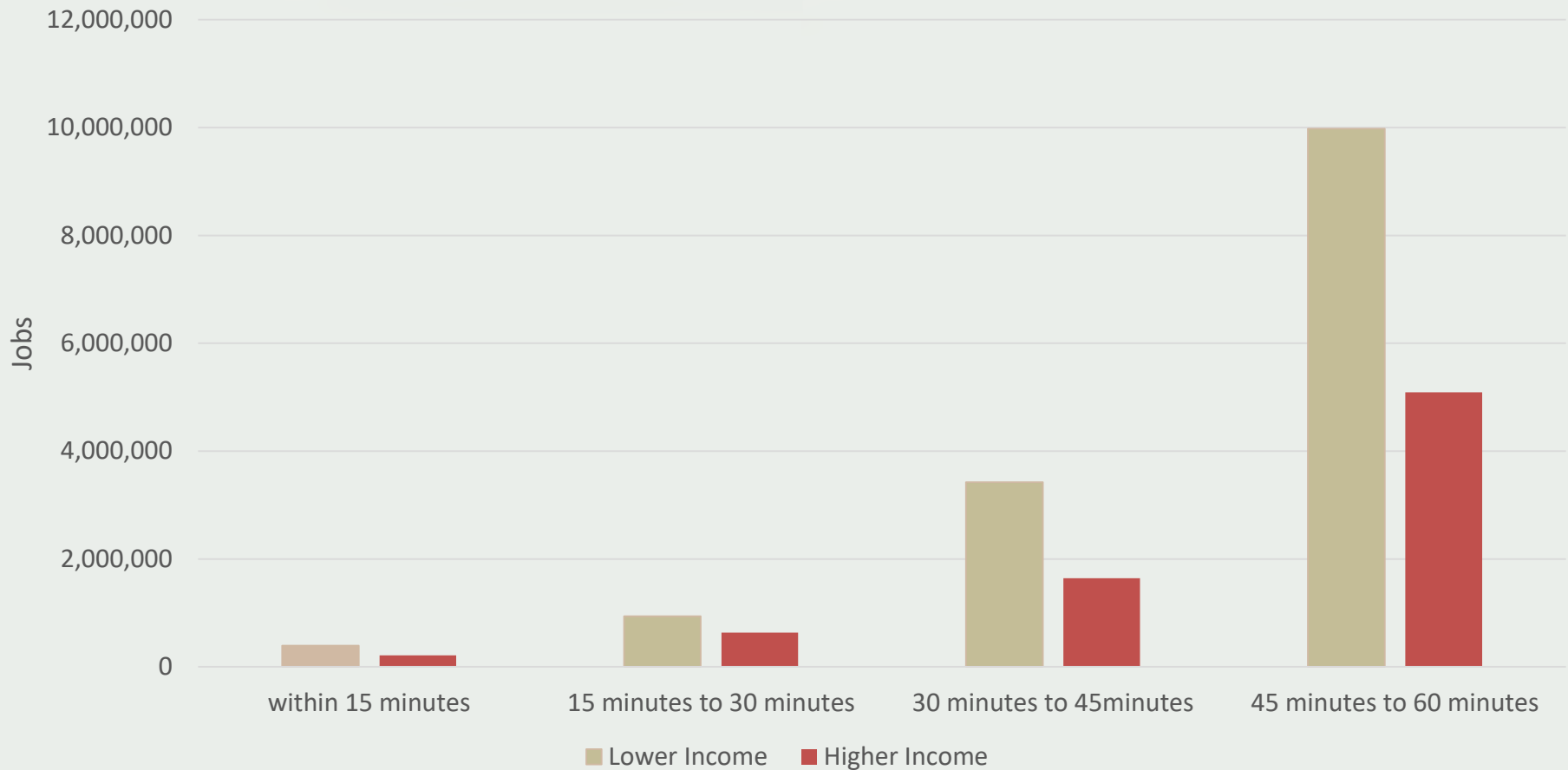
Arlington County has the greatest number of jobs accessible by bus within a one hour travel time. Fairfax County has an equal number of jobs as Arlington County that are within 30 minutes on bus. For both of these jurisdictions, bus provides good access to jobs. This analysis only includes bus and does not represent travel on rail.

Number of Jobs within Threshold Travel Times by Income Level for Arlington County



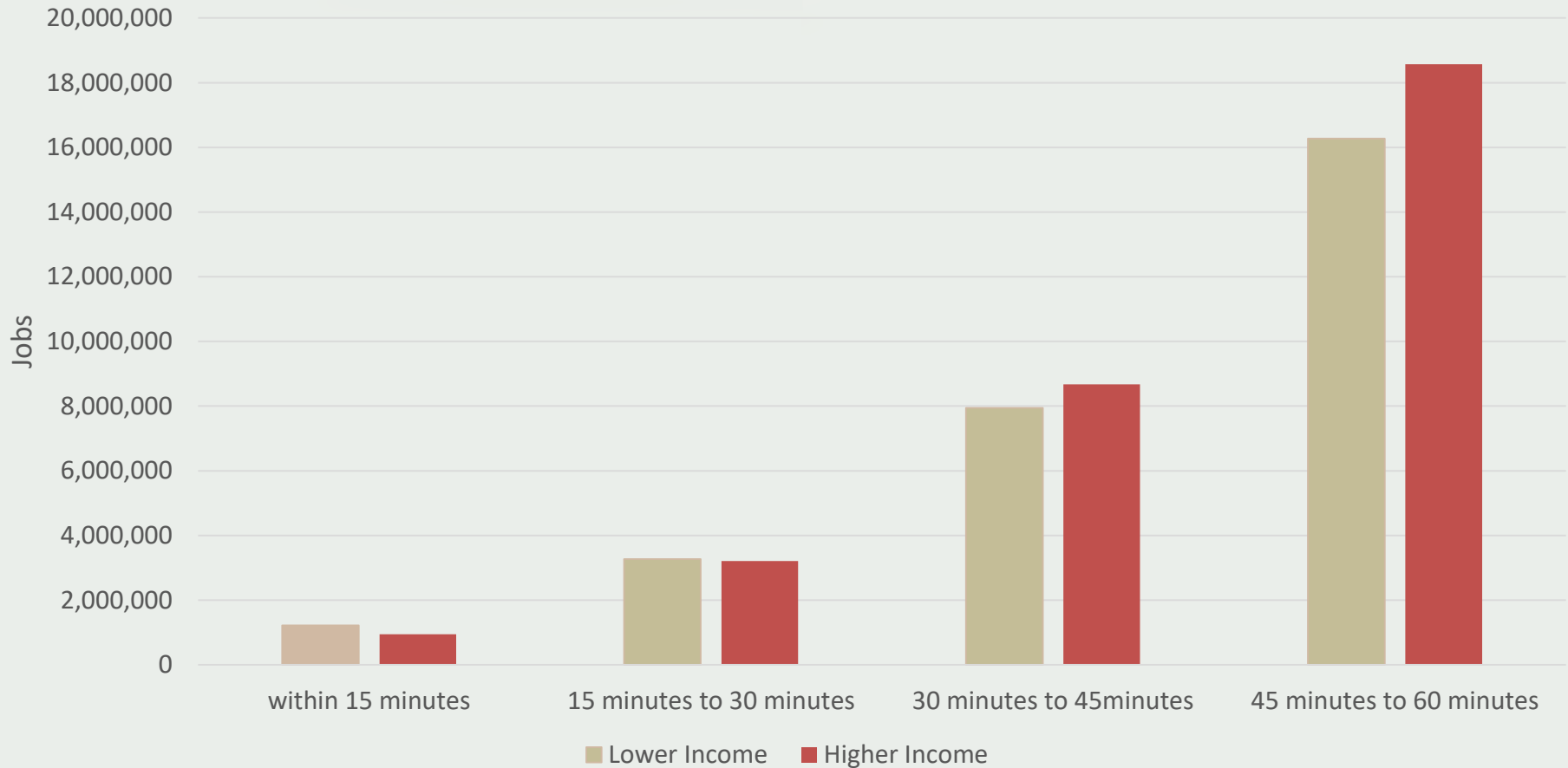
Lower income households have greater access to jobs via bus than the higher income areas of the county.

Number of Jobs within Threshold Travel Times by Income Level for City of Alexandria



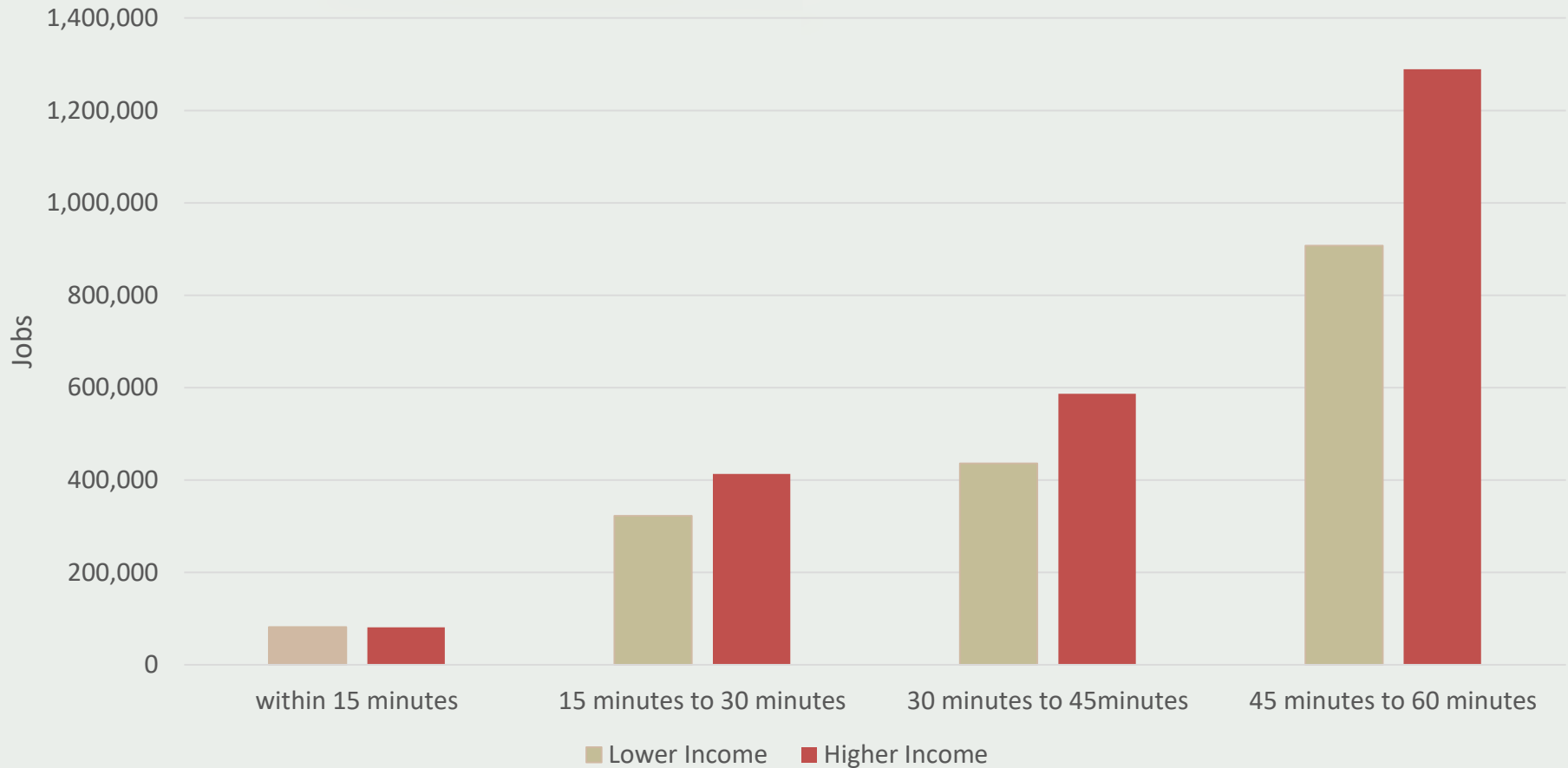
Lower income households have much greater access to jobs via bus than the higher income areas of the city. Lower income areas have access to almost double the number of jobs within a 45 to 60 minute travel time than higher income areas.

Number of Jobs within Threshold Travel Times by Income Level for Fairfax County



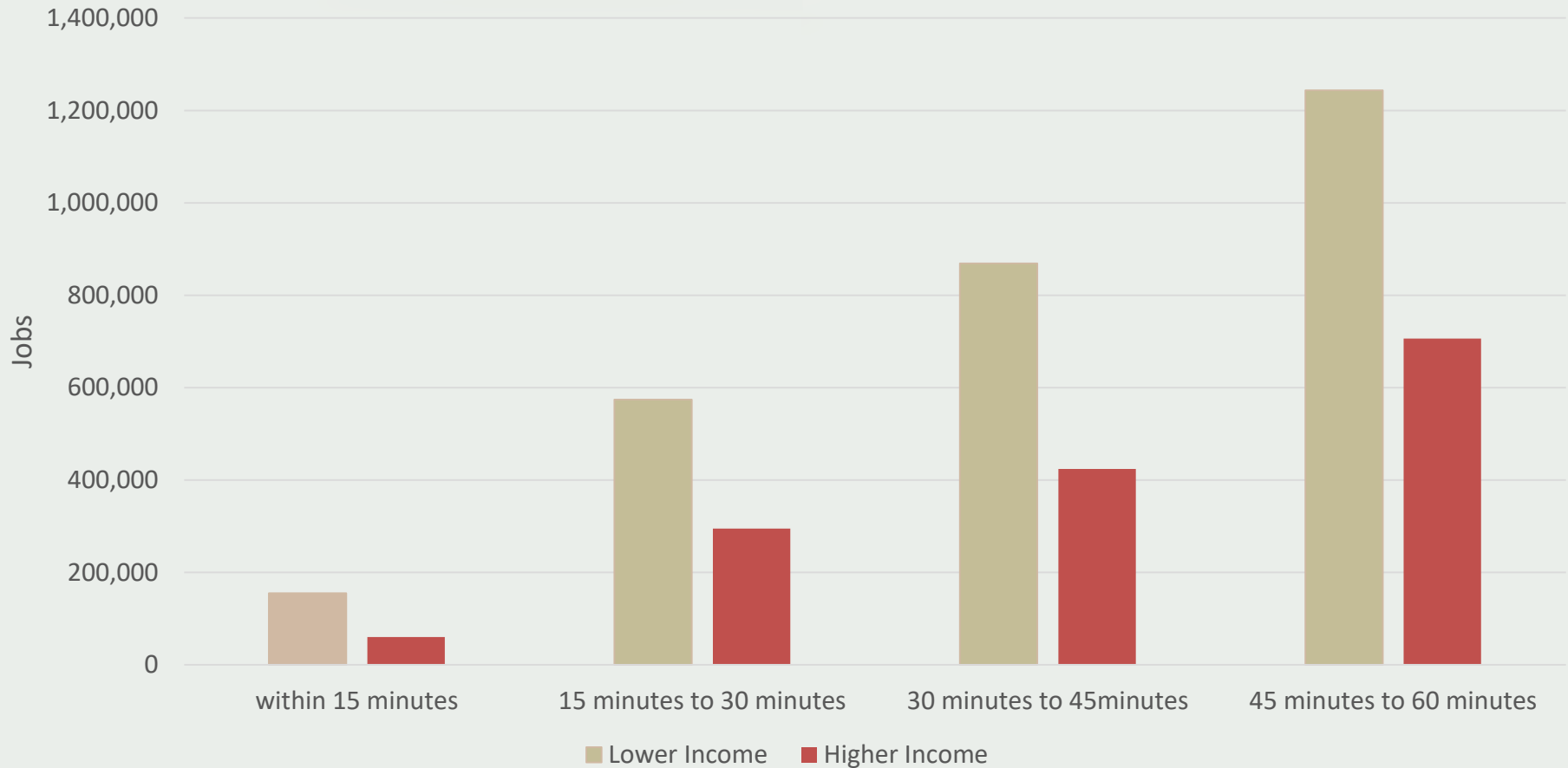
Most of Fairfax County (including Falls Church and the City of Fairfax) provides equal mobility to jobs for lower and higher income groups.

Number of Jobs within Threshold Travel Times by Income Level for Loudoun County



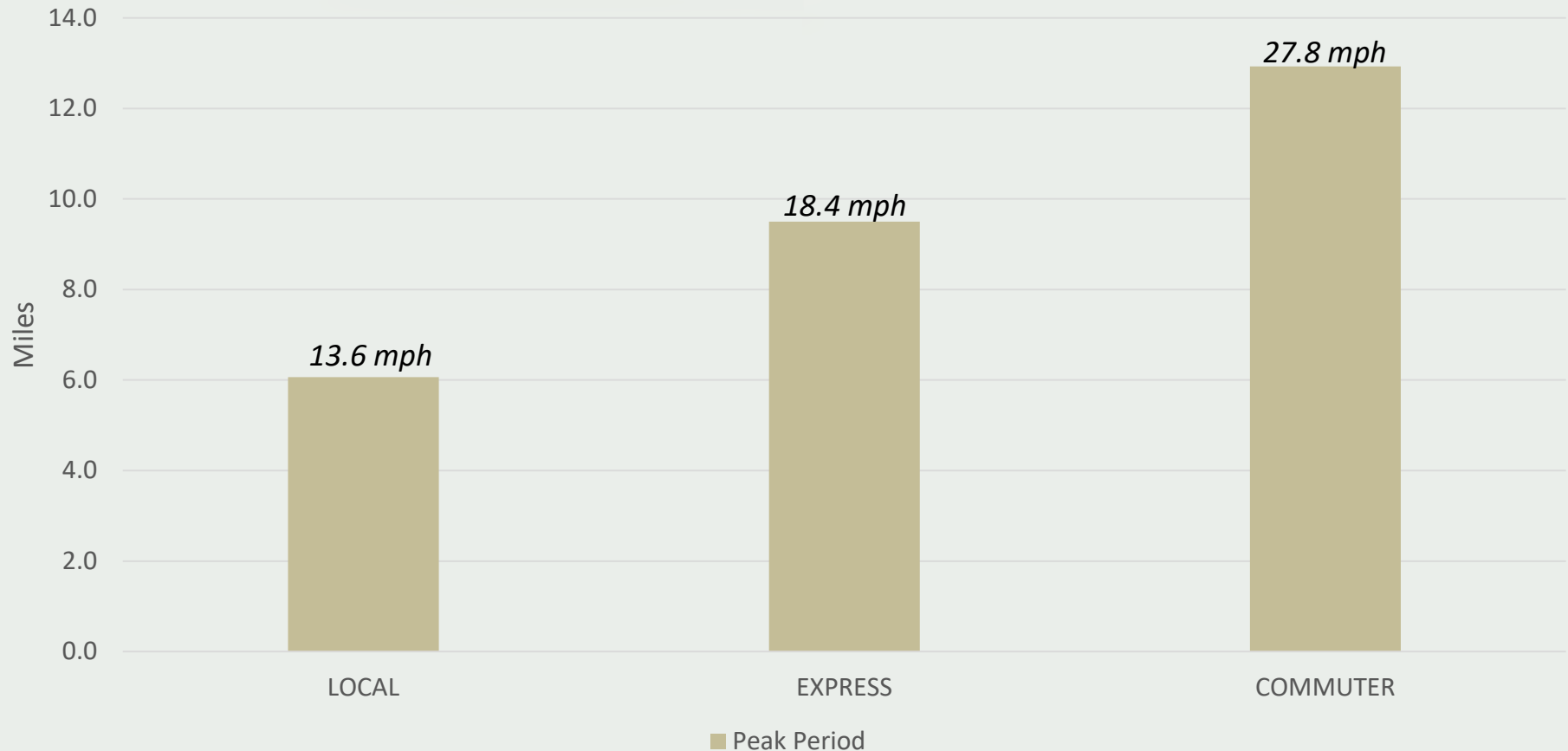
The job access via bus for both income groups is slightly better for the higher income groups. This is reflective of the land use and level of bus service in the county. There might be opportunities to identify strategies for Loudoun County to better serve lower income households through creative bus services that are not traditional fix route services.

Number of Jobs within Threshold Travel Times by Income Level for Prince William County



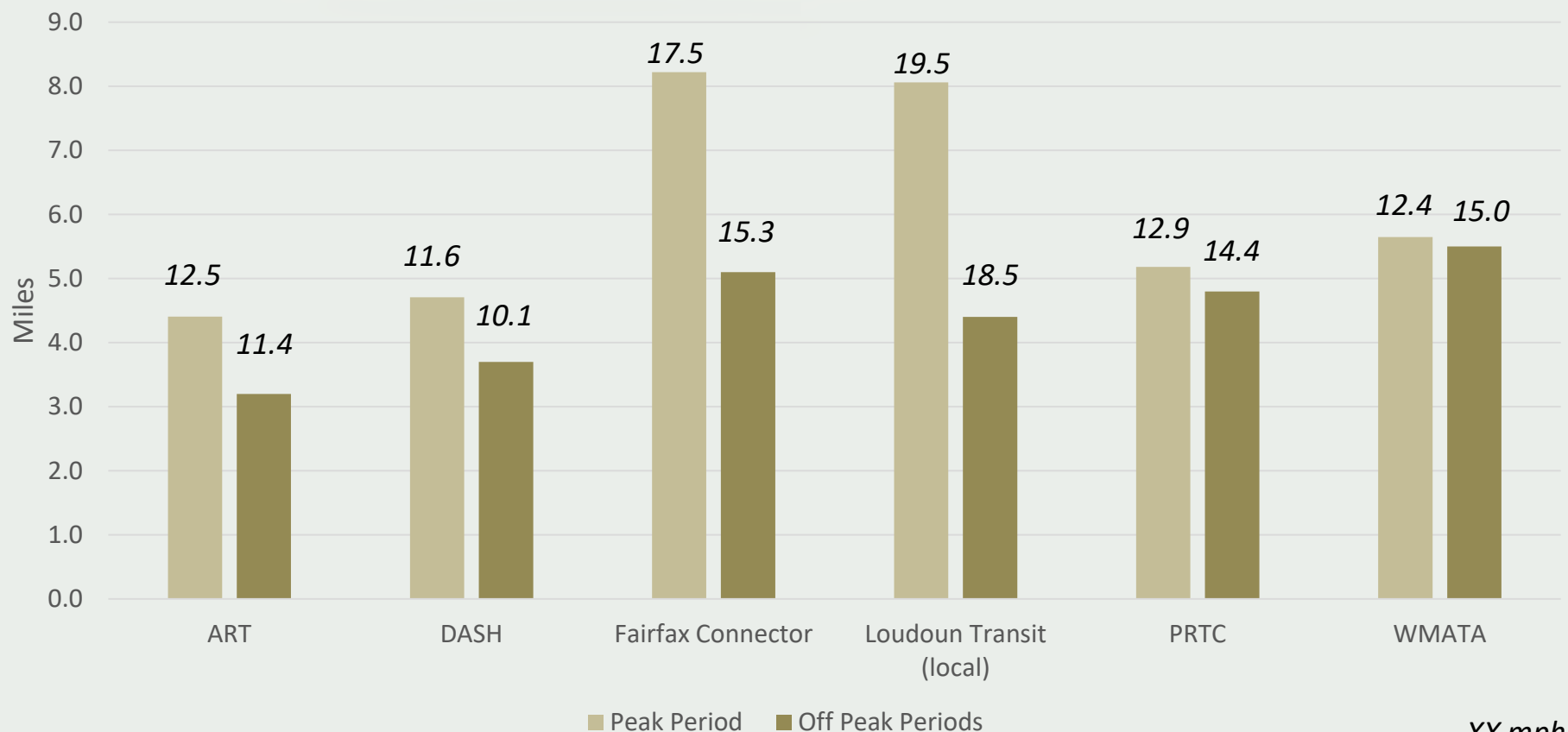
The job access via bus is greater for lower income areas. Bus is an important travel mode for these households.

How far does the average rider travel on the bus?



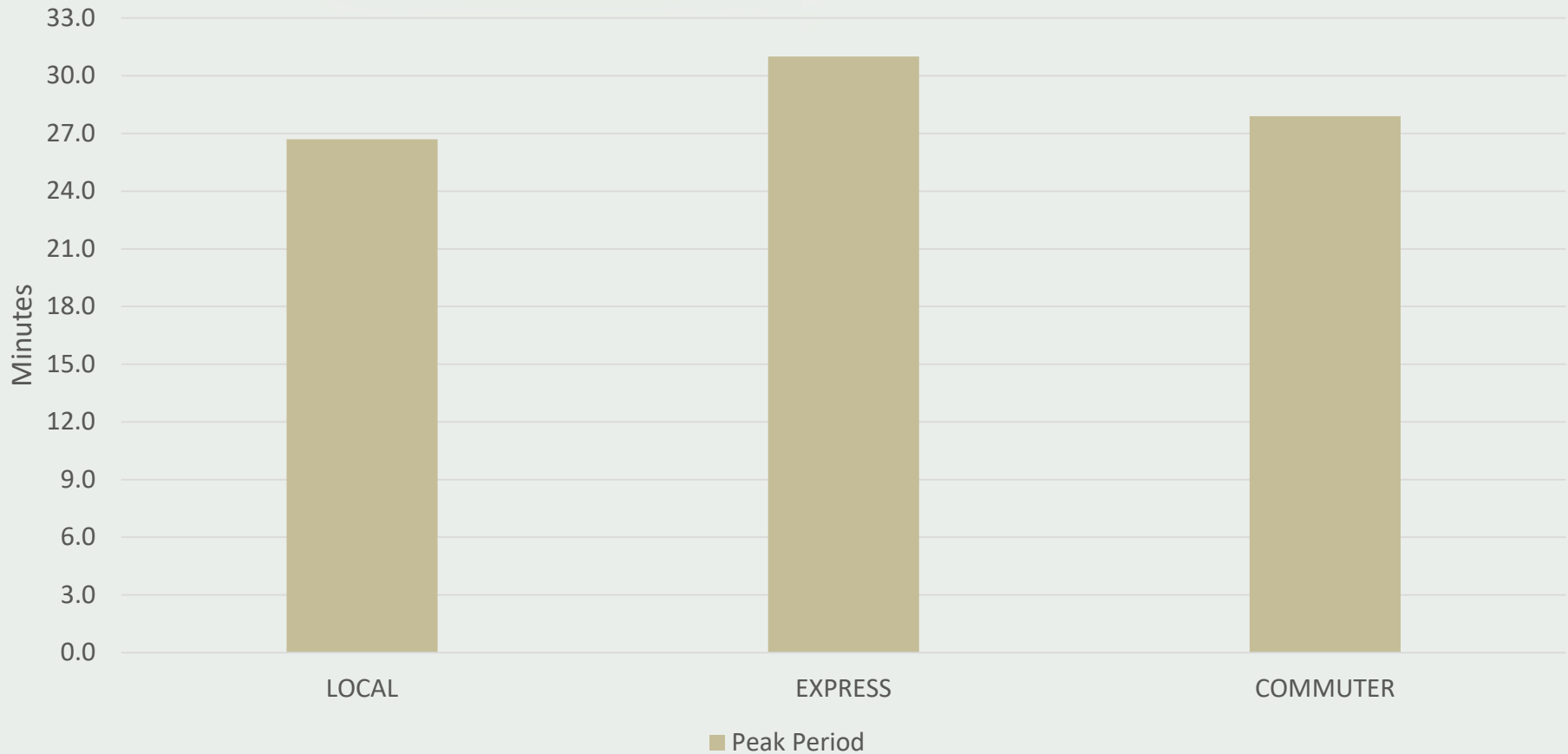
As would be expected commuter bus service has the longest average trip distance and the highest speed. The commuter bus speed is close to national averages for commuter rail. The express service which operates on arterial and freeways has travel speeds similar to premium BRT and LRT modes. Regionally, the local bus service has average trip length around six miles. This is a combination of all of the operators in Northern Virginia, and not just NVTC's jurisdictions.

Average Bus Trip Distance & Speed



The longer trip distances in the peak periods reflect the nature of commuter trips, which make up the bulk of peak period travel. These trips typically travel farther distances than other trip purposes. Fairfax Connector and Loudoun Transit show the longest trip lengths and highest speeds, demonstrating greater mobility for their buses. PRTC local service seems to operate in heavy congested areas with lower speeds and shorter travel distance than would be expected given the land use densities in their service area.

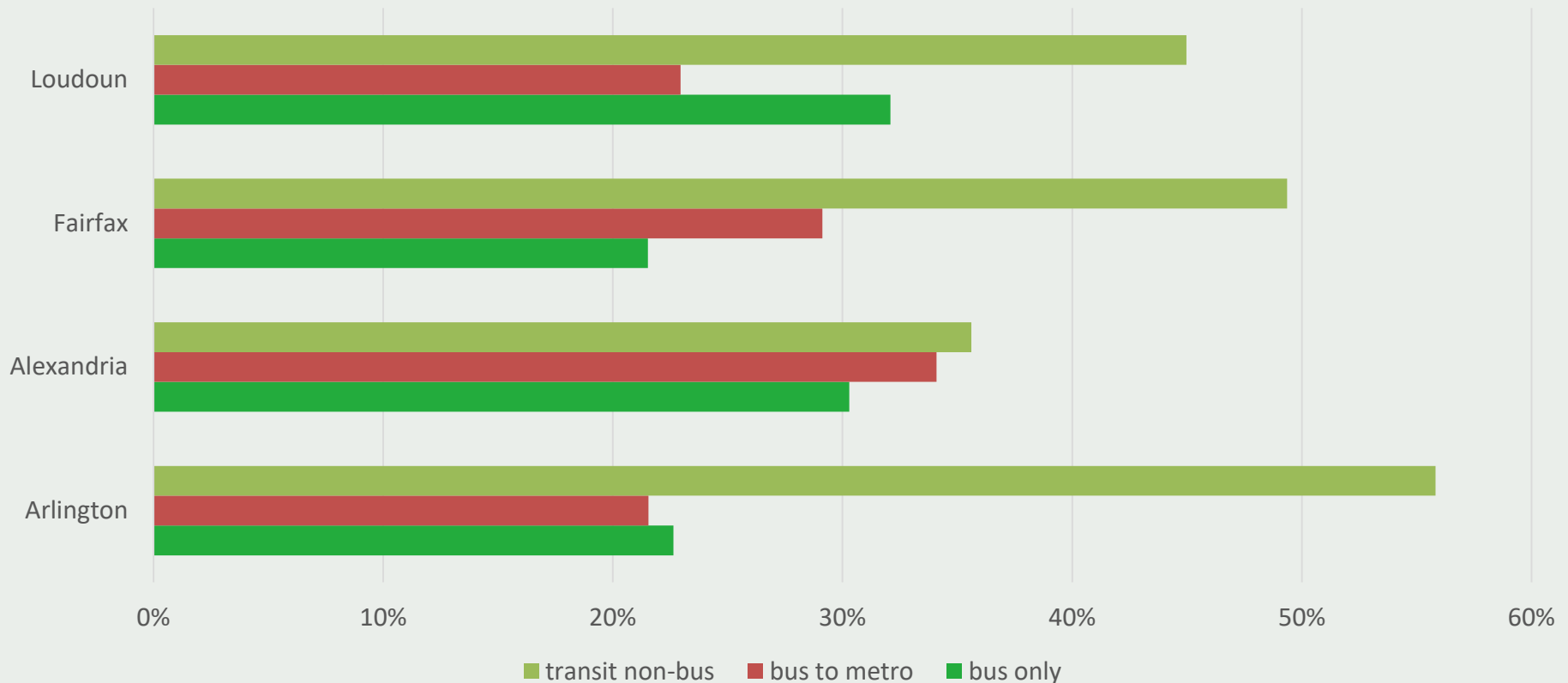
How long does the average rider spend on the bus?



Although average speeds and trip length show a difference between the service types, the average travel time shows much less difference. This is most likely due to the fact that travelers have travel time budgets and locate their destinations within acceptable travel times. A guideline for identifying service opportunities will be to evaluate travel distance and times to key destinations. If the buses are required to cover longer distances, then the service will require higher operating speeds to keep within a traveler's time budget.

How do the buses serve other transit options?

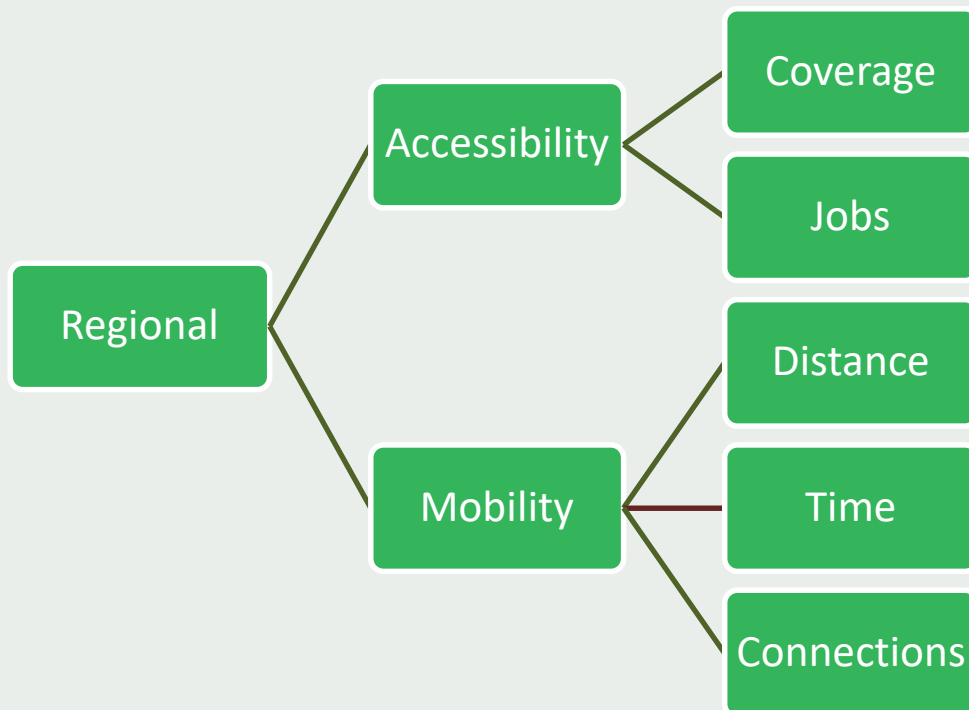
Transit Submode Share for Commuting Trips



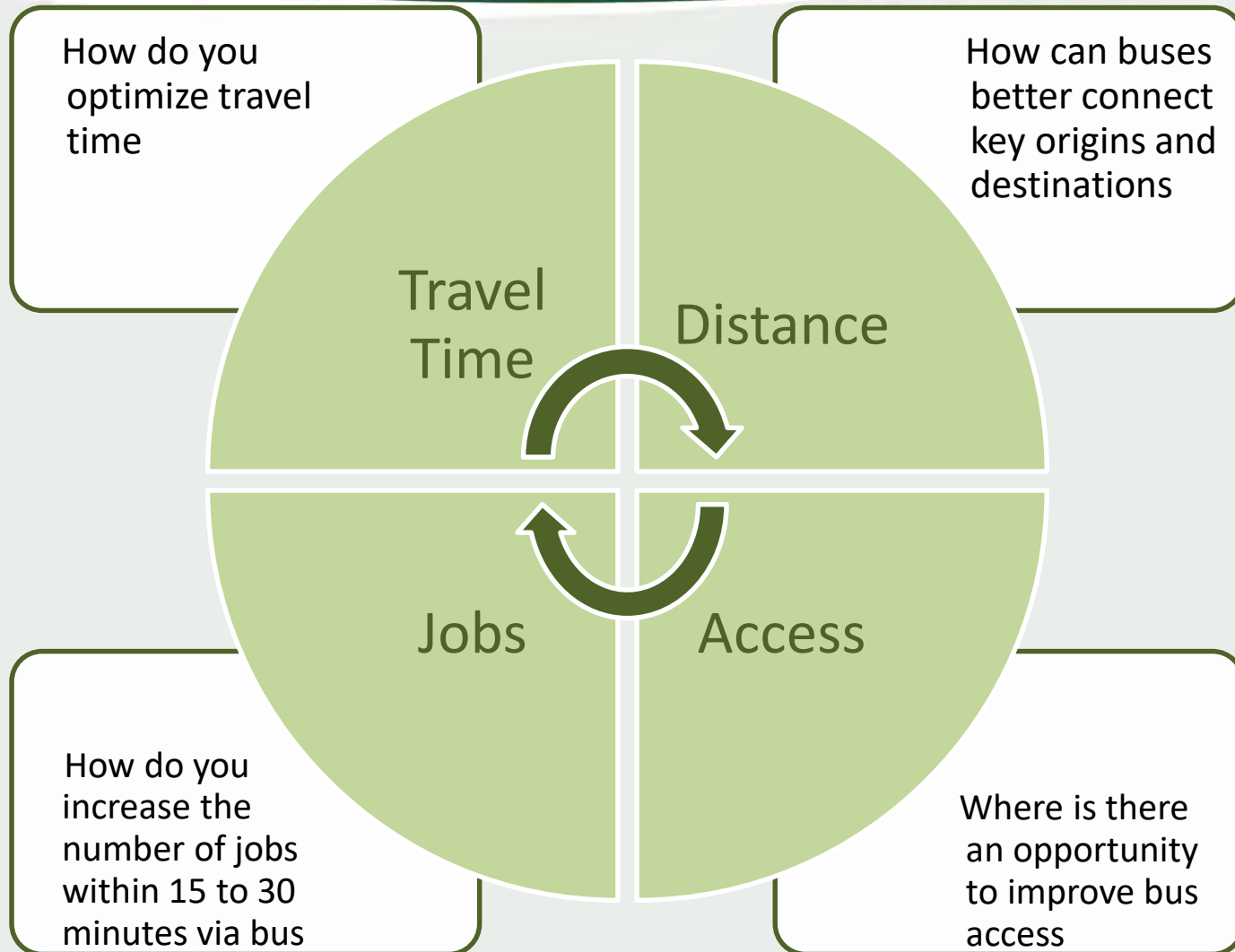
About a quarter to a third of transit commuting trips are bus only trips. Almost half of all commuting trips involve a bus ride.

What are the findings?

- ✓ Bus is an important mode in the region.
- ✓ There are many different types of bus service in the region.
- ✓ Bus service covers Northern Virginia's population well.
- ✓ Bus service provides access to jobs for all residents of Northern Virginia.
- ✓ Bus service provides mobility across Northern Virginia.
- ✓ Buses connect to other transit modes.
- ✓ There does not appear to be any regional gaps in bus service.
- ✓ There are opportunities for improvements in service.



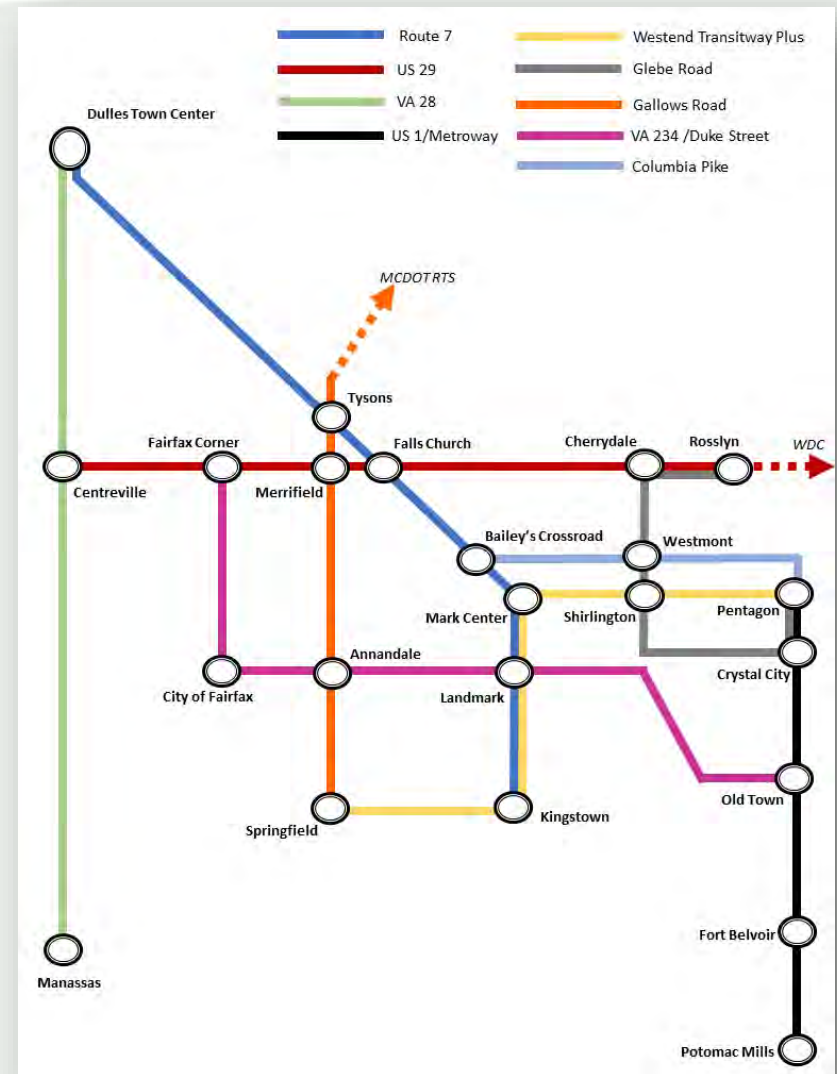
How do we identify opportunities?



What is the future for regional bus and high quality service?



- Future Corridors for High Quality Bus Service (i.e., Express, Skip Stop, BRT, etc.)
- Opportunities to Connect Key Hubs
- Threshold Design Criteria
 - Travel Time
 - Travel Distance
 - Jobs, Households, Shopping & Recreation
- Similar BRT Network in TransAction
- Next Step Travel Demand Potential



Next Steps Regional Bus



- MAC Feedback on Initial Ideas
- Publish Report Document
- Future Activities
 - Develop Demand Projections
 - Continue with Service Planning Tool Development



TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Dan Goldfarb, PE

DATE: August 30, 2017

SUBJECT: Regional Bus Analysis Findings

In early 2016, NVTC staff reviewed the progress on the [Regional Bus Agenda](#), and refocused their effort on understanding the level and scope of bus serviced operating in Northern Virginia. This part of NVTC's Regional Bus Agenda was aimed at providing an understanding of bus operations in Northern Virginia across jurisdictional boundaries. The goal was to identify and understand gaps in service that might have exist in our regional bus network and then to identify opportunities to address how the six bus systems within Northern Virginia can better serve the region.

Through a series of presentations at key milestones in the process, the Commission was provided a summary of the analysis. In September of 2016, the Commission received a briefing on the existing service supplied, and in January 2017, a second presentation provided a summary of the proposed future services outlined in the region's Constrained Long Range Plan (CLRP). NVTC held a pre-meeting as part of a MAC meeting earlier this year where the NVTC jurisdictions presented their Transit Development Plans (TDPs). These plans reflect proposed short-term changes and modifications in local transit service. NVTC has been working to incorporate these changes into its regional transit database. Then in April of 2016, NVTC reported on operational based performance metrics.

This memorandum reviews the gap analysis and the findings from this part of the Regional Bus Agenda. Staff centered the analysis and the performance metrics around identifying gaps in service and opportunities to improve regional service. The performance metrics addressed two metrics. The first metric dealt with accessibility, while the second metric focused on mobility. For accessibility, the analysis evaluated service coverage and the number of jobs accessible within different travel time thresholds. For the mobility evaluation, the metrics focused on average travel distance and time as well as the number of intermodal connections.

Findings: Bus Service Coverage

Most of the NVTC region has very good bus coverage. Bus coverage is determined by the number of people within a half mile of transit. Arlington County and the City of Alexandria have close to 100 percent coverage and have a similar percent of coverage as the District of Columbia. The outer jurisdictions of Fairfax County, City of Falls Church, City of Fairfax, Loudoun County, and for comparison purposes Prince William County

have a lower number of people with access to bus service, as bus service coverage is a function of land use densities. Fairfax County, City of Falls Church, City of Fairfax have approximately 60 percent of the population within a half mile of bus service, while Loudoun and Prince William have under 20 percent. Although Fairfax County, City of Falls Church, City of Fairfax have only 60 percent of the population within a half mile of bus service, the number of people who have access to bus service is comparable to the population of the entire District of Columbia (approximately 700,000 people).

Findings: Job Accessibility by Bus Transit

An important metric for accessibility is the number of jobs within a specified travel time. For this analysis NVTC evaluated the number of jobs accessible by bus within 15 minutes, 15 to 30 minutes, 30 to 45 minutes, and 45 to 60 minutes. The analysis included all aspects of a bus trip including out of vehicle time as well as in vehicle time. Out of vehicle time includes walk time for access and egress as well as wait times including initial wait, and transfer time where applicable. The average commute time in the region is between 30 to 35 minutes. Research has shown that for a transit trip to be viable to an auto trip, the travel time should not exceed 1.5 times the auto travel time, which sets the 45- to 60-minute travel time as a threshold for a bus trip.

In Northern Virginia, only three percent of the jobs accessible by bus are accessible within 15 minutes; ten percent of the jobs can be accessed by bus within 15 to 30 minutes. Close to 30 percent of the jobs are within 30 to 45 minutes. Arlington and Fairfax County have the highest number of jobs accessible by bus.

Findings: Bus Trip Characteristics

Metrics on quality of service looked at the average trip distance and the corresponding average speeds, and the average trip in vehicle travel time. The average in-vehicle travel time across the different types of bus service does not vary greatly. Local service, with frequent stops has an average trip travel time of 27 minutes. Commuter bus service, which is typically on motor coaches and covers long distances at higher speeds, has an average trip travel time of 28 minutes. Express bus service which is like local bus service except for skip stop operations as well as closed door segments on freeways, has an average travel time of 31 minutes. The standard deviation between the types of service is less than two minutes. The small variance in the travel time is because in general travelers have a travel time budget and natural thresholds on how long they will commute. Although travel time is consistent between the types of service, the distance is not similar.

The travel distance varies between type of service. Local service, with frequent stops has the shortest average trip travel distance equal to approximately six miles. Express service has an average trip travel distance equal to approximately 10 miles. Commuter bus service has an average trip travel distance of 13 miles. The average speed of express bus service is 18 mph, which is similar to typical light rail transit (LRT) or bus rapid transit (BRT) operating speeds. Commuter bus has an average operating speed of approximately 30 mph, which is typical of national trends for commuter rail speeds.

In addition to the accessibility and mobility performance measures that we analyzed, we also looked at service efficiencies. The metric used to evaluate efficiency was boardings

per revenue hour. This is the number of people that get on a bus while the bus is in operating on a route. For all local bus service in Northern Virginia, excluding long haul commuter routes, there were approximately 31.4 boardings per revenue hour. Northern Virginia buses have a higher service frequency than services operated in Richmond or Hampton Roads. GRTC in Richmond has approximately 22.1 boardings per revenue hour and HRT in Hampton Roads has approximately 19.3 boardings per revenue hour. As a comparison in heavy transit dependent areas and where parking cost are relatively expensive, like Blacksburg, the transit agency there has 45.1 boardings per revenue hour. This reflects the unique characteristics of a college town with lots of students, low auto ownership, and restricted parking supply. Charlottesville has approximately 24.3 boardings per revenue hour, which is still higher than Richmond and Hampton Roads. This might be lower than Blacksburg due to the size of the student body.

Conclusions

The analysis showed that bus is an important mode in the Northern Virginia. The current bus routes cover the jurisdictions well serving both lower and higher income populations. The service provides good mobility with access to jobs. The buses are a key link for riders to access Metro and VRE. There does not seem to be any gaps in regional service. There are corridors that could potentially have upgraded service levels and form a system of high quality bus in the future. These corridors warrant more study to refine the idea and determine feasibility.

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TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice, Andrew D'huyvetter and Nobuhiko Daito

DATE: August 30, 2017

SUBJECT: NVTC FY2017 4th Quarter Ridership Report

The following chart details ridership for the fourth quarter of FY2017, the last full quarter of SafeTrack, for Northern Virginia's transit systems:

Ridership in Virginia by System 4th Quarter FY 2017			
System	FY16 Q4	FY17 Q4	Percent Change FY16-FY17
Arlington Transit (ART)	879,058	874,965	-0.5%
Alexandria DASH	1,078,772	969,277	-10.1%
Fairfax County Connector	2,289,081	2,211,792	-3.4%
Fairfax City CUE	161,521	154,459	-4.4%
Loudoun County Transit (LCT)	466,353	446,702	-4.2%
PRTC Omni Ride & Omni Link	718,407	647,899	-9.8%
Virginia Railway Express (VRE)	1,159,385	1,211,354	+4.5%
Metrobus	5,075,790	4,823,378	-5.0%
Metrorail	25,034,919	23,620,290	-5.7%
Total	36,863,286	34,960,116	-5.2%

Source: WMATA, NVTC, and local and regional transit providers. Ridership is in unlinked passenger trips.

Average Weekday Ridership in Virginia 4th Quarter FY 2017				
System	April FY17	May FY17	June FY17	FY17 Q4
Metrorail	283,709	279,439	299,588	287,579
Metrobus	65,577	64,474	64,520	64,857

Source: WMATA and NVTC. Ridership is in unlinked passenger trips.

The following chart details the breakdown of ridership by Metrorail station in Virginia for the fourth quarter of FY2017.

**Metrorail Ridership by Station in Virginia
4rd Quarter FY2017**

Line/Station	Year	April	May	June	Q4 Total	Percent Change FY16-17
Silver						
Greensboro	FY16	53,858	52,646	51,552	158,056	5.4%
	FY17	50,624	54,779	61,166	166,569	
McLean	FY16	76,184	76,701	74,636	227,521	8.7%
	FY17	75,842	81,553	89,976	247,371	
Spring Hill	FY16	64,906	65,473	61,986	192,365	0.1%
	FY17	61,698	62,314	68,610	192,622	
Tysons Corner	FY16	171,312	166,978	158,872	497,162	2.9%
	FY17	161,034	168,159	182,490	511,683	
Wiehle-Reston East	FY16	383,940	377,740	342,796	1,104,476	2.3%
	FY17	356,306	378,499	394,906	1,129,711	
Total Silver Line	FY16	750,200	739,538	689,842	2,179,580	3.1%
	FY17	705,504	745,303	797,148	2,247,955	
Orange						
Dunn Loring	FY16	207,896	193,812	173,668	575,376	-1.0%
	FY17	184,716	189,399	195,402	569,517	
West Falls Church	FY16	133,892	125,293	103,824	363,009	-1.8%
	FY17	112,062	121,790	122,474	356,326	
Vienna	FY16	509,142	467,141	427,256	1,403,539	-1.4%
	FY17	448,704	460,057	474,954	1,383,715	
Total Orange Line	FY16	850,930	786,246	704,748	2,341,924	-1.4%
	FY17	745,482	771,246	792,830	2,309,558	
Silver/Orange						
Ballston	FY16	527,846	501,164	470,368	1,499,378	-5.2%
	FY17	460,694	478,347	482,112	1,421,153	
Clarendon	FY16	219,880	205,365	186,792	612,037	1.4%
	FY17	199,118	207,719	213,666	620,503	
Court House	FY16	342,922	325,772	302,960	971,654	-1.1%
	FY17	314,396	319,536	327,160	961,092	
East Falls Church	FY16	209,552	218,722	178,682	606,956	1.6%
	FY17	197,814	205,660	213,410	616,884	
Rosslyn	FY16	683,416	658,062	628,668	1,970,146	-3.4%
	FY17	611,492	633,753	656,990	1,902,235	
Virginia Square	FY16	186,770	176,618	175,292	538,680	-0.2%
	FY17	171,428	180,718	185,320	537,466	
Total	FY16	2,170,386	2,085,703	1,942,762	6,198,851	-2.3%
	FY17	1,954,942	2,025,733	2,078,658	6,059,333	

Line/Station	Year	April	May	June	Q4 Total	Percent Change FY16-17
Blue						
Arlington Cemetery	FY16	112,070	119,332	121,652	353,054	6.7%
	FY17	123,728	118,689	134,422	376,839	
Franconia Springfield	FY16	364,676	358,724	354,964	1,078,364	-19.0%
	FY17	246,266	299,353	327,684	873,303	
Van Dorn	FY16	152,018	152,658	148,766	453,442	-19.4%
	FY17	103,034	127,698	134,518	365,250	
Total	FY16	628,764	630,713	625,382	1,884,859	-14.3%
	FY17	473,028	545,740	596,624	1,615,392	
Yellow						
Eisenhower Avenue	FY16	83,728	82,500	88,748	254,976	-16.7%
	FY17	63,574	70,789	78,056	212,419	
Huntington	FY16	362,564	357,682	365,664	1,085,910	-8.9%
	FY17	295,380	343,125	350,236	988,741	
Total	FY16	446,292	440,182	454,412	1,340,886	-10.4%
	FY17	358,954	413,914	428,292	1,201,160	
Blue/Yellow						
Braddock Road	FY16	229,544	227,603	220,558	677,705	-15.1%
	FY17	166,882	203,602	204,988	575,472	
Crystal City	FY16	599,218	562,131	567,242	1,728,591	-8.0%
	FY17	520,014	531,276	538,576	1,589,866	
King Street	FY16	426,822	409,751	415,884	1,252,457	-12.8%
	FY17	336,714	367,544	388,134	1,092,392	
National Airport	FY16	368,034	386,663	350,494	1,105,191	-6.4%
	FY17	327,388	351,353	355,302	1,034,043	
Pentagon	FY16	633,150	645,090	636,444	1,914,684	-5.8%
	FY17	561,782	626,677	614,830	1,803,289	
Pentagon City	FY16	708,054	700,469	674,574	2,083,097	-4.0%
	FY17	643,016	662,277	694,434	1,999,727	
Total	FY16	2,964,822	2,931,706	2,865,196	8,761,724	-7.6%
	FY17	2,555,796	2,742,730	2,796,264	8,094,790	
Total Virginia Stations	FY16	7,811,394	7,614,088	7,282,342	22,707,824	-5.2%
	FY17	6,793,706	7,244,665	7,489,816	21,528,187	

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TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice, Andrew D'huyvetter and Nobuhiko Daito

DATE: August 30, 2017

SUBJECT: NVTC FY2017 Annual Ridership Report

Overall transit ridership in Northern Virginia was down 9.0 percent between FY2016 and FY2017. This decline primarily reflected service impacts related to WMATA's SafeTrack program, an accelerated track work plan to address safety recommendations and rehabilitate the Metrorail system. SafeTrack related service disruptions to Northern Virginia transit providers showed mixed effects on ridership. Since nearly two-thirds of bus trips in Northern Virginia connect to Metrorail, most agencies saw declines in bus ridership that were related to declines in rail ridership. While most agencies saw ridership declines, VRE and ART saw ridership increases that were partially due to their use as alternative travel during the SafeTrack surges. While difficult to measure, there are also larger national trends at work that impact transit ridership including gas prices, teleworking, and transportation network companies (Uber, Lyft, etc.).

Ridership in Virginia by System FY2017			
System	FY2016	FY2017	Percent Change FY2016- FY2017
Arlington Transit (ART)	3,136,514	3,422,208	+9.1%
Alexandria DASH	4,160,094	3,897,696	-6.3%
Fairfax County Connector	8,984,792	8,631,906	-3.9%
Fairfax City CUE	678,967	645,687	-4.9%
Loudoun County Transit (LCT)	1,761,715	1,755,100	-0.4%
PRTC Omni Ride & Omni Link	2,805,181	2,570,127	-8.4%
Virginia Railway Express (VRE)	4,352,814	4,676,123	+7.4%
Metrobus (Virginia only)	19,997,471	19,124,426	-4.4%
Metrorail (Virginia only)	101,604,032	89,497,280	-11.9%
Total	147,481,580	134,220,553	-9.0%

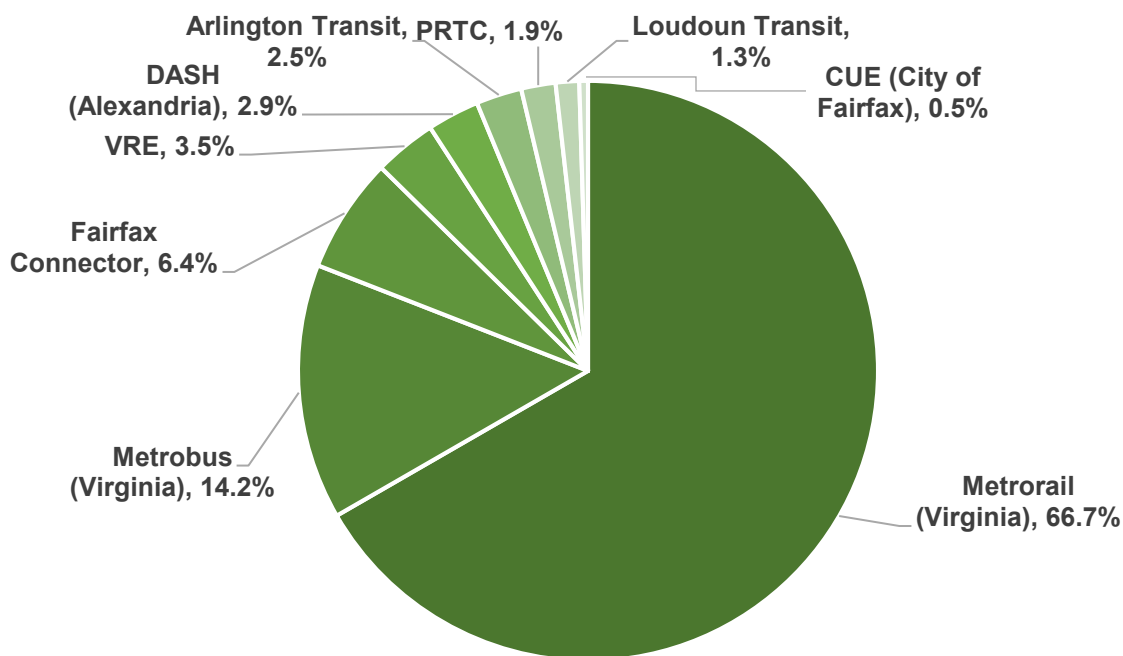
Source: WMATA, NVTC, and local and regional transit providers. Ridership is in unlinked passenger trips.

This report provides FY2016 and FY2017 ridership statistics from Northern Virginia transit providers. This annual report focuses on ridership statistics (unlinked passenger trips) and will be complemented by additional transit ridership and performance reports as ridership statistics are available. FY2017 ridership numbers are preliminary and may change with additional reporting to the National Transit Database.

FY2017 was notable for containing most of WMATA's [SafeTrack program](#), an accelerated track work plan to address safety recommendations and rehabilitate the Metrorail system. The first surge started on June 4, 2016 and the last surge ended on June 25, 2017. While varying with each SafeTrack surge, SafeTrack often resulted in reduced Metrorail service in Northern Virginia. For FY2016, SafeTrack reduced Metrorail service in Virginia for 26 days (7.1 percent of the Fiscal Year). For FY2017, SafeTrack reduced Metrorail service in Virginia for 229 days (62.7 percent of the fiscal year).

In FY2017, Metrorail and Metrobus continued to have the most transit trips in Northern Virginia, with 66.7 percent and 14.2 percent of total trips, respectively (Figure 1). The transit provider with the next highest ridership was the Fairfax Connector.

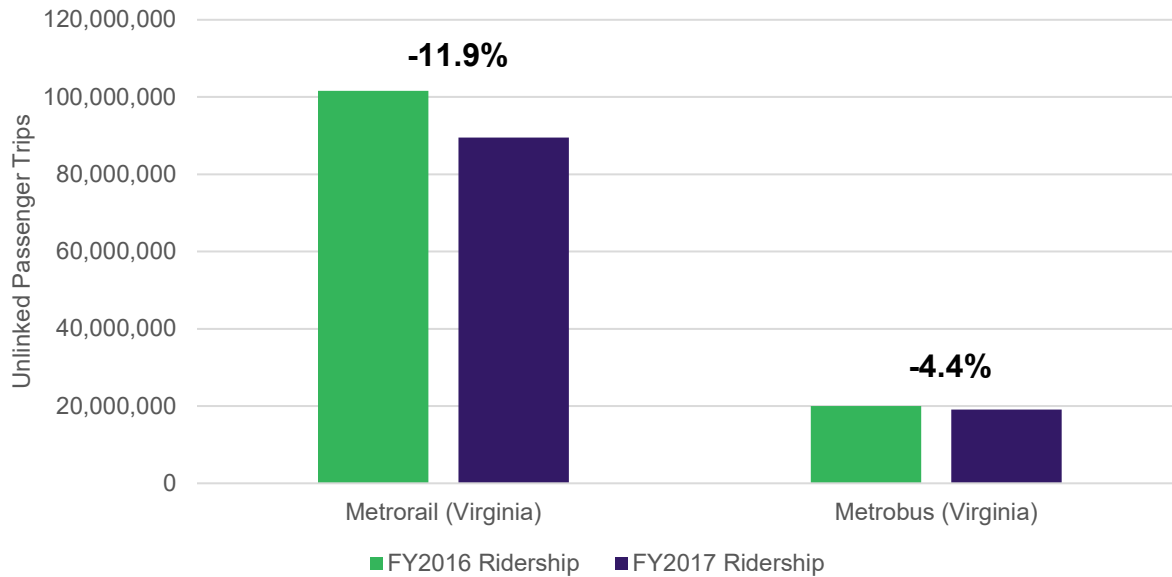
Figure 1: FY2017 Transit Ridership in Northern Virginia by Transit Provider



Source: WMATA and Jurisdictional Transit Providers.

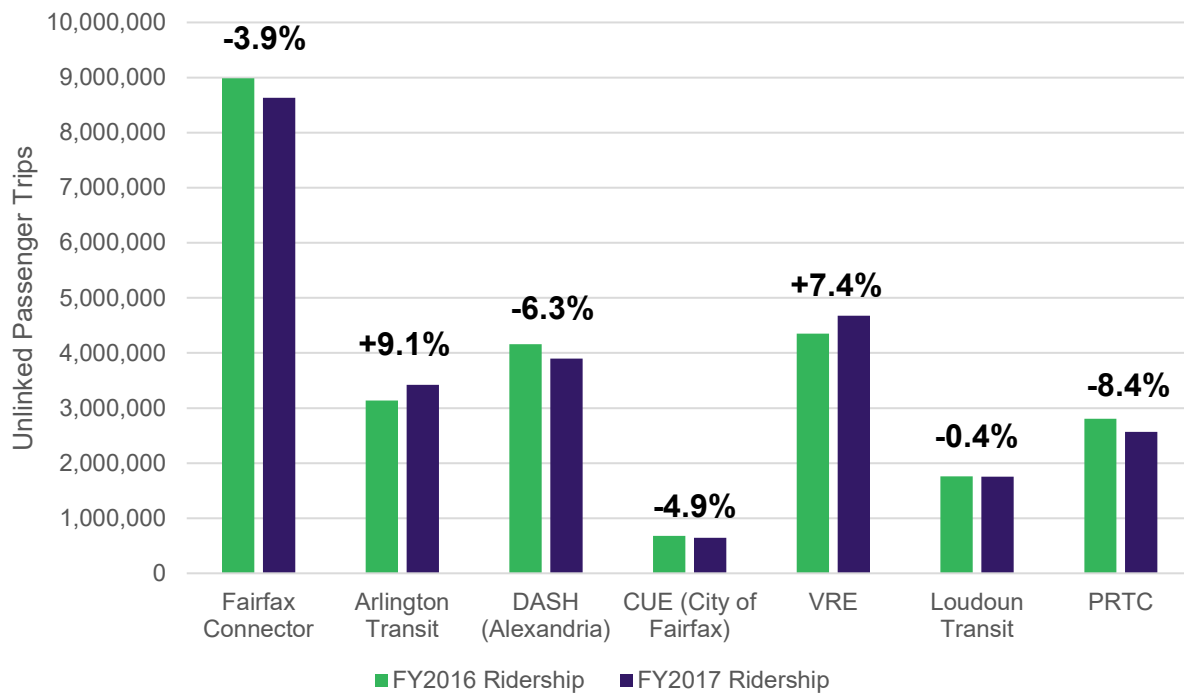
Overall, total transit ridership in Northern Virginia was down by 9.0 percent. Almost all transit providers showed ridership losses in FY2017 when compared to FY2016 (Figures 2 and 3). The two transit providers that showed ridership increases were Arlington Transit and the Virginia Railway Express. Ridership losses are generally attributable to larger trends like low gas prices and an increase in teleworking. Equally importantly, many local transit providers in Northern Virginia provide feeder service to the Metrorail system, so decreases in Metrorail ridership are often tied to decreases in local transit ridership.

Figure 2: Metrorail and Metrobus Northern Virginia Ridership, FY2016-FY2017.



Source: WMATA and NVTC Calculations.

Figure 3: Northern Virginia Transit Provider Ridership, FY2016-FY2017.



Source: Northern Virginia Transit Providers.

The following constitutes a compilation of trends information provided through narrative summaries to NVTC by some of Northern Virginia's regional transit service providers. Providers expressed that the information is often anecdotal and based on a varying degree of analysis, and that the factors noted are not a complete list of factors influencing ridership.

Metrorail

Metrorail ridership in Northern Virginia declined 11.9 percent in between FY2016 and FY2017. Much of the ridership loss is due to service impacts in Northern Virginia due to SafeTrack as well as customer concerns over service quality and reliability. The vast majority of SafeTrack surges were in FY2017 with approximately 63 percent of days of the Fiscal Year having service impacts in Virginia.

Additional longer term trends are also present in FY2017. From CY2011 to CY2017, average weekday passenger trips decreased an average of 17,800 annually, about 2.5 percent a year. Various factors contributed to ridership losses, including the use of alternative modes of transportation, telework, lifestyle, federal employment, price sensitivity, gas prices, and other factors. Of the ridership loss between 2013 and 2016, WMATA estimates that at least 30 percent of the loss is due primarily to declines in reliability. WMATA's customer research found that most of the customer loss occurred in the months just before SafeTrack, and that SafeTrack likely resulted in an additional five percent of customers leaving. WMATA has found that 80 percent or more of those riders were coming back for at least some of their trips.

Additionally, evidence suggests that frequent customers are not leaving at higher rates but are taking fewer trips. Teleworking and alternative work schedules are contributing to the decrease in passenger trips at an unanticipated rate. WMATA has found that approximately 39 percent of Metrorail customers telework each month for average of eight days.

The heaviest losses in 2016 and 2017 have been off-peak, particularly on the evenings and weekends. In general, for the last 18 months, peak ridership has been down five percent, off-peak weekday ridership has been down 10 percent, and weekend ridership has seen at least a 10-20 percent drop depending on track work.

While FY2017 showed significant declines in ridership due to SafeTrack, the conclusion of SafeTrack on June 25th and efforts to increase reliability as part of Back2Good have yielded some positive indicators. The five highest weekday ridership days of the year for the entire system were June 13, 14, 27, 28, and 29. Tuesday, June 27th, was the highest weekday ridership of the year.

WMATA anticipates additional information on FY2017 ridership trends in its upcoming FY2017 financial update.

Note: Much of this information is contained in WMATA's [Marketing Efforts to Improve Ridership](#) report to the Customer Service, Operations, and Security Committee. Additional information comes from the [Approved FY2018 Budget](#) (Page 16)

Metrobus

In Virginia, Metrobus ridership declined 4.4 percent between FY2016 and FY2017. This decline, however, was not consistent across Metrobus planning sectors in Northern Virginia. Of the three bus planning sectors in Virginia, Western NOVA is down by 7.4 percent, while Central NOVA is down 4.1 percent and Eastern NOVA is down 2.8 percent. Western lines are more likely to be feeders to rail and strong growth was seen on some of the Eastern lines, particularly on the Metroway. The Eastern sector (and to a lesser extent the Central sector) lines also absorbed a fair amount of ridership diverted from SafeTrack work zones, which moderated the downward trend.

Figure 4: WMATA Service Sectors in Northern Virginia



Sector	Name
7	Western NOVA
8	Central NOVA
9	Eastern NOVA

Source: WMATA Bus Planning.

Systemwide, WMATA has found that declines in bus ridership are significantly, though not entirely, rail-related. Metrobus trips that are transferring to/from Metrorail have declined at a greater rate than standalone trips (Figure 5).

Figure 5: Change in System wide Metrobus Ridership since 2013



Source: WMATA Bus Planning.

SafeTrack was also a big factor for western NOVA due to the length of time for surges 1,5 and 9. Surge 13 also impacted ridership in the Shirley Highway and US 1 corridors. Finally, all the weekend work not counted as SafeTrack this summer reduced ridership.

Bus ridership has also affected by various factors that impact rail: declining regional travel of all kinds, telework, low gas prices, the growth of transportation network companies (TNCs), etc. Transit agencies are seeing falling bus ridership nationally, and Metrobus is not immune to these larger trends.

ART

Arlington Transit (ART) ridership grew 9.1 percent from FY2016 to 3,422,208 boardings in FY2017. This growth is primarily attributed to two routes with improved services that also were affected by SafeTrack. The ART 55 replaced Metrobus 3A service in December, 2015, half-way through FY2016. With enhanced off-peak frequencies, the ART 55 is responsible for over half of the systemwide increase. Some of these new rides were in response to Orange/Silver Line disruptions related to SafeTrack. The ART 43 Courthouse-Rosslyn-Crystal City service was doubled in peak service and gained midday, night and weekend trips at the beginning of FY2017. This enhancement was developed anticipating SafeTrack service disruptions on the Blue Line and is responsible for over 147,000 of the new rides. However, several other ART routes had fewer rides in FY2017 as compared to the previous year.

CUE

CUE ridership showed a 4.9 percent decline between FY2016 and FY2017. CUE ridership is heavily tied to Metrorail. SafeTrack related service reductions at the Vienna Metrorail Station are related to drops in ridership on CUE.

DASH

During FY2017 DASH experienced a 6.3 percent decline in ridership from FY2016. There were a number of factors that contributed to the decline, but the most influential was SafeTrack. This had a heavy impact on DASH's summer and fall ridership, while during the winter and spring seasons snow and rain storms also had an impact on ridership. Nationally there has been a declining ridership trend in the transit industry in numerous jurisdictions. Some of the softer impacts for the decline in ridership have been the rise in ridesharing platforms such as Uber and Lyft, and lower gas prices as compared to previous years.

Fairfax Connector

Between FY2017 and FY2016, the Fairfax Connector saw a decline in ridership of 4.1 percent. This overall change in ridership is consistent with larger ridership trends over the past few years. While ridership from the student pass program and the supplemental SafeTrack shuttles run by the Connector have added riders, average weekday ridership is down 5.19 percent. This reflects the impact of SafeTrack, which significantly impacted Metrorail ridership in the region during periods of reduced service and segment specific service suspensions associated with reconstruction of rail infrastructure, as well as storm related service disruptions.

Loudoun County Transit

FY2017 was an interesting and unpredictable year for transit ridership in Loudoun County. While overall ridership in Loudoun only declined 0.4 percent, there were significant changes and non-changes on the Metro Connection and Long Haul commuter bus services. The Metro Connection services experienced a decline of eight percent in ridership while the long-haul services remained flat from FY2016 to FY2017, despite a \$1.00 per trip fare increase. This is important to note because the last time the long-haul service had a \$1.00 fare increase (FY2014), ridership declined 10 percent. Staff believe that both the decrease in Metro Connection ridership and the lack of change to the long-haul ridership are the result of the SafeTrack program. Another interesting fact is that the Local Fixed Route services in Loudoun County saw a decline of one percent in ridership while the ADA/Paratransit services experienced an 11 percent increase in ridership. Staff attribute the growth in ADA/Paratransit ridership to a rise in awareness of those services.

PRTC

There were no appreciable increases or decreases to ridership related to WMATA's SafeTrack project. PRTC did alter schedules, particularly of later evening trips, at Tysons and Franconia-Springfield Metrorail stations during times of work impacting those lines to minimize impacts to our passengers. PRTC also promoted alternate OmniRide routes to utilize and PRTC's RideShare program that assists with vanpool and other carpool options to help mitigate any issues related to the project.

The changes in ridership from FY2016 to FY2017 were related to a major service reduction that took place in July 2016 on both OmniRide and OmniLink. More than 13 percent of service was reduced, either by eliminating trips, reducing Friday levels of service on OmniRide, eliminating segments of routes and whole route elimination. Fare increases of five percent, continued low fuel prices and the availability of alternate work schedules and telework also contributed to the decline in ridership between FY2016 and FY2017.

VRE

VRE saw an approximately 7.4 increase in ridership from FY2016 to FY2017. Average weekday ridership also increased from 17,666 in FY2016 to 18,968 in FY2017. It is believed much of that increase is a result of WMATA's SafeTrack initiative. When the SafeTrack surges affected lines that were directly parallel to the Fredericksburg and Manassas lines, WMATA's Blue, Yellow, or Orange Lines, VRE ridership significantly increased. Overall, month to month comparisons between FY2017 and FY2016 were consistently higher in FY2017 and went as high as an 1,800 rider increase in September. VRE did not alter its schedule during the SafeTrack surges, but VRE was heavily promoted as an alternative mode on the VRE website and Facebook ads that targeted demographics affected by the surges. In July 2016, when a portion of Blue and Yellow Lines' tracks were shut down, VRE staff were present at the Franconia/Springfield and Alexandria VRE stations during the morning commute to assist and educate new riders using VRE. The comments received from those riders stated they enjoyed the clean trains and shorter travel time to DC. The only downside staff heard is VRE is more expensive than Metrorail.

A contributing factor to increased ridership is related to the monthly Federal transit benefit which increased to \$255/month in January 2016, the middle of fiscal year 2017. Historically VRE ridership has increased when the transit benefit amount has increased, making VRE a more economically viable travel option. The FY2017 annual ridership of 4.8 million is the highest since FY2012, reversing a downward trend in ridership between FY2012 and FY2016. The prior year's declines are believed to be related to several factors including low gas prices, fare increases in FY2016 and FY2013, and increased prevalence of telework by VRE riders.

Overall, VRE riders are very satisfied with the service, with nearly 90% of riders rating the service quality as Excellent or Very Good in the 2016 Customer Opinion Survey. Additional information regarding rider satisfaction and other service trends is anticipated in fall 2017 when the results of the 2017 Customer Opinion Survey will be available.

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: August 30, 2017

SUBJECT: Virginia Railway Express (VRE)

A. VRE CEO Report and Minutes

At the September meeting, VRE CEO Doug Allen will update the Commission on VRE activities. The [VRE CEO Report for August 2017](#) and the [Minutes of the July 21, 2017 Operations Board Meeting](#) are attached.

There are no action items for September. The following items are provided as information.

B. VRE Manassas Line Capacity Expansion and Real-Time Traveler Information Project

The Northern Virginia Transportation Authority (NVTA) advanced VRE's submission for \$128,496,000 for the Manassas Line Capacity Expansion and Real-Time Traveler Information Project for consideration by the Commonwealth Transportation Board (CTB) regarding the use of the projected \$500 million I-66 Outside the Beltway (OTB) Concessionaire Payment. The CTB will take action at its September meeting.

NVTC acted at its July meeting to approve the submission to NVTA. The project combines several currently unfunded or underfunded projects in the VRE Capital Improvement Program (CIP) and will include necessary station, parking, and storage yard expansions at Broad Run, Manassas, and Manassas Park as well as rolling stock and track work to extend all Manassas Line trains to a minimum of eight cars. The project includes provision of real-time VRE parking availability and train arrival information by installation of parking counters at the VRE parking facilities at the three stations, software upgrades to VRE Mobile, TRIP, and VMS, and coordination with the I-66 Integrated Corridor Management project to display at key decision points along I-66 and adjacent roads.

The Commonwealth's [Transform 66 Outside the Beltway](#) project is a multimodal public private partnership between VDOT, DRPT and a private partner, Express Mobility Partners, which when finalized will bring a \$2.3 billion investment in the I-66 corridor. The final agreement is expected to include a \$500 million concessionaire payment for multimodal projects within the I-66 corridor.

C. VRE Office Lease

At its July 21st meeting, the VRE Operations Board authorized the VRE CEO to execute a 15-year lease, with one five-year option, for additional office space at 1500 King Street in Alexandria owned by the International Association of Refrigerated Warehouses. The space is adjacent to VRE's current office space. Currently VRE is leasing additional office space on South Peyton Street as a short-term arrangement until a more permanent solution was found. This new lease will allow VRE to house all corporate staff in a single office, eliminating the need to renew the lease on South Peyton Street. The proposed lease also gives VRE the first right to offer to purchase the space if the owner chooses to sell. The [attached VRE memorandum provides more information.](#)

CEO REPORT

AUGUST 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.



CEO REPORT | AUGUST 2017

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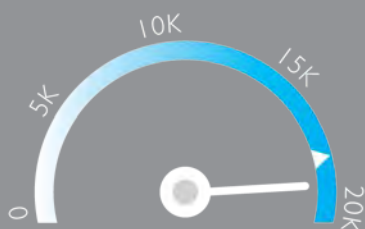
SUCCESS AT A GLANCE

Data provided reflects June 2017 information.



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

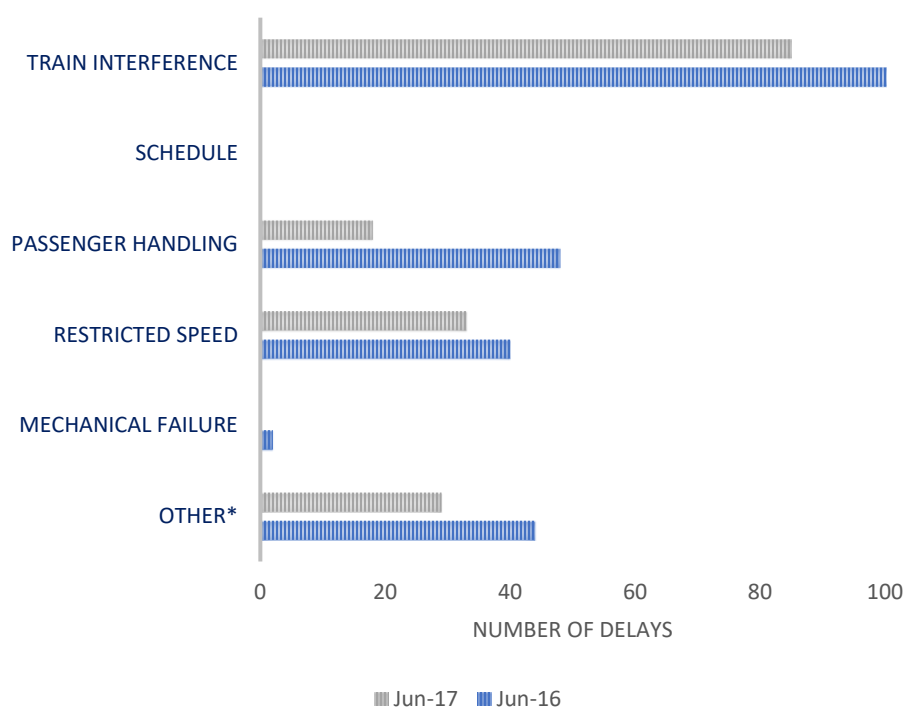
The percent of peak hour train seats occupied.
The calculation excludes reverse flow and non-peak hour trains.

ON-TIME PERFORMANCE

OUR RECORD

	June 2017	May 2017	June 2016
Manassas Line	91%	95%	85%
Fredericksburg Line	85%	93%	83%
System Wide	88%	94%	88%

REASONS FOR DELAYS



VRE operated 702 trains in June. Our on-time rate for June was 88%. Eighty-six trains of the 702 trains arrived more than five minutes late to their final destinations. There were thirty-three late trains on the Manassas Line and fifty-three late trains on the Fredericksburg Line.

After hitting our 90% on-time goal last month, this month we were shy of the goal. Ongoing rail improvements are a major contributor to delays. Weather-related delays for the month include five days of heat restrictions and a tree on the Manassas Line tracks on the afternoon of June 19th. On June 28th, a major service disruption on the Manassas Line affected all afternoon trains and required the assistance of buses from PRTC and Fairfax Connector to transport passengers from Burke Centre to the stations further south.

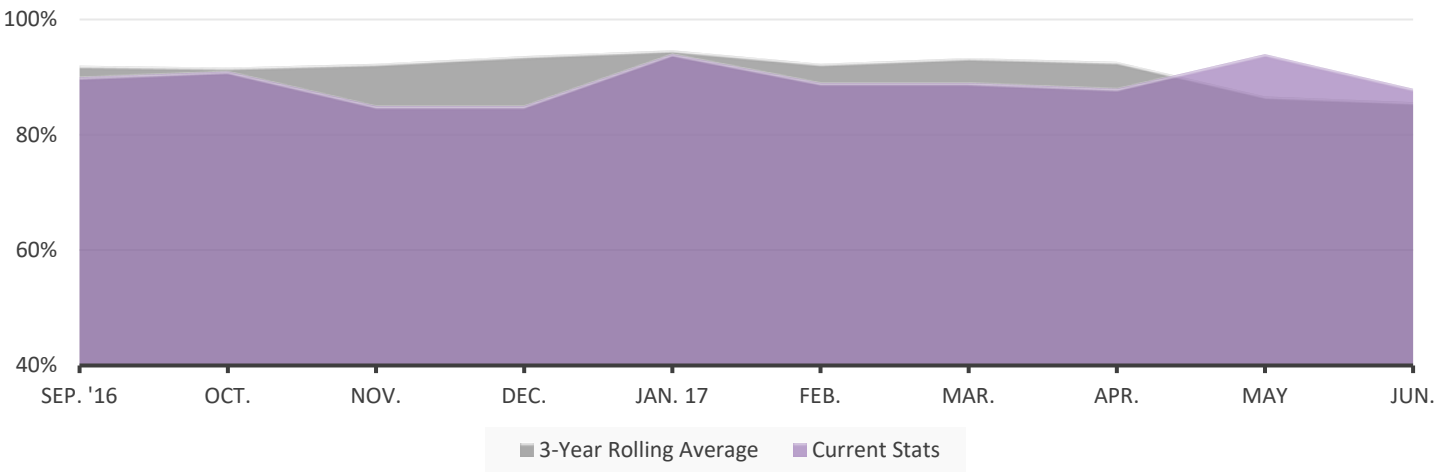
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

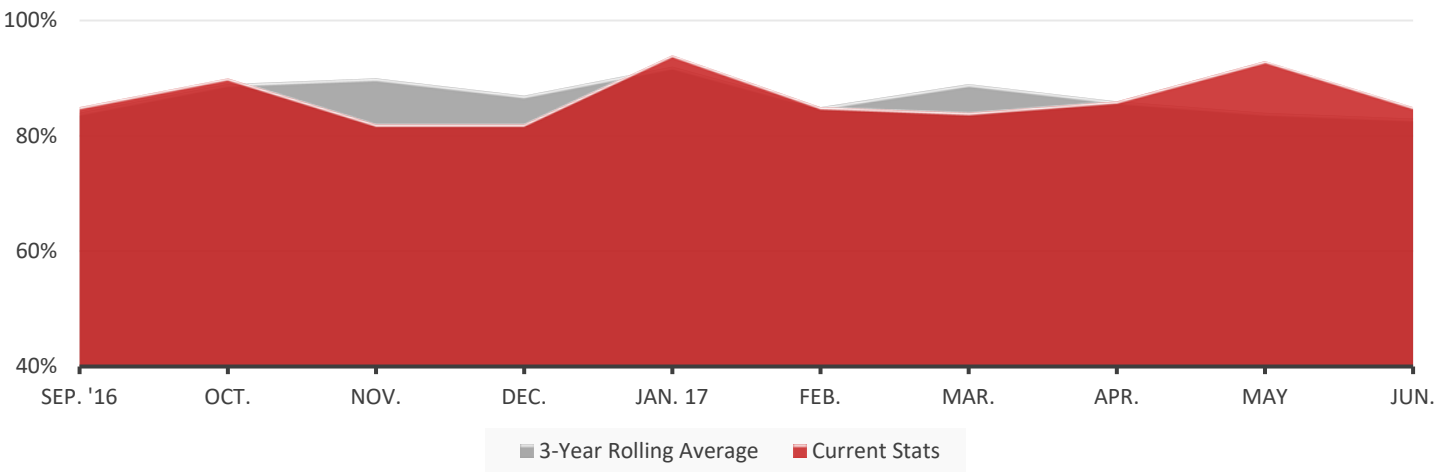
	System Wide			Fredericksburg Line			Manassas Line		
	Apr.	May	Jun.	Apr.	May	Jun.	Apr.	May	Jun.
Total late trains	73	45	86	46	26	53	27	19	33
Average minutes late	24	11	14	17	12	15	35	10	12
Number over 30 minutes	16	1	4	6	1	3	10	0	1
Heat restriction days / total days	2/20	3/22	5/22						

ON-TIME PERFORMANCE

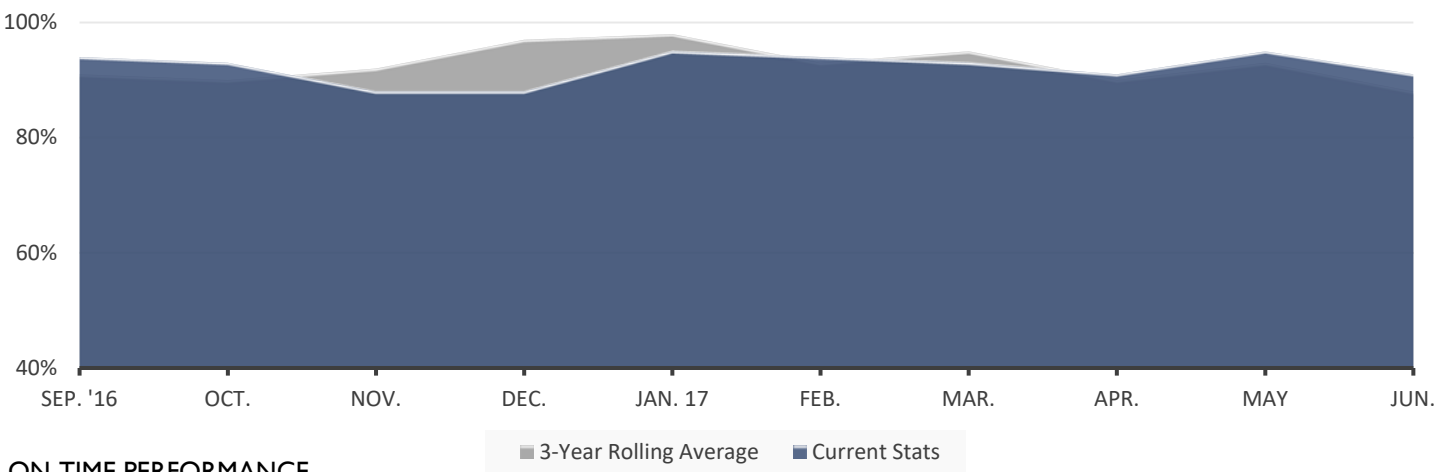
VRE SYSTEM



FREDERICKSBURG LINE

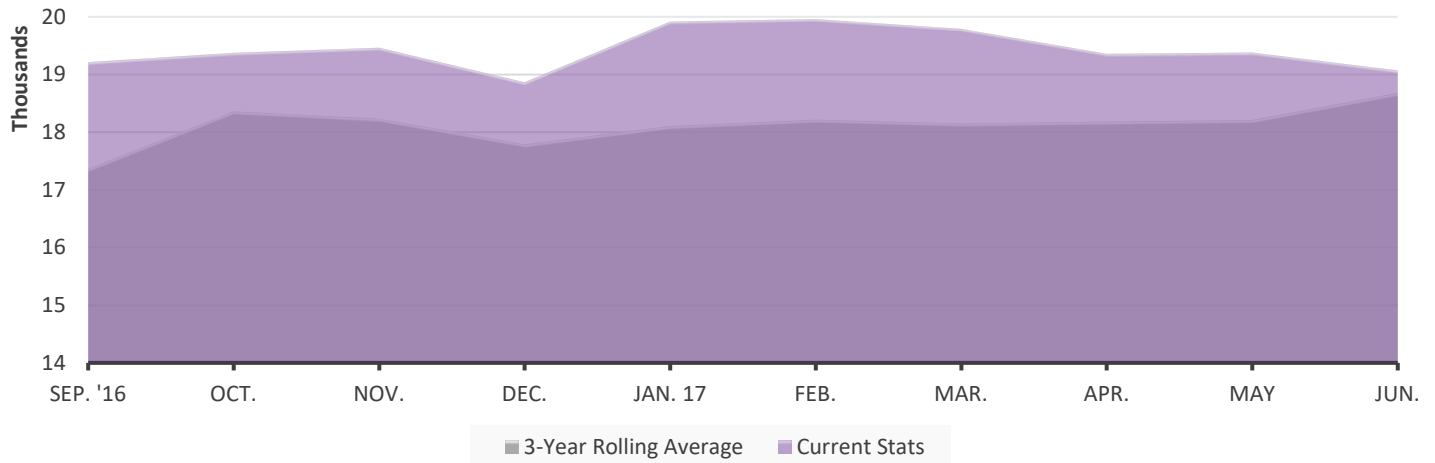


MANASSAS LINE

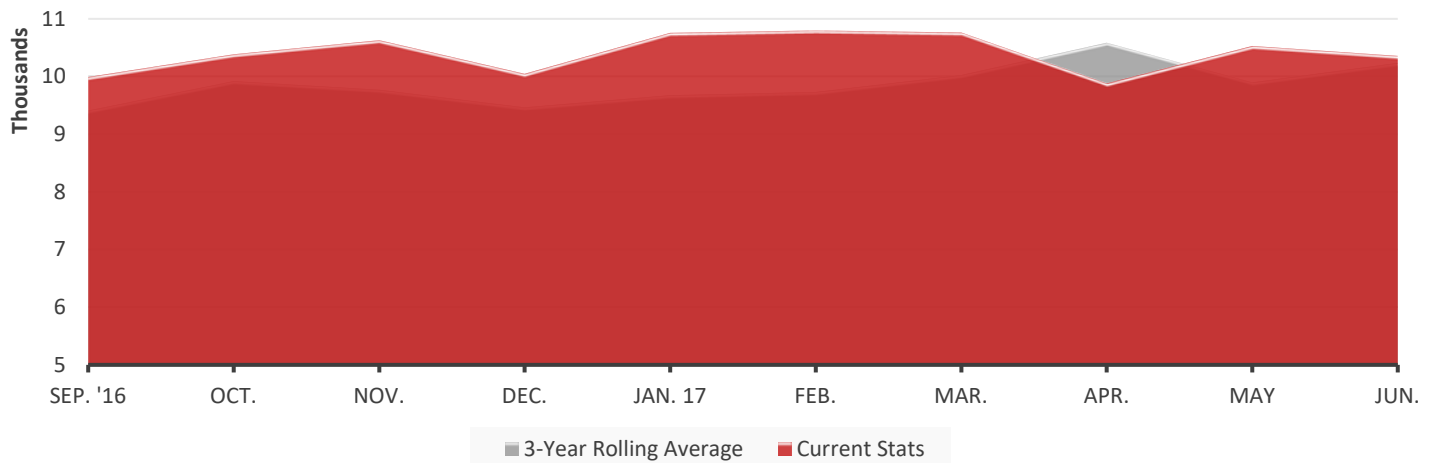


AVERAGE DAILY RIDERSHIP

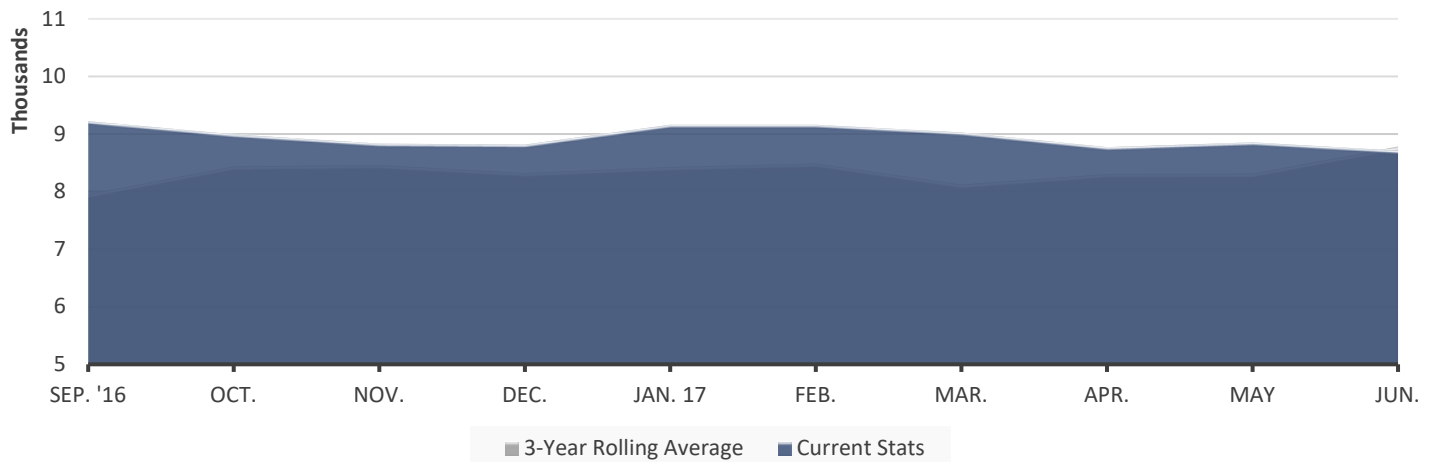
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



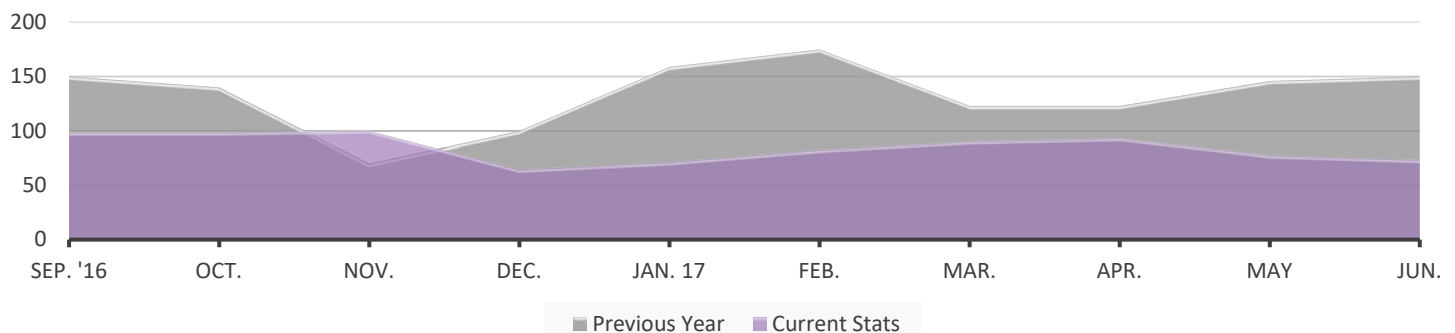
AUGUST 2017 RIDERSHIP UPDATES

Average daily ridership in June was approximately 19,100. This is a modest increase over last June, which was 18,700. June's year-over-year comparison is not as drastic as previous months, as WMATA began SafeTrack in June 2016. The June 2016 SafeTrack surge impacted the Orange Line, and at that time we saw an increase in Manassas Line riders.

	June 2017	May 2017	June 2016
Monthly Ridership	419,499	426,420	410,971
Average Daily Ridership	19,068	19,383	18,681
Full Service Days	22	22	22
"S" Service Days	0	0	0

SUMMONSES ISSUED

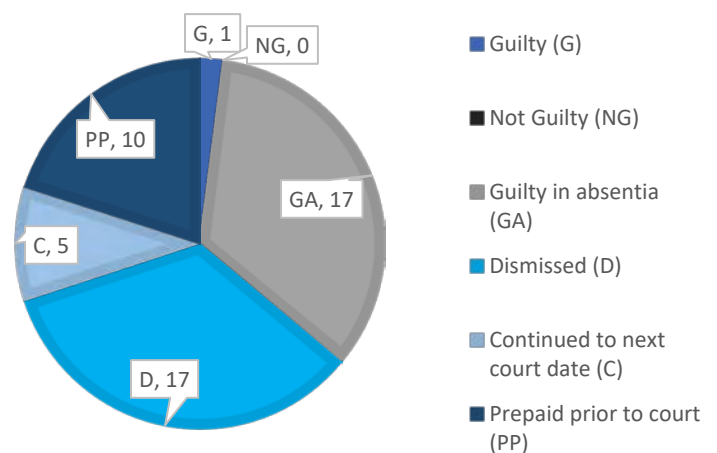
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

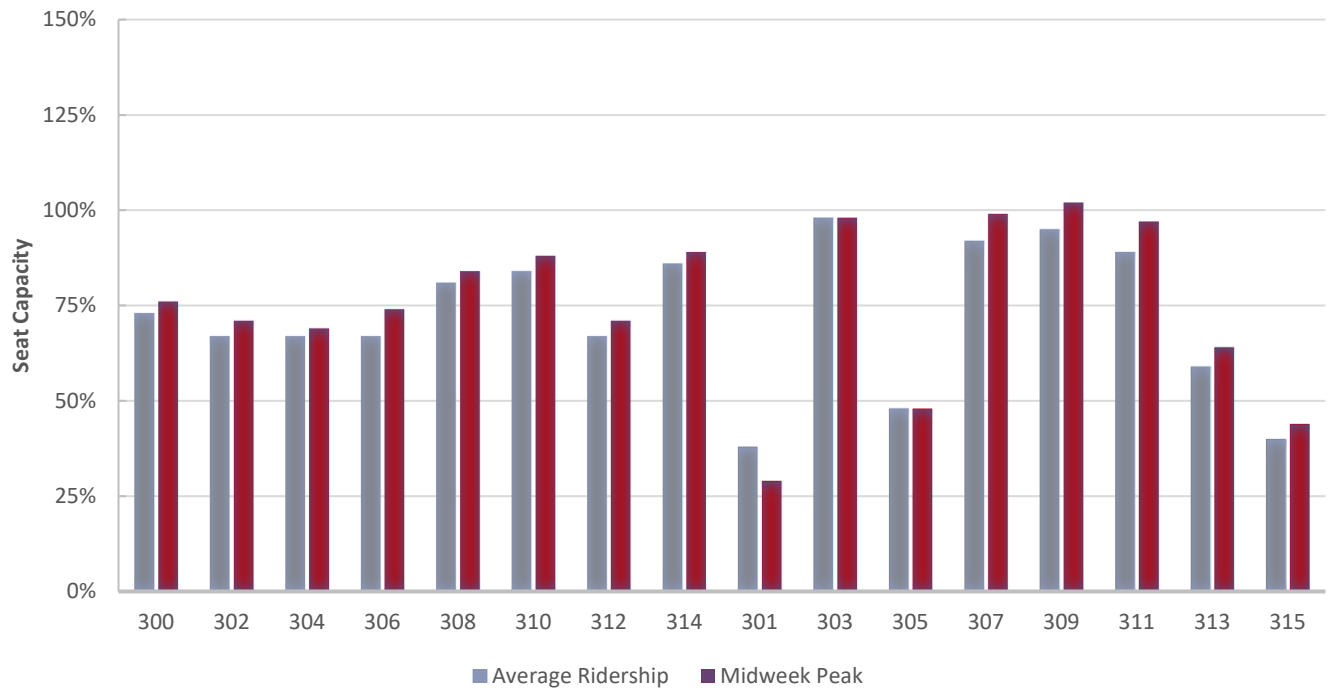
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	30
One-time courtesy	12
Per the request of the conductor	3
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	1
Lost and found ticket	0
Other	0
Total Waived	46

MONTHLY SUMMONSES COURT ACTION

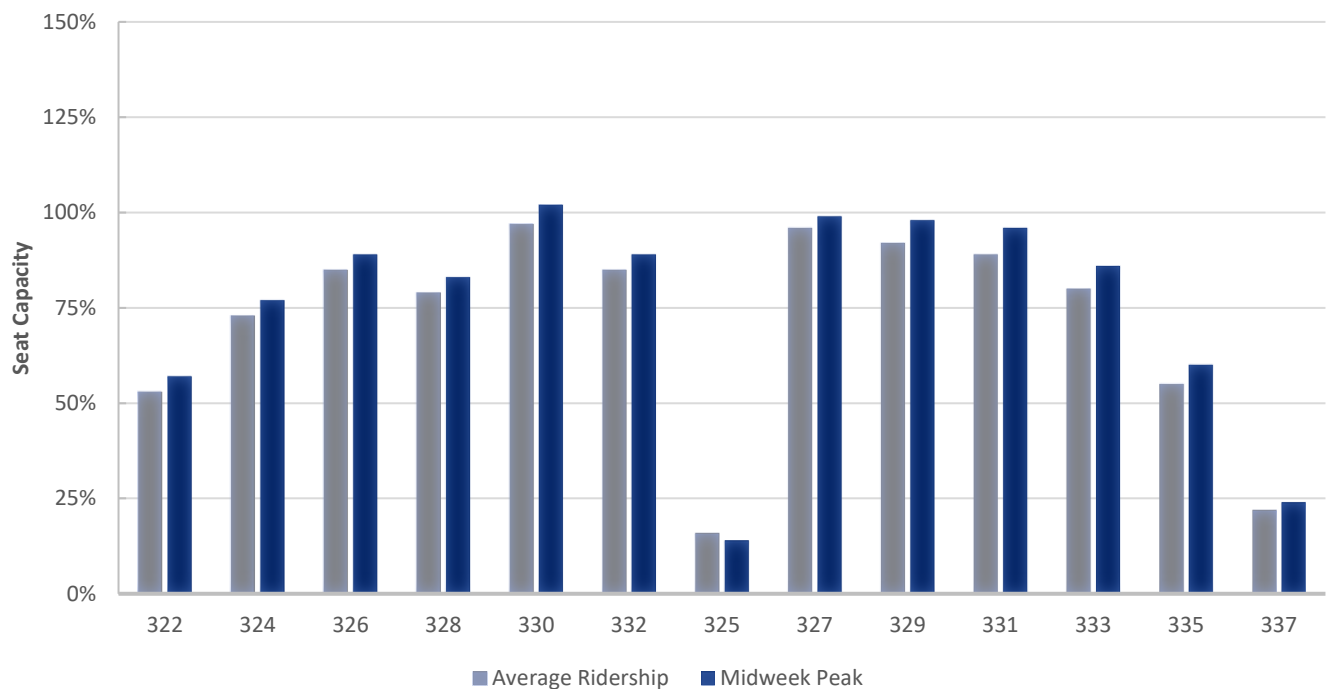


TRAIN UTILIZATION

FREDERICKSBURG LINE

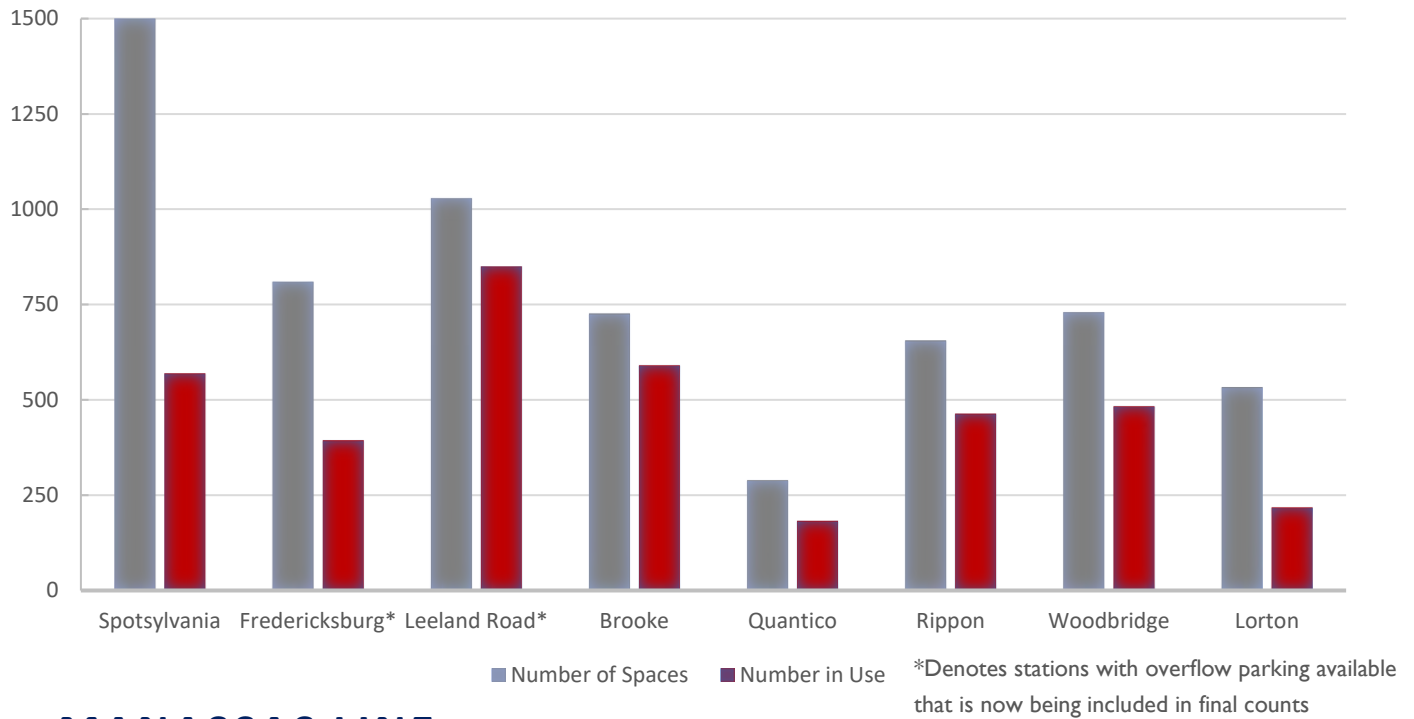


MANASSAS LINE

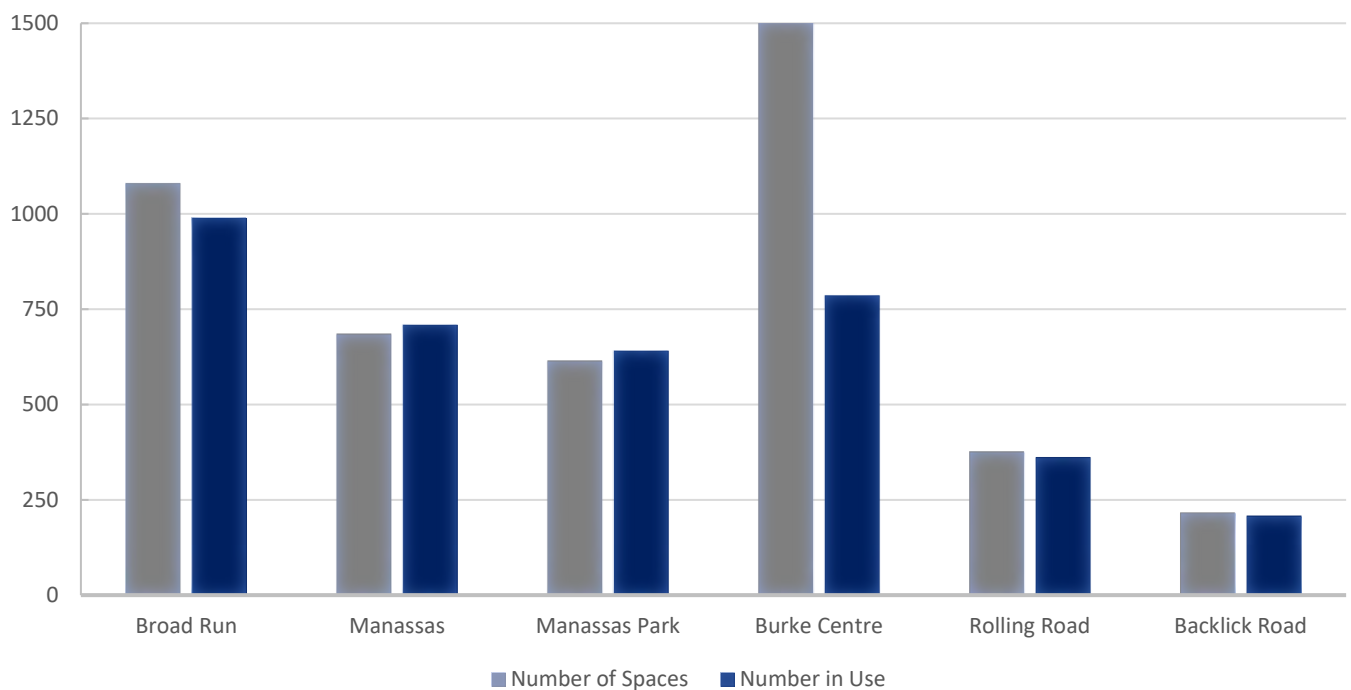


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Due to the end of fiscal year finance audit, the financial report will not appear this month. The reports for July and FY 2017 will appear in the September CEO Report.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Removal and replacement of pedestrian grade crossing at Crystal City Station to accommodate CSX track work
2. Repairs to Alexandria Station wooden pedestrian crossing
3. Repairs to downspout and headhouse concrete drainage at Lorton Station
4. Cleaning of carpets at VRE Fredericksburg office
5. Repairs to steel railings at Manassas Station
6. Painting of Broad Run Station

Projects scheduled to be completed this quarter:

1. Painting of east side of Alexandria Station
2. Replacement of waste and recycling receptacles at Lorton Station
3. Repairs to pavement and restriping at Woodbridge Station
4. Painting of Woodbridge Station and parking garage
5. Repairs to pavement and restriping at Brooke Station
6. Painting of Manassas Station and parking garage
7. Restriping of Manassas Station parking garage
8. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance

Projects scheduled to be initiated this quarter:

1. Repairs to fascia and soffit at Woodbridge Station east building
2. Replacement of signage with new standard signage at various stations, starting at Brooke Station
3. Repairs to pavement and restriping at Leeland Road Station
4. Installation of pathfinder signs for Spotsylvania Station
5. Repairs to pavement at Crossroads yard access road



Concrete Drainage Improvements at Lorton Station



Painting of Broad Run Station Completed



Safety Enclosure for Franconia-Springfield West Elevator Modernization

6. Replacement of parking lot signage at Broad Run Station
7. Replacement of HVAC units at VRE Headquarters
8. Repairs to platform concrete at various stations
9. Replacement of tactile warning strips at various stations
10. Replacement of ADA parking signage at various stations

Ongoing projects:

1. Modernization of west elevator at Franconia-Springfield Station
2. Development of specifications for modernization of Woodbridge Station east elevator
3. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
4. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations
5. Installation of utility power status remote monitoring at various stations

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Replacement of Tactile Warning Strips at Station Platforms
- Automated Passenger Count 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
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Passenger Railcar Truck Overhaul Services
- Modernization of VRE Woodbridge Station East Elevator
- VRE Fare Media Sales
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies

CAPITAL PROJECTS UPDATES

As of July 7, 2017

Broad Run Expansion Study (was Gainesville-Haymarket Expansion Study) (BRX/GHX)

- Reviewing Technical Memorandum for Phase A analysis
- Met with AECOM on June 30th to begin kick-off planning
- Preliminary GPC task order scope for real estate services completed and under review
- Met on June 29th with VRE Marketing and Customer Service to discuss BRX/GHX website migration and ongoing web/social media presence
- Completed review of BAFO; prepared record of negotiations
- Board authorization of amendment occurred on June 6th

VRE Core Capacity Project Implementation Strategy

- Met with WSP in Baltimore on June 12th to refine Core Capacity Project Concept
- Conference call on June 27th with WSP to review preliminary core capacity project scope and eligibility
- Conference call with Don Emerson of WSP to review preliminary core capacity project list
- Evaluated and updated preliminary core capacity project list
- Reviewed core capacity implementation strategy memo outline

National Transit Database 100 percent Sample Survey

- Received and reviewed draft survey summary memo from VHB and drafted statistical analysis
- Reviewed statistical analysis with VHB on June 23rd
- Created updated ridership calculation spreadsheet for use in ridership tracking by Keolis and also for internal use in ridership tracking data entry

Quadrennial Constrained Long Range Plan (CLRP) Financial Analysis

- Prepared expenditure estimates for operations and maintenance, capital/State-of-Good-Repair, and capital/expansion
- Updated VRE inputs to MWCOG Transportation Improvement Plan/CLRP project costs

VRE Financial Plan Update

- Updated service statistics to include factors such as crew hours, number of coaches in service, etc.
- Evaluated and revised project costs, schedule and funding for Natural Growth scenario

- Internal meeting on June 26th to discuss capital project cost allocation assumptions in Financial Plan/CIP.
- Reviewed Financial Plan model results for funding deficit for Natural Growth and System Plan 2040 with PFM on July 7th

VRE Fleet Management Plan

- Reviewed final draft Fleet Management Plan update; circulated for senior management review prior to FTA Triennial Review

Midday Storage Replacement Facility

- Processed Contract Amendment 1 for Amtrak field services
- Processed Contract Amendment 2 for turntable and Amtrak design review services
- Presented and briefed Advisory Neighborhood Council 5C on status of project and changes since last public meeting; discussed community concerns regarding noise, Air Quality, and buffering opportunities
- Briefed DC Councilmember White regarding the project on June 19th
- Briefed DC Councilmember McDuffie regarding the project on June 20th
- Briefed the Coalition for a Smarter Growth regarding the project on June 20th
- Participated in District Department of Transportation's (DDOT) New York Avenue Streetscape Project coordination meeting on June 21st
- Coordinated and led interagency update on June 21st DDOT, continuing to work to identify specific section of DDOT to discuss temporary permits and easements
- Reached out to gas station owner for permission to enter property to perform borings
- Geotech borings on New York Avenue NE completed
- Conducted Public Meeting #2 on June 27th to inform community and stakeholders of updates since last public meeting; discussion topics included non-use of DDOT Right Of Way (ROW), environmental concerns, turntable requirements and potential impacts, and buffering opportunities
- Attended DDOT's New York Avenue Streetscape Project public meeting on June 29th

Rolling Road Platform Extension

- Dewberry met with Fairfax County to determine level of review required by the County and the probably timing of their review
- Conducted pop-up event at the station on June 28th
- Responded to Norfolk Southern (NS) comments on 30 percent level of design plans submitted to them

Crossroads Real Estate Acquisition

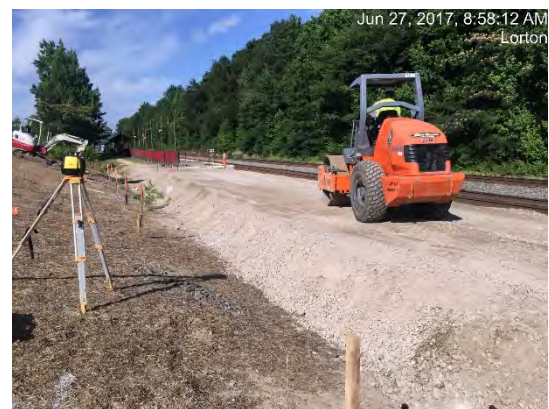
- Working to complete rezoning application received on June 19th, 2017 in coordination with Legal

Long Bridge Expansion Study

- Draft Memorandum of Agreement comments received from FRA and forwarded for Legal review
- Discussed concept screening and evaluation measures
- Discussed Purpose and Need language for the project; discussed issues related to alternatives/concepts vs. mitigation and/or betterments
- Started project development process for LE to VA work; identified most effective contracting mechanism; identified relationship with Long Bridge project
- Discussed Purpose and Need language for the project; discussed issues related to alternatives/concepts vs. mitigation and/or betterments
- Participated in Project Management Team meeting on June 28th



Clean fill is laid as the subgrade for the platform extension at Lorton.



Fill is leveled and compacted as subgrade for the platform extension at Lorton.

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- FRA reviewing Draft Environmental Statement; expect public release Summer 2017
- Participate in bi-weekly coordination teleconferences
- Continue to discuss and coordinate alignment, station and service planning issues related to VRE

Washington Union Station Project EIS

- No new activities to report

Lorton Platform Extension

- On site and regular communication and coordination with CSX, Fairfax County, utilities, and other stakeholders (including regularly scheduled project meetings with Hammerhead Construction, the prime contractor)



A trench for drainage is installed for the platform extension at Lorton.

- Construction mobilization and beginning installation of erosion and sediment control measures continue
- Project Coordination Meeting held on site on June 14th and included VRE, CSX, STV, and Hammerhead
- Site preparation and submittals continued in preparation for fill operations, including concrete form setting, re-steel and concrete placement, and conduit installations and drainage installation
- Progress Meeting held on site on June 28th with VRE, Hammerhead, and STV
- Electric and Communication Conduit installation and fill operations continued; the first structural steel column foundation dug in anticipation of placement of concrete

Arkendale to Powells Creek Third Track Project

- Project cleanup and work on eroded areas at Retaining Wall 14 and Bauer Road Bridge continuing as other scope, contract, and agreement issues are resolved between CSXT, DRPT and the contractor
- Draft Package 6 re-design package for Cherry Hill/Potomac Shores to North Possum Point released by DPRT and circulated to stakeholders for comments



Electrical and communication conduits are installed in advance of construction of the platform extension at Lorton.

Quantico Station

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order for STV to be able to complete 60-to-90 percent design was executed
- Utility location and potential conflicts coordinated on site through CSXT
- Kick-off meeting and “page-turn” to review previous comments occurred at VRE Headquarters on June 29th

Potomac Shores Station

- Re-design of station concept waiting on Arkendale to Powells Creek agreements to be finalized
- VRE staff met with the Potomac Shores developer on June 8th to share the Package 6 re-design package being circulated by DRPT for Cherry Hill/Potomac Shores to North Possum Point

Spotsylvania Station / FB-to-XR Third Track

- Finalizing punch list items for Spotsylvania Station and the FB to XR Third Track projects. Contractors received their final payments in the past quarter and project closeouts forthcoming

Franconia-Springfield Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued refining the cost tool for each project and updated the Penta summary
- Participated in DC2RVA conference call with VDRPT and consultants
- Received internal signatures from Preliminary Jurisdictional Determination
- Sent Preliminary Jurisdictional Determination package to Army Corps of Engineers
- CSXT Coordination conference call was held for RF&P Corridor projects
- Updated fourth quarter capital project accruals for the Finance Division
- Participated in an internal meeting to discuss architectural decisions to inform GEC

Lorton Station Improvements (Second Platform)

- Continued development of 30 percent plans and cost estimate
- Continued refining the cost tool for each project and updated the Penta summary
- Participated in DC2RVA conference call with VDRPT and consultants
- Received internal signatures from Preliminary Jurisdictional Determination
- Sent Preliminary Jurisdictional Determination package to Army Corps of Engineers
- Participated in an internal meeting to discuss architectural decisions to inform GEC
- CSXT Coordination conference call was held for RF&P Corridor projects
- Updated fourth quarter capital project accruals for the Finance Division
- Requested platform extension project plans and CAD files for coordination
- Performed site visit to examine possible pedestrian bridge location

Rippon Station

- Continued development of 30 percent plans and cost estimate
- Continued refining the cost tool for each project and updated the Penta summary
- Participated in DC2RVA conference call with VDRPT and consultants
- CSXT Coordination conference call was held for RF&P Corridor projects
- Participated in an internal meeting to discuss architectural decisions to inform GEC
- Updated fourth quarter capital project accruals for the Finance Division

Leeland Road Station

- Continued development of 30 percent plans and cost estimate
- Continued refining the cost tool for each project and updated the Penta summary

- Participated in DC2RVA conference call with VDRPT and consultants
- Participated in an internal meeting regarding the Smart Scale Application
- Prepared a Smart Scale update for VDRPT
- CSXT Coordination conference call was held for RF&P Corridor projects
- Participated in an internal meeting to discuss architectural decisions to inform GEC
- Updated fourth quarter capital project accruals for the Finance Division

Brooke Station

- Continued development of 30 percent plans and cost estimate
- Participated in an internal meeting regarding the Smart Scale Application
- Prepared a Smart Scale update for VDRPT
- Continued refining the cost tool for each project and updated the Penta summary
- Participated in DC2RVA conference call with VDRPT and consultants
- Participated in a DC2RVA workshop with VDRPT and consultants
- Participated in an internal meeting to discuss architectural decisions to inform GEC
- Evaluated different options using Cost Tool
- Updated fourth quarter capital project accruals for the Finance Division

Alexandria Pedestrian Tunnel Project

- Continued working on Level Boarding Report for FTA compliance
- Met with COW, a tunnel design and construction contractor
- Participated in CSX Engineering Coordination Call pertaining to this project

Crossroads Lifecycle Overhaul & Upgrade Facility

- Prepared draft Board Items for award of wheel truing machine, drop table and IFB for LOU Facility construction, anticipated for the September Board Meeting

L'Enfant (North) Storage Track Wayside Power

- Change order to C3M Power for wiring issued June 30th
- Received revised change order request from C3M Power for insurance and change order submitted to Contracts department
- Drafted July Board item for insurance coverage
- CSX due on site to continue with signal installation and south derail installation

L'Enfant (South) Storage Track Wayside Power

- Prepared GEC VII task order for NXL to conduct property and survey for parcel that will be used for wayside power equipment

Slaters Lane/Alexandria Track 1 Access

- No new activities to report

Manassas Park Station Parking Expansion

- Preliminary design is ongoing
- A Memorandum of Agreement was drafted to cover VRE and City roles and responsibilities through design and construction, as well as long- term operations and maintenance
- Final edits to the Alternatives Analysis report are being made
- Met with VHB to review status and provide comments on their submitted list of drawings
- On June 20th, a pop-up event was held at the station for public outreach, and an open house took place in the afternoon at City Hall

Crystal City Station Improvements

- No new activities to report

Fredericksburg Station Repairs

- No new activities to report

PROJECTS PROGRESS REPORT
PASSENGER FACILITIES

As of July 7, 2017

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 to 1,100 spaces.	◆	●	●	N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	◆	◆	N/A	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		
Broad Run Station Improvements	Parking garage to increase parking capacity by 900 spaces.	◆	◆	■	N/A		

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
3,201,176	3,201,176	-	1,172,309	602,542	84%	4th QTR 2017	● Work resumed in April, 2016, and is anticipated to be completed September 2017.
10,021,865	10,021,865	-	1,814,559	1,504,443	51%	3rd QTR 2020	● 60% Comments under review
7,000,000	7,000,000	-	467,500	90,749	30%	1st QTR 2018	● Design work iscomplete and construction is anticipated to start as part of CSXT work program.
2,400,000	400,000	2,000,000	-	-	5%	3rd QTR 2020	● Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	191,196	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in Summer 2017.
2,500,000	2,500,000	-	1,846,675	410,351	60%	4th QTR 2017	● Construction resumed following delay to confirm location of new third track under Atlantic Gateway.
16,150,000	16,150,000	-	*	1,363,222	20%	2nd QTR 2020	● Preliminary engineering is anticipated to be complete in Summer 2017.
16,632,716	16,632,716	-	*	110,032	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
No costs for VRE. Private developer providing station.					10%	TBD	■ On hold pending resolution of Arkendale to Powells Creek Third Track Project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	■ On hold pending resolution of Arkendale to Powells Creek Third Track Project issues.
21,334,506	21,334,506	-	*	160,501	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
14,336,156	14,336,156	-	*	135,675	20%	4th QTR 2021	● Preliminary engineering is anticipated to be completed by August 2018.
4,000,000	4,000,000	-	3,983,900	3,620,313	100%	4th QTR 2015	● Project complete. Proceeding with close-out.
19,600,000	2,500,000	17,100,000	182,142	233,186	10%	2nd QTR 2018	● NTP issued in July, 2016. Alternatives Analysis report is being finalized.
2,000,000	2,000,000	-	442,900	27,551	8%	3rd QTR 2020	● 60% design plans under review. Force account agreement pending.
21,160,000	400,000	20,760,000	278,767	150,855	5%	2nd QTR 2023	● NTP for alternatives analysis and conceptual design issued December 2016.
24,420,000	3,420,000	21,000,000	2,031,263	393,120	30%	TBD	■ Project to be completed as part of Broad Run Expansion Project

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction
STATUS: ◆ Completed ● Underway ■ On Hold
● part of the "Penta-Platform" program

¹Total project cost estimate in adopted FY2018 CIP Budget

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
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	◆	◆	◆	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	◆	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

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●

Total ¹	ESTIMATED COSTS (\$)				COMPLETION		STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,133,039	100%	4th QTR 2015	● Project complete. Close-out pending.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■ Project to be completed as part of Broad Run Expansion Project
4,283,618	4,283,618	-	4,207,057	2,525,339	80%	2nd QTR 2017	● Power construction 90% complete. CSXT track and signal installation underway.
3,965,000	3,965,000	-	2,937,323	1,517,408	40%	3rd QTR 2017	● Power design under review by CSXT & Pepco. CSXT track and signal installation underway.
35,196,323	35,196,323	-	3,176,039	2,071,698	60%	TBD	■ Design 100% complete. On hold pending county zoning action.
2,950,000	2,950,000	-	2,950,000	76,767	75%	TBD	■ Completed cultural resources report. Submission of CE to FTA and county zoning action pending.
88,800,000	88,800,000	-	3,171,599	616,070	20%	4th QTR 2017	● Developing design options and PE. Identifying real estate requirements and acquisition strategy.
75,264,693	75,264,693	-	69,457,809	36,994,353	52%	4th QTR 2018	● 8 cars were received in FY 2015, 7 cars have been received in FY 2016 and 5 cars received in FY 2017.
10,553,000	10,553,000	-	10,294,079	7,368,521	80%	4th QTR 2018	● Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,709,552	15%	3rd QTR 2022	● Phase 1 directed focus on capacity improvements on existing Broad Run terminus. Revising Phase 2 work program.
3,510,307	3,510,307	-	3,510,627	1,575,307	87%	2nd 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.

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction
STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget
² - test



VIRGINIA RAILWAY EXPRESS

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

VRE.ORG





Virginia Railway Express

Paul Smedberg
Chairman

Maureen Caddigan
Vice-Chairman

Katie Cristol
Secretary

Paul Milde
Treasurer

Sharon Bulova
John C. Cook
John D. Jenkins
Matt Kelly
Jennifer Mitchell
Suhas Naddoni
Martin Nohe
Pamela Sebesky
Gary Skinner
Bob Thomas

Alternates

Ruth Anderson
Pete Candland
Hector Cendejas
Libby Garvey
Jeanine Lawson
Tim Lovain
Jeff McKay
Wendy Maurer
Paul Trampe
Billy Withers
Mark Wolfe

Doug Allen
Chief Executive Officer

1500 King Street, Suite 202
Alexandria, VA 22314-2730

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia July 21, 2017

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John C. Cook (NVTC)	Fairfax County
Katie Cristol (NVTC)	Arlington County
John D. Jenkins (PRTC)	Prince William County
Matt Kelly (PRTC)	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Martin Nohe (PRTC)	Prince William County
Pamela Sebesky (PRTC)	City of Manassas
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria
Bob Thomas (PRTC)	Stafford County

Members Absent	Jurisdiction
Suhas Naddoni (PRTC)	City of Manassas Park

Alternates Present	Jurisdiction

Alternates Absent	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Pete Candland	Prince William County
Hector Cendejas (PRTC)	City of Manassas Park
Libby Garvey (NVTC)	Arlington County
Jeanine Lawson (PRTC)	Prince William County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Wendy Maurer (PRTC)	Stafford County
Paul Trampe (PRTC)	Spotsylvania County
Billy Withers (PRTC)	City of Fredericksburg
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Khadra Abdulle – VRE	Todd Johnson – First Transit
Doug Allen – VRE	John Kerins – Keolis
Monica Backmon – NVTA	Cindy King – VRE
Nydia Blake – Prince William County	Mike Lake – Fairfax County DOT
Alex Buchanan – VRE	Lezlie Lamb – VRE
Rich Dalton – VRE	Bob Leibbrandt – Prince William County
James Davenport – Prince William DOT	Steve MacIsaac – VRE Legal Counsel
Chloe Delhomme – City of Manassas	Kate Mattice – NVTC
John Duque – VRE	Lynn Rivers – Arlington County
Rhonda Gilchrest – NVTC	Bob Schneider – PRTC
Anna Gotthardt – VRE	Mark Schofield – VRE
Chris Henry – VRE	Joe Swartz – VRE
Gerri Hill – VRE	Ann Warner – Ann Warner, LLC
Pierre Holloman – City of Alexandria	Ciara Williams – DRPT

* Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.

Chairman Smedberg called the meeting to order at 9:24 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

Chairman Smedberg announced there will be a Closed Session at the end of the meeting for the Chief Executive Officer's evaluation.

Mr. Kelly moved, with a second by Mr. Thomas, to approve the Agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Approval of the Minutes of the June 16, 2017 Operations Board Meeting – 4

Mr. Kelly moved, with a second by Ms. Bulova, to approve the Minutes. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas. Mr. Milde abstained.

Chairman's Comments –5

Chairman Smedberg thanked everyone for attending the 25th Anniversary event in Fredericksburg on June 16th. He gave a special thanks to all those who had a role in making it a wonderful celebration, especially VRE staff. Mr. Skinner acknowledged the City of Fredericksburg for hosting the Operations Board meeting and anniversary event.

Chief Executive Officer's Report –6

Mr. Allen reported as follow-up to the fatal trespasser accident a few weeks ago, VRE is working with Fairfax County and Prince William County police, fire and EMS divisions on how to manage incidents in the Bull Run area. He reviewed upcoming community safety outreach initiatives including railroad crossing safety blitzes held jointly with the host railroads and local police; outreach to area schools; partnering with Operation Life Saver; and participation in National Night-Out and Trunk or Treat events.

Mr. Allen reported ridership remains strong at over 19,000 average daily riders for the month of June with overall on-time performance (OTP) at 88 percent.

Mr. Allen introduced VRE's new Chief Financial Officer, Mark Schofield, who began his duties on July 5th. Mr. Schofield comes to VRE with a wealth of experience from WMATA, where he held the position of Director of Financial Planning and Analysis. He has a BS in Mathematics, a Masters in Economics, and a Masters in Transportation. Mr. Schofield introduced himself and stated at WMATA he worked with many of the jurisdictions and NVTC and he looks forward to continuing those relationships, as well as developing new ones with the other jurisdictions and PRTC. He observed VRE will be faced with funding and budget challenges in the near future in order for VRE to grow and sustain the level of service riders have come to expect. He will present the proposed FY 2019 VRE Operating and Capital Budget to the Operations Board at their September meeting.

Mr. Allen stated the Federal Railroad Administration (FRA) has released a Record of Decision for the Tier I NEPA review for the Northeast Corridor. Although VRE does not run service in this corridor, VRE has been monitoring this since it could affect VRE service, especially for future run-through opportunities with MARC.

Mr. Allen also noted the Eighth Circuit Court issued a ruling on the Surface Transportation Board's (STB) policy on Amtrak's on-time performance and found STB has no independent power to create on-time performance standards. VRE will continue to monitor any potential future rulings.

Mr. Allen gave brief updates on the following: a VRE system tour for approximately 50 Department of Transportation interns; retirement of all the Legacy railcars; his presentation at a recent Transportation Planning Board meeting, where commuter rail was recommended as one of the ten regionally significant transportation and land use initiatives to study and assess how well they might move the region closer to achieving its long-term transportation goals; and the advancement of the Manassas Line Improvement Program, which includes the Broad Run Expansion project, by NVTA to the Commonwealth Transportation Board for approval to receive \$128 million from the I-66 Outside the Beltway Concessionaire Payment.

Mr. Allen asked Ms. Mitchell to give an update on the Arkendale to Powell's Creek Third Track Project. Ms. Mitchell stated the project was delayed because the scope of the project needed to be modified, but she hopes to sign the agreement today. Mr. Allen observed the developer of Potomac Shores will now be able to move forward with certainty of track location. Ms. Caddigan thanked DRPT staff for their hard work to move this agreement forward and asked Ms. Mitchell to update SunCal, the Potomac Shores developer.

VRE Riders' and Public Comment – 7

There were no comments.

Consent Agenda – 8A

On a motion by Mr. Milde and a second by Ms. Bulova, the Board unanimously approved the following Consent Agenda Item:

- Resolution #8A-07-2017: Authorization to Issue an Invitation for Bids for the Repair and Overhaul of Passenger Car HVAC Assemblies
- Resolution #8B-07-2017: Authorization to Issue an Invitation for Bids for the Repair and Overhaul of Passenger Car Wheelchair Lift Systems
- Resolution #8C-07-2017: Authorization to Issue a Request for Proposals for VRE Fare Media Sales

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Authorization to Execute a Contract for Rehabilitation of Wheelsets and Traction Motor Assemblies – 9A

Mr. Allen asked the Operations Board to authorize him to execute a contract with UTCRAS, LLC of Morton, Pennsylvania for the rehabilitation of wheelset and traction motor assemblies in the amount of \$430,334, plus a 10 percent contingency of \$43,033, for a total amount not to exceed \$473,367, for a base year and three option years, with the CEO exercising the option years at his discretion. Resolution #9A-07-2017 would accomplish this.

Mr. Skinner moved, with a second by Ms. Bulova, to approve Resolution #9A-07-2017. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Authorization to Execute a Contract Amendment for Environmental and Engineering Design Services for a Midday Train Storage Facility – 9B

Mr. Allen asked the Operations Board to authorize him to execute an amendment to the Environmental and Engineering Design Services for Midday Trains Storage Facility Contract with Vanasse Hangen Brustlin, Inc. of Vienna, Virginia, to add environmental and preliminary engineering and Amtrak design review services in an amount of \$378,823, plus a 10 percent contingency of \$37,882, for a total increase of \$416,705, resulting in an amended contract authorization not to exceed \$3,588,305. Resolution #9B-07-2017 would accomplish this.

Mr. Allen explained this is important work as VRE is developing a midday storage site for rolling stock north of Washington Union Station. The contract amendment is for environmental and design services required for additional track and storage facilities and Amtrak design review services beyond what was in the original scope of services. The additional services will be for a longer tail track and turntable facility. In response to a question from Ms. Cristol, Mr. Dalton explained a turntable design takes considerably less space than the original "Y" track configuration. Since there are space constraints, a turntable design is optimal.

Mr. Skinner moved, with a second by Ms. Bulova, to approve Resolution #9B-07-2017. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Authorization to Execute a Lease for VRE Office Space – 9C

Mr. Allen asked the Operations Board to authorize him to execute a 15-year lease with one five-year option for additional office space in an amount not to exceed \$3,902,008. The office space is owned by the International Association of Refrigerated Warehouses and is located at 1500 King Street in Alexandria, adjacent to VRE's current offices. Resolution #9C-07-2017 would accomplish this.

Mr. Henry explained the proposed space is on the same floor as VRE's current space. VRE's preference would be to purchase the space, so the lease includes a provision that VRE has the first right of offer to purchase if the owner decides to sell. Mr. Allen stated based on

comparable office space for lease in and around Alexandria, the proposed lease rate has been deemed fair and reasonable. The rate is essentially the same as the South Peyton Street property VRE is currently leasing. Ms. Bulova observed this would bring staff back under one roof.

Mr. Skinner asked if there is an opt-out clause in the contract. He observed 20 years is a long time to be locked into a lease, when there could be opportunities to purchase and own space. Mr. Cook stated it is his recollection the first priority is to get VRE employees in the same location. VRE's preference would be to own the space, but this opportunity provides an option if the owner decides to sell. In his opinion, the recommended action makes sense. Chairman Smedberg stated the owner could decide to sell in the future.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #9C-07-2017. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Draft 2017/2018 Legislative Agenda -10A

Mr. Allen explained VRE prepares a Legislative Agenda each year that is approved by the Commissions. The draft 2017/2018 VRE Legislative Agenda is being presented to the Board for their comment. The Operations Board will be asked to act in September recommending Commission approval at their October meetings. He asked Mr. Swartz to review the draft Legislative Agenda.

Mr. Swartz first asked Ms. Mattice to give an update on the work being done by the Transit Capital Project Revenue Advisory Board (RAB). Ms. Mattice stated the RAB is nearing completion of its work and will be submitting its report to the General Assembly in August. At its last meeting, the Commonwealth Transportation Board (CTB) approved a resolution supporting the RAB principles. The RAB identified \$130 million a year gap in transit funding over the next 10 years just to meet State of Good Repair (SOGR) needs and modest expansion needs. This 40 percent loss of funding would be catastrophic to transit agencies. The RAB recognized there should be a strong state commitment of funding of transit. It also supports a floor in the regional gas tax.

Ms. Mattice stated it is her understanding the Revenue Advisory Board will not recommend a solution of a specific tax increase or another revenue increase, but rather identify the funding concerns and provide some options. Regarding prioritization, the RAB agreed there should be a special category of funds for major expansions. Eighty percent of these funds should be used for SOGR. The RAB will continue to be silent on the specifics of how those funds would be allocated other than the fact there should be some type of prioritization through the CTB.

Ms. Mattice stated NVTC's Legislative and Policy Committee Co-Chair, Katie Cristol, recently sent a letter to the RAB, which highlighted three important points: a statewide transit program should be supported exclusively by revenues generated at the state level; State of Good Repair investments should continue to be prioritized under the current asset-based formula; and the capital needs of WMATA and VRE will require funding beyond what the Revenue Advisory Board's recommendations contemplate.

Ms. Mitchell stated the RAB recognizes State of Good Repair needs should be prioritized, although the specific criteria should be determined by the CTB. The recommendation is to shift to prioritizing all different assets against each other based on need. There is a recognition some needs may be greater than others to ensure projects get built. She explained in any given year, the CTB has the ability to move major expansion funds into SOGR funding. Regarding WMATA, the RAB report clarifies there will be over and above needs for Metro. She observed if there isn't a funding solution identified for WMATA and those needs hit the capital program, there won't be funding left over for any other projects. So there needs to be a separate funding solution for Metro and VRE. She stated the CTB has acknowledged they may be forced to move funds from highway needs and other road improvement projects to help address the transit gap. It is not just a transit issue; it is a transportation funding issue.

Ms. Cristol observed the issue of prioritization has been a concern by VRE staff because of predictability and asked if this new prioritization process will start to endanger VRE's ability to maintain the system. Mr. Swartz stated staff has not had the opportunity to fully analyze the recommendations but there is a concern VRE could be disadvantaged because VRE maintains its equipment at a high level. Ms. Cristol stated then VRE could basically be penalized for keeping equipment in such good shape. She expressed some of the frustration is it is not as much of a prioritization problem as it is a funding amount problem. Ms. Mitchell agreed but the RAB was tasked with looking at both. Mr. Cook asked if it is an overall capital funding gap and just not a transit funding gap, and if it is, VRE should connect with other allies who will also be impacted by the lack of debt capacity.

Mr. Kelly expressed his opinion that if it is just tweaking allocations which are already insufficient, the chances of the recommendations of the RAB will go nowhere. He observed VRE's Legislative Agenda includes words such as "tracking," "monitoring," "analyzing," "advocating," and "coordinating." He suggested including specifics, such as what level of funding the region needs from the gas tax, etc. He disagrees with the RAB approach to let the General Assembly decide a revenue source. VRE needs to include specifics of what it wants the General Assembly to do.

Ms. Cristol agreed with Mr. Kelly. She stated NVTC has extensively talked about being specific in what it is asking the General Assembly to do. VRE should also be specific. She observed the RAB laid out four funding solutions and she suggested VRE may want to advocate for one. Mr. Cook stated it was his understanding the Legislative Agenda would include specifics, including the dollar amounts of what VRE needs (\$40 million to maintain; \$60 million to expand). This information should be included in every VRE document related to legislative issues.

Mr. Cook suggested Bullet #1 be changed to read: "VRE asks the Commonwealth to identify and secure a long-term and dependable funding source for VRE." He also stated the language needs to be tightened up to a more defined specific ask and should articulate both positive and negative results if VRE receives or doesn't receive more funding. The Legislative Agenda should also include wording that reflects many VRE jurisdictions are struggling to meet their current funding obligations without a floor in the regional gas tax. Absence of a fix, some local jurisdictions may not have the capacity to continue paying for VRE service.

Chairman Smedberg asked about coordination with jurisdictional staff beyond the Commissions. Mr. Swartz explained jurisdictional legislative staff meet monthly during the development of the Legislative Agenda. Also, VRE coordinates with NVTC and PRTC.

Ms. Bulova suggested between now and September, VRE form an ad hoc Legislative Committee to work with staff from VRE, the Commissions and the jurisdictions to develop some of these issues for the Legislative Agenda. She suggested Mr. Cook, Mr. Kelly and Ms. Cristol would be good candidates to serve on this committee.

In response to a question from Chairman Smedberg, Ms. Mattice stated NVTC and PRTC incorporate VRE's Legislative Agenda into their Legislative Agendas.

Ms. Bulova moved, with a second by Ms. Caddigan, to appoint, should they accept, Ms. Cristol, Mr. Cook and Mr. Kelly to serve on an ad hoc Legislative Committee to work with staff to develop the Legislative Agenda.

Mr. Thomas suggested once the General Assembly is in Session, staff rely of these three Board Members to speak on behalf of the VRE Operations Board.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Spending Authority Report –10

Mr. Allen reported one expenditure for the month of June, which was a Purchase Order in the amount of \$52,696 to Alban Tractor Company for repair and overhaul to a Head End Power Unit.

Closed Session – 11

Chairman Smedberg moved, with a second by Ms. Caddigan, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of discussion of one personnel matter.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

The Board entered into Closed Session at 10:36 A.M. and returned to Open Session at 11:06 A.M.

Chairman Smedberg moved, with a second by Ms. Bulova, the following certification:

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

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Milde, Mitchell, Nohe, Sebesky, Skinner, Smedberg and Thomas.

Operations Board Member Time – 12

Mr. Skinner expressed concerns about the three percent escalator in the office lease. He asked if there is flexibility in the lease for some kind of cap for comparable lease amounts. Mr. MacIsaac stated a three percent escalator is common for commercial leases and from VRE's perspective an escalator helps and budget accordingly. Following further discussion, Mr. Skinner stated he is not asking to reconsider the motion. He just wants to make sure VRE is being fiscally responsible. If this kind of cap protects VRE, then he is in agreement.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 11:13 A.M.

Approved this 15th day of September 2017.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the July 21, 2017 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
8A-07-2017**

**Authorization to Issue an Invitation for Bids for the
Repair and Overhaul of Passenger Car HVAC Assemblies**

WHEREAS, Passenger cars are equipped with HVAC assemblies to maintain passenger comfort; and,

WHEREAS, the HVAC assemblies in installed on the first 71 Gallery IV cars have R-22 refrigerant; and,

WHEREAS, the Environmental Protection Agency (EPA) has labeled R-22 refrigerant as a Class II Ozone Depleting Substance; and,

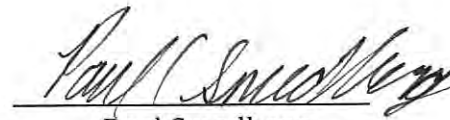
WHEREAS, the EPA has implemented phase-down regulations which will eliminate new production and imports of R-22 refrigerant by the year 2020; and,

WHEREAS, the repair and overhaul HVAC assemblies in FY 2018 aligns with the lifecycle maintenance plan established for passenger cars;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the Repair and Overhaul of Passenger Car HVAC assemblies.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-07-2017**

**Authorization to Issue an Invitation for Bids for the Repair and
Overhaul of Passenger Car Wheelchair Lift Systems**

WHEREAS, passenger cars are equipped with wheelchair lift systems to provide access for people confined to a wheelchair or people who have difficulty climbing steps; and,

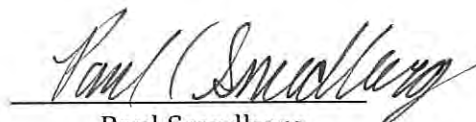
WHEREAS, the oldest wheelchair lift systems in the fleet are nearing ten years of age and show signs of deteriorating components and experience more frequent failures; and,

WHEREAS, the repair and overhaul the wheelchair lift systems in FY 2018 aligns with the lifecycle maintenance plan established for passenger cars;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the Repair and Overhaul of Wheelchair Lift Systems.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8C-07-2017**

Authorization to Issue a Request for Proposals for VRE Fare Media Sales

WHEREAS, VRE must provide a variety of methods for purchasing and paying for tickets; including cash sales and application of commuter benefits; and,

WHEREAS, VRE's ticket vending machines do not provide either option to the public; and,

WHEREAS, the VRE Mobile app cannot replace all methods of purchase; and,

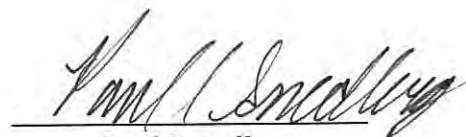
WHEREAS, the current ticket sales agreement with Convention Store, Inc. to sell VRE fare media via mail order will expire in November 2017;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge the determination made by the VRE Contract Administrator in accordance with the VRE Public Procurement Policies and Procedures that competitive bidding is not practicable, nor fiscally advantageous to VRE, and that competitive negotiation is the appropriate method to procure these services; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for VRE Fare Media Sales via mail order for a period of two base years and three option years.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9A-07-2017**

**Authorization to Execute a Contract for Rehabilitation of
Wheelsets and Traction Motor Assemblies**

WHEREAS, wheelsets and traction motors incur normal wear and tear requiring regular maintenance and occasional replacement to support safe and efficient operations; and,

WHEREAS, VRE issued an IFB for Rehabilitation of Wheelsets and Traction Motor Assemblies on June 2, 2017; and,


WHEREAS, the current contract to provide these services will expire on August 10, 2017; and,

WHEREAS it was determined UTCRAS, LLC was the lowest responsive-responsible bidder;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with UTCRAS, LLC of Morton, PA for the Rehabilitation of Wheelsets and Traction Motor Assemblies in the amount of \$430,334, plus a 10% contingency of \$43,033, for a total amount not to exceed \$473,367, for a base year and three option years, with the CEO exercising the option years at his discretion.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-07-2017**

**Authorization to Execute a Contract Amendment for Environmental and
Engineering Design Services for Midday Train Storage Facility**

WHEREAS, VRE's demand for midday train storage already exceeds the availability of existing storage space and is expected to worsen; and,

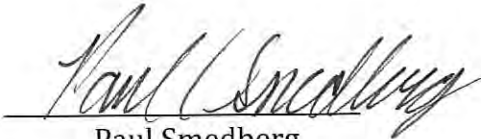
WHEREAS, Amtrak and VRE have identified and determined the feasibility of a potential site adjacent to Amtrak's Ivy City Complex; and,

WHEREAS, Contract Amendment #2 is for environmental and design services required for additional track and storage facilities and Amtrak design review services to include a longer tail track and a turntable facility;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute an amendment to the Environmental and Engineering Design Services for Midday Train Storage Facility Contract with Vanasse Hangen Brustlin, Inc. of Vienna, Virginia, to add environmental and preliminary engineering and Amtrak design review services in an amount of \$378,823, plus a 10% contingency of \$37,882, for a total increase of \$416,705, resulting in an amended total contract authorization not to exceed \$ \$3,588,305.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9C-07-2017**

Authorization to Execute a Lease for VRE Office Space

WHEREAS, in January, 2015 VRE entered a lease agreement for additional office space to accommodate growth; and,

WHEREAS, the lease for that additional space expires December 31, 2017; and,

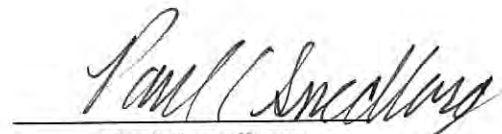
WHEREAS, office space has become available adjacent to the current VRE offices; and,

WHEREAS, the additional space will allow VRE to house all corporate staff in a single office;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a 15-year lease with one 5-year option with the International Association of Refrigerated Warehouses for additional office space in an amount not to exceed \$3,902,008.

Approved this 21st day of July 2017


Katie Cristol
Secretary


Paul Smedberg
Chairman



VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD

Agenda Item 9-C **Action Item**

To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: July 21, 2017

Re: Authorization to Execute a Lease for VRE Office Space

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a 15-year lease with one 5-year option for additional office space in an amount not to exceed \$3,902,008. The office space is owned by the International Association of Refrigerated Warehouses and is located at 1500 King Street in Alexandria, adjacent to the current VRE offices.

Background:

In January 2015, VRE signed a lease at a building on South Peyton Street, near the VRE offices, to accommodate the expansion of the Office of Development. This was intended to be short-term arrangement until a more permanent solution was found, providing 3,302 square feet of office space and three parking spaces. The lease of an additional 4,148 square feet on the second floor at 1500 King Street will now allow VRE to house all corporate staff in a single office, eliminating the need to renew the lease on South Peyton Street.

Based on comparable office space for lease in and around Alexandria, the lease rate proposed for the 1500 King Street space has been deemed fair and reasonable. By way of comparison, in the final year of the lease for the South Peyton property, VRE is paying \$30.86/sq. ft. Assuming a 3% escalator, as is written in the current lease, the rate would increase to \$31.79/sq. ft. The proposed lease has a base rent of \$32.00/sq. ft. with a 3% escalator. In addition, the proposed lease includes the option for 8 additional parking spaces.

The proposed lease also gives VRE the first right of offer to purchase the space if the landlord chooses to sell.



Northern Virginia
Transportation Commission
2300 Wilson Blvd. #620
Arlington, VA 22201
703.524.3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703.684.1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703.580.6121

Fiscal Impact:

Funding is provided for in the FY 2018 operating budget for facilities maintenance. Funding for future years will be included in each proposed annual budget. Costs for renovations will be included in the Revised FY 2018 VRE Operating and Capital Budget.

**Virginia Railway Express
Operations Board**

**Resolution
9C-07-2017**

Authorization to Execute a Lease for VRE Office Space

WHEREAS, in January, 2015 VRE entered a lease agreement for additional office space to accommodate growth; and,

WHEREAS, the lease for that additional space expires December 31, 2017; and,

WHEREAS, office space has become available adjacent to the current VRE offices; and,

WHEREAS, the additional space will allow VRE to house all corporate staff in a single office;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a 15-year lease with one 5-year option with the International Association of Refrigerated Warehouses for additional office space in an amount not to exceed \$3,902,008.

Approved this 21st day of July 2017

Paul Smedberg
Chairman

Katie Cristol
Secretary

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Agenda Item #8: Department of Rail and Public Transportation



TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: August 30, 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 September meeting. The monthly [Department of Rail and Public Transportation \(DRPT\) Report](#) is attached.

B. Metro Safety Commission and Metro Reform Efforts

Director Mitchell will provide an update on the implementation of the Metro Safety Commission and the Commonwealth's Metro reform efforts at the September meeting.

C. Transit Capital Projects Revenue Advisory Board Report

Director Mitchell will provide an update on the [HB1359 - Transit Capital Projects Revenue Advisory Board Final Report to the Virginia General Assembly](#), which was released on August 28th.

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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: August 28, 2017

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

General Update

DRPT is promoting Try Transit Week, which is September 18-22, 2017 by encouraging the public to try their local transit system that week. Individuals who pledge to ride transit at least once during Try Transit Week will be entered into local and statewide drawings for prizes. The grand statewide prize is round trip tickets on Amtrak and one year of paid transit trips to work. DRPT is asking local transit agencies to donate passes for DRPT to award to winners of local drawings. A list of agencies that have donated passes as well as a link to the pledge can be found [here](#).

The Commonwealth Transportation Board's (CTB) Fall 2017 Transportation Meeting is scheduled for 4:00 p.m on Monday, September 18 at the Virginia Department of Transportation (VDOT) Northern Virginia (NOVA) District Office located at 4975 Alliance Drive in Fairfax. Meeting materials will be available [here](#) beginning August 29. Comments will be accepted informally at the meeting and may also be submitted online [here](#) until October 20.

Local transit agencies and other regional transportation entities are being encouraged to set up display tables at the open house before the Fall 2017 Transportation Meetings. DRPT is asking transit agencies to confirm their attendance ten days prior by emailing drptpr@drpt.virginia.gov and providing a point of contact. The open house will also feature information from DRPT and VDOT on various transportation initiatives including proposed changes to Virginia's project prioritization process (Smart Scale), recently funded projects in the Six-Year Improvement Program (SYIP), Virginia's Statewide Transportation Improvement Program (STIP), VTrans multimodal transportation plan, and scenario planning and freight plans.

The CTB workshop and meeting will also be held in Northern Virginia, at a location still to be determined, on September 19 and 20.

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Local jurisdictions will have an opportunity to discuss Smart Scale, including proposed changes for Round 3, with Northern Virginia CTB members Gary Garcynski, Mary Hynes, and Scott Kasprovicz at the VDOT NOVA District Office on September 7. Each local NOVA jurisdiction has been invited to meet with the CTB members at an assigned time. Invitations were sent via e-mail to local jurisdictional staff.

DRPT is recruiting for a Chief of Rail based in Richmond. The posting is available by clicking [here](#) and searching for position 00008.

The Governor's Transportation Conference will be held October 24-27 at the Omni Homestead Resort in Bath County. Registration is open [here](#). The CTB will hold its October workshop and meeting in conjunction with the Governor's Transportation Conference on October 23-24.

Metro Safety Commission (MSC)

On July 16, the U.S. House approved a joint resolution supporting the MSC 399 to 5 and a separate resolution amending the current Interstate Compact 402-0. The compact amendment would allow the U.S. Secretary of Transportation to appoint WMATA board members rather than the General Services Administration (GSA). The Senate unanimously approved the House version of the MSC resolution on August 3. It was signed by President Trump on August 22, which allows the Federal Transit Administration (FTA) to begin certification of the MSC. FTA has made MSC certification a requirement for releasing the \$8.9 million in FY 17 urbanized area formula funds that it began withholding from Virginia, Maryland, and the District of Columbia on February 10.

DRPT, in cooperation with Maryland Department of Transportation (MDOT) and the District Department of Transportation (DDOT), is in the process of identifying and recruiting commissioners to the MSC as well as an Executive Director and staff. DRPT's approved FY 18 budget includes \$600,000 for the establishment of the MSC. MDOT and DDOT have budgeted similar amounts for the MSC.

Washington Metropolitan Area Transit Authority (WMATA) Independent Review

Former U.S. Secretary of Transportation Ray LaHood continues to meet with stakeholders throughout the Washington, DC region. Mr. LaHood met with Governor McAuliffe and U.S. Transportation Secretary Elaine Chao in separate meetings in July and with NVTC Chair Jeff McKay and NVTC Executive Director Kate Mattice in mid-August. A joint meeting with Governor McAuliffe, Governor Hogan and Mayor Bowser was held on August 28. In addition to Mr. LaHood's efforts, the technical/benchmarking analysis work being performed by WSP continues.

The legislation that directs the Virginia Secretary of Transportation to conduct an Independent Review of WMATA, in coordination with NVTC, requires quarterly reports to the Chairs of the Virginia House and Senate Transportation Committees beginning June 30, 2017. An interim report is due to the General Assembly on November 15, 2017 and final report is due by June 30, 2018.

Transit Capital Project Revenue Advisory Board

The final meeting of the Revenue Advisory Board (RAB) was held on June 16. An interim report for the RAB was submitted to the General Assembly on January 1, 2017 and is available [here](#). The final

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report is being distributed to key stakeholders and the General Assembly in August 2017 for consideration during the 2018 legislative session. The RAB's charge expires on July 1, 2018.

Transit Service Delivery Advisory Committee (TSDAC)

The TSDAC last met on May 31, 2017. No future TSDAC meetings are scheduled at this time.

I-66 Corridor Improvements

VDOT has been field testing the electronic tolling equipment on I-66 inside the Beltway this summer. Dynamic tolling on I-66 between I-495 and Rosslyn is scheduled to begin in December 2017. Tolling will occur in the eastbound direction between 5:30 and 9:30 a.m. and westbound between 3:00 and 7:00 p.m., which corresponds with HOV hours on I-66 west of I-495. Once tolling begins, vehicles carrying two or more passengers will be able to use the lanes at no charge with an E-Z Pass Flex transponder. Single occupancy vehicles will still be allowed to use the lanes at no charge during the off peak periods and on weekends. The lanes will switch to HOV-3 beginning in mid-2022 when the I-66 Outside the Beltway Express Lanes open.

Financial close for the I-66 Outside the Beltway project is expected in September. CTB approval of the list of concessionaire fee funded projects recommended by the Northern Virginia Transportation Authority (NVTA) is anticipated in October. The next round of public meetings for the project is scheduled for November 2017.

The Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) for the Transform 66: Inside the Beltway Eastbound Widening project on April 3. The FONSI and revised Environmental Assessment (EA) are located [here](#).

I-95/395 Express Lanes

VDOT reached financial close and gave Notice to Proceed (NTP) to TransUrban on July 25. DRPT and VDOT are working on a draft Memorandum of Agreement (MOA) for the distribution of the \$15 million annual transit payment to NVTC and PRTC. It is anticipated that the MOA will be presented to the NVTC and PRTC Boards as well as the CTB for approval this fall.

Approximately 150 people attended a groundbreaking ceremony held in Pentagon City on August 9. Media outlets that covered the groundbreaking include the Alexandria News, ARLnow.com, the Associated Press (AP), the Augusta Free Press, El Tiempo Latino, Navbug.com, News Channel 8, Newsplex (CBS 19 Charlottesville), Northern Virginia Small Business, Patch.com, Potomac Local, the Prince William Times, U.S. News and World Report, WAMU (88.5 FM), the Washington Business Journal, the Washington Hispanic, the Washington Post, What's Up Woodbridge, WJLA (ABC 7), Wn.com, WTTG (FOX 5), WRC (NBC 4), and WTOP (103.5 FM). Construction is expected to last three years. Express Lane tolling is expected to open to traffic in fall 2019.

The second meeting for the I-395 Transportation Management Plan (TMP) meeting was held at the Arlington County offices on July 17. The meeting was attended by staff from the City of Alexandria, DRPT, Fairfax County, the Potomac and Rappahannock Transportation Commission (PRTC), the United States Department of Defense (DoD), and WMATA. Staff from DASH, DRPT, the George Washington Regional Commission (GWRC), the Metropolitan Washington Council of Governments (MWCOC), the Virginia Railway Express (VRE), and VDOT also participated by teleconference.

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The budget for the TMP is approximately \$2 million for the entire construction period. VDOT and DRPT finalized the draft TMP in August and sent it to FHWA for approval. Recommended transit strategies during the TMP period include adding more frequent peak service on two existing PRTC and WMATA routes that serve the Pentagon using I-395, relocating the Pentagon Commuter Store, and marketing VRE as an alternative mode. Recommended Transportation Demand Management (TDM) strategies include incentives for carpool and vanpool formation, corridor specific employer outreach, and subsidies to businesses that establish telework programs.

The FONSI, revised EA, EA comment responses and appendices, comprehensive agreement, and technical requirements for the I-395 Express Lanes Northern Extension are available [here](#).

A 2.2 mile [reversible extension](#) of both the southbound and northbound ramps at the southern terminus of the existing I-95 Express Lanes began construction in July 2016. The southbound ramp is anticipated to open in late 2017 and the northbound ramp in summer 2018. A [ten mile extension](#) of the I-95 Express Lanes to Fredericksburg (Fred Ex), funded by the Atlantic Gateway FAST LANE grant, is scheduled to begin construction in 2019 and be complete in 2022.

Smart Scale

On August 21, the draft Smart Scale technical guide was published for comment [here](#). A track changes version, technical errata guide, and proposed applications limits for all jurisdictions, regional entities, and transit agencies were also published. Under the two population tiers, jurisdictions over 200,000 and transit agencies, Metropolitan Planning Organizations (MPOs), and Planning District Commissions (PDCs) serving populations over 500,000 would be limited to eight applications. Jurisdictions under 200,000 and transit agencies, MPOs, and PDCs serving populations under 500,000 would be limited to four applications.

VDOT is hosting a training session for local jurisdictional staff at the NOVA District office from 1:00 to 3:30 p.m. on Wednesday, September 20. The training will cover proposed policy changes for Smart Scale Round 3, tips on maximizing project scores, tools and resources, and portal updates and a how to apply refresher.

DC2RVA

The Federal Railroad Administration (FRA) is conducting a legal sufficiency review on the Draft Environmental Impact Statement (DEIS). It is expected to be released in the fall. The release will be accompanied by a 60-day public comment period and a series of four public hearings. DRPT presented a DC2RVA update at the Transportation Planning Board (TPB) Technical Committee on July 7 and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) Policy Board on August 21. DRPT is presenting updates to PRTC and NVTC at each commission's October meeting. A high level summary of the recommendations is available [here](#).

TO: Chairman McKay and NVTC Commissioners

FROM: Kate Mattice

DATE: August 30, 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 a look at NVTC's report on the value Metrorail and Virginia Railway Express bring to the Commonwealth of Virginia; our September 20th kickoff event for I-66 Commuter Choice, which the Governor will host; our future role in funding transit on I-395; and other transit-related news from Northern Virginia.

B. NVTC Financial Items

The [Financial Report for June 2017](#) and the [Financial Report for July 2017](#) are provided for your information.

C. Major NVTC Actions (September – December 2017)

The [Major NVTC Actions \(September – December 2017\)](#) outlines Commission actions through the end of the calendar year.

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What if someone were to offer you a 250 percent annual return on investment? My guess is you'd jump at it. That ROI is precisely what the Commonwealth of Virginia earns annually on the transit capital and operating funds it spends on Metrorail and Virginia Railway Express, according to a new report by NVTC. It turns out that the extra 85,000 households and 130,500 jobs that the rail systems make possible here in Northern Virginia generate over \$600 million each year in sales and income tax revenues that flow to Richmond.

\$600 million, while just over 3 percent of general fund revenues, is nothing to sneeze at. It easily covers Virginia's annual general fund expenditures on state colleges and universities, about \$316 million, and state police, roughly \$266 million.

Part of what distinguishes this study from previous ones – including reports issued by the Metropolitan Washington Council of Governments (COG), Washington Metropolitan Area Transit Authority (WMATA), and NVTC – is that it is dynamic rather than static, accounting for the level of activity that the regional transportation network can support. It raises the bar for future transportation studies, both here in the Commonwealth and beyond.

While this is a NVTC product, it was informed by the expert opinions of others. NVTC engaged its peers in the transportation community – COG, WMATA, the Transportation Planning Board, Federal Transit Administration, George Mason University, and nationally recognized transit consultants – in a comprehensive technical review of the study's methodology and assumptions. These groups considered the work plan, technical approach, and findings and provided comments on the study.

The eight-page report, contained in our September meeting materials, provides an overview of NVTC's work and findings. It will be complemented by a one-page summary, infographic, and opinion pieces for area newspapers. A detailed technical report will be issued in October.

I am proud of the NVTC staff's work on this report and have no doubt it will contribute to a better understanding of the benefits Metro and VRE bring to Northern Virginia and the entire Commonwealth. The importance of the findings cannot be overstated and they will be of enormous value as we continue our discussions about finding dedicated and sustainable sources of funding for these two vital rail systems.

Executive Director

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Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 620
Arlington, VA 22201
www.novatransit.org



Key Dates

Sept. 7	NVTC Monthly Meeting
Sept. 14	NVTA Monthly Meeting
Sept. 14	WMATA Board Committees
Sept. 15	VRE Operations Board
Sept. 18	VDOT Fall Open House
Sept. 19-20	CTB Monthly Meeting
Sept. 20	I-66 Commuter Choice Launch
Sept. 20	Transportation Planning Board
Sept. 28	WMATA Board
Sept. 28	Fairfax Rail Safety Event

Governor to Host I-66 Commuter Choice Program Kick Off on Sept. 20

With four of the 10 multimodal projects funded by NVTC now operational and the others preparing to come online by year's end, NVTC and VDOT will kick off its I-66 Commuter Choice program, formerly Transform 66 Multimodal, on September 20 at 2 p.m. in Falls Church. Governor Terry McAuliffe and Transportation Secretary Aubrey Layne will host the event, which will include an announcement of a second call for projects. There will be transit-themed music and snacks, and grant recipients — Arlington, Fairfax and Loudoun counties, the City of Falls Church, and the Potomac and Rappahannock Transportation Commission — will have informational displays to bring guests up to speed regarding their new services/facilities. NVTC is creating a new I-66 Commuter Choice web page, which will go live around the time of the kick-off event.



Join Us for the Launch of



Commuter Choice

INSIDE THE BELTWAY

Join NVTC, VDOT & I-66 Commuter Choice Grant Recipients
on Wed., Sept. 20, 2017 at 2 p.m.
at the Northern Virginia Center
7054 Haycock Road, Falls Church
to Celebrate the Launch of New Transit Service
& Other Multimodal Projects

Ground Broken for I-395 Express Lanes Extension

Virginia Governor Terry McAuliffe and Transportation Secretary Aubrey Layne joined local officials and private partners in mid-August to break ground for new [express lanes on I-395](#), revenue from which will fund transit in Northern Virginia. The Department of Rail and Public Transportation is recommending that NVTC and the Potomac and Rappahannock Transportation Commission jointly evaluate and select multimodal projects that will benefit toll payers in the corridor. The multi-year agreement between the Commonwealth and

Transurban, the Australian firm that built the high-occupancy toll lanes on Interstates 495 and 95, earmarks \$15 million for transit in the first year and includes an annual escalation. The I-395 project will extend the northern end of the I-95 Express Lanes up to the D.C. line, with reversible toll lanes operating in the northbound direction during morning rush hour and southbound in the afternoon. Carpoolers with three or more occupants will ride free. More information will be provided this fall.



VDOT Begins Testing of I-66 Tolling Equipment

The Virginia Department of Transportation has been [conducting field tests of the electronic tolling equipment](#) for the I-66 Inside the Beltway Express Lanes to ensure the system is fully functional when tolling begins this December during weekday, rush-hour periods. Testing will continue into the fall. The dynamically tolled express lanes, which will provide revenue for NVTC's I-66 Commuter Choice program, are scheduled to open in December 2017 on the nine-mile stretch of I-66, from I-495 to U.S. Route 29 in Rosslyn. They will provide a new option for single-occupant drivers, who currently are unable to use the lanes during weekday peak periods. Vehicles with two or more people can continue to use the lanes for free. All vehicles traveling during these periods will need an E-ZPass transponder, and HOV-2+ vehicles will need an E-ZPass Flex transponder switched to HOV-mode to travel for free. Once open in

December, the 66 Express Lanes inside the Beltway will be effective from 5:30-9:30 a.m. eastbound and from 3-7 p.m. westbound, Monday through Friday. The lanes will remain free to all users during the off-peak periods, including weekends.



The Value of Metrorail and Virginia Railway Express to Virginia

NVTC will formally release its report, The Value of Metrorail and Virginia Railway Express to the Commonwealth of Virginia, at the Commission's September 7

meeting. The report details several key findings, which are graphically displayed below.

**More than
\$600M**



in sales and income tax revenue
sent to the state's general fund
in fiscal year 2018
that was generated by the
additional households and jobs
that rail supports

**250%
ROI**



received by the
commonwealth
from the \$170
million it provided
to Metro and VRE
in fiscal year 2018

56,500

lane
miles
of
congestion
saved



85K



additional
households in
Northern
Virginia

130,500



additional jobs in
Northern Virginia

130K

additional daily transit trips
in Northern Virginia



NVTC Coordinates Bus Farebox Technology Testing

Software development continues for the farebox/driver control unit project. NVTC is assisting local jurisdictions with the purchase and testing of new equipment and software to prolong the life of existing bus fareboxes. WMATA anticipates testing to begin in October. The software developer, Cubic, has contracted with other vendors, GenFare and Clever Devices, to resolve outstanding software development and integration tasks. NVTC is coordinating with WMATA on equipment requirements for Northern Virginia testing participants (Fairfax Connector and Loudoun County Transit). Addi-

tionally, NVTC is coordinating with the regional entities on purchases of long lead-time equipment so that roll-out can begin in early 2018.

NVTC has coordinated with regional entities interested in off-board fare collection, including participation in vendor demonstrations of mobile ticketing. NVTC will continue technology evaluations for off-board fare collection. A Fare Collection Technology Workshop, being organized by NVTC, will share emerging fare collection technologies and long-term fare collection strategy.

CTB to Hold Sept. 18 Open House/Town Hall Meeting in Fairfax

As it looks at revising [SMART SCALE](#), an evaluation process that prioritizes transportation projects, the Commonwealth Transportation Board will hold an [open house at 4 p.m. on September 18](#) at [VDOT's Northern Virginia District Office](#) in Fairfax. The open house will provide information on various transportation initiatives, including recently funded projects in the [Six-Year Improvement Program](#), Virginia's [Statewide Transportation Improvement Program](#), and the [VTrans Multimodal Transportation Plan](#). Transit agencies and organizations are encouraged to set up and staff a display during the open house. Agencies should confirm their participation by [emailing](#)

[the Department of Rail and Public Transportation](#) no later than September 10. A town hall session, where citizens can engage in discussion and ask questions about the various initiatives, will follow the open house. Comments will be accepted informally at the meeting and may also be submitted afterwards.



Around Town: Headlines from/about NVTC Jurisdictions and Partners



[Arlington Surveys Residents as Part of Bike Master Plan Update](#)

[Cristol: Pedestrian-Only Street Can Help Make Rosslyn a Destination](#)



[Capital Bikeshare Expansion - Preliminary Station Locations in Falls Church](#)



[Interactive maps show how and where people travel on Metro](#)



[Capital Bikeshare App is Here!](#)

Save the Date: September 20, 2017

NVTC's I-66 Commuter Choice Kickoff

See page 2 for details

Metro Safety Commission Receives Presidential Approval

President Donald Trump signed legislation last week giving the go-ahead for a new safety commission that would allow Maryland, Virginia and D.C. to take back primary responsibility for safety oversight of Metro. The Federal Transit Administration (FTA) has been overseeing safety on the rail system since 2015 following a series of critical lapses. FTA will continue to

oversee safety until it determines that the new commission is capable of meeting its responsibilities. FTA has indicated it will continue to withhold certain funds from transit agencies in Virginia, Maryland and the District of Columbia until it certifies the Metro Safety Commission as operational.

WMATA Tour Provides Jurisdictional Staff with Insight into Operations

NVTC and jurisdictional staff toured WMATA's Carmen Turner Facility in Landover, Maryland in early August. Organized by WMATA Government Relations staff, the

tour included the Rail Operations Control Center, Bus Operations Control Center, Office of Emergency Management and Office of Elevator and Escalator Services.



An escalator and rail car are used to train maintenance technicians at WMATA's Carmen Turner Facility in Landover, Maryland.

Mark Your Calendar for December 4, 2017



NVTC & PRTC Joint Legislative Conference

9-11 a.m. at the Hilton Springfield, 6550 Loisdale Road, Springfield, VA



Virginia Department of Transportation

VDOT's I-66 Active Traffic Management System is nominated for an AASHTO People's Choice Award.



Visit www.AmericasTransportationAwards.org and

VOTE NOW!

(You can vote once per day until voting ends September 21.)

Northern Virginia Chamber of Commerce



Transportation and infrastructure are chief among the topics to be discussed by regional leaders at a forum co-hosted by the Northern Virginia Chamber of Commerce. Virginia Governor Terry McAuliffe, District of Columbia Mayor Muriel Bowser and Maryland's Senior U.S. Senator Ben Cardin are among those who will share their cooperative efforts to bolster the regional economy in an ever competitive global marketplace. The [Capital Region Business Forum](#) is scheduled for Wednesday, September 27 from 7:30-9:30 a.m. at MGM National Harbor in Oxon Hill, Maryland.



Transportation Planning Board



In a [recent web post](#), TPB asked: "What do wheelchair-accessible vans, programs to educate seniors about mobility options, and coordinating teams of volunteer drivers to provide rides for seniors and people with disabilities have in common?"

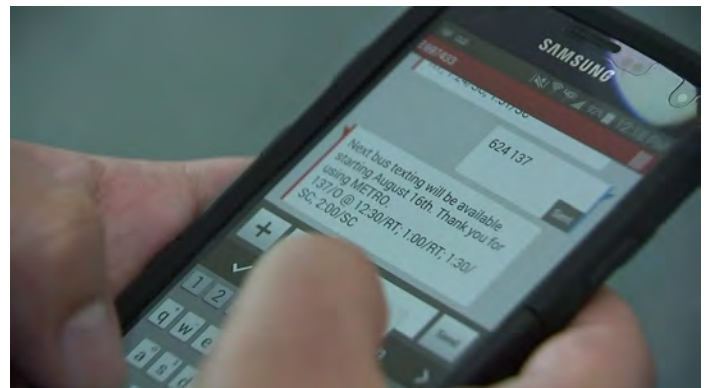
The answer is that they are all examples of projects that can receive funding through the federal Enhanced Mobility program. TPB plays a key role in administering Enhanced Mobility funding locally. The next solicitation for Enhanced Mobility funding is now underway. The application window closes November 3. Potential applicants must have attended a pre-application conference.



WMATA



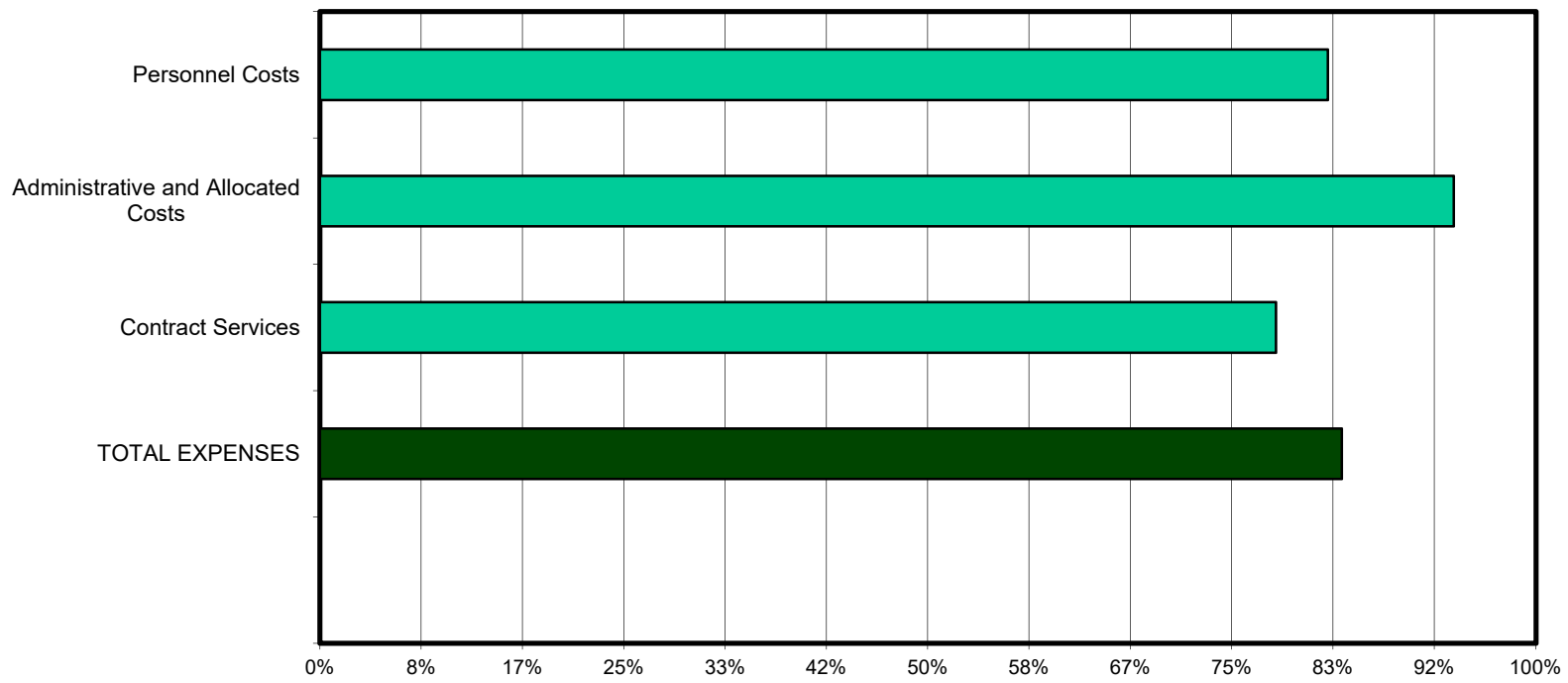
Metro [added underground wireless service between Metro Center and Potomac Avenue stations](#) in mid-August. This third tunnel segment provides riders on the Blue, Orange and Silver lines with a continuous voice, text and data connections from Metro Center to Stadium-Armory. Metro and four carriers – AT&T, Sprint, T-Mobile and Verizon Wireless – previously installed wireless service in all underground Metro stations and in April introduced service on the Red Line from Glenmont Station to the Silver Spring Station tunnel portal. The activation of wireless service in additional tunnel segments will be announced as collaborative work continues, with all tunnels projected to be covered by December 2020.



Northern Virginia Transportation Commission

Financial Reports
June, 2017

Percentage of FY 2017 NVTC Administrative Budget Used
June 2017
(Target 100% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 2017

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 89,220.93	\$ 1,165,025.92	\$ 1,352,000.00	\$ 186,974.08	13.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>89,220.93</u>	<u>1,165,025.92</u>	<u>1,352,000.00</u>	<u>186,974.08</u>	<u>13.8%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	6,126.99	78,053.72	90,300.00	12,246.28	13.6%
Group Health Insurance	7,154.44	80,119.20	139,500.00	59,380.80	42.6%
Retirement	9,577.39	110,451.54	145,000.00	34,548.46	23.8%
Workmans & Unemployment Compensation	71.00	2,054.71	4,900.00	2,845.29	58.1%
Life Insurance	317.80	3,850.67	5,300.00	1,449.33	27.3%
Long Term Disability Insurance	465.78	5,425.68	6,400.00	974.32	15.2%
Total Benefit Costs	<u>23,713.40</u>	<u>279,955.52</u>	<u>391,400.00</u>	<u>111,444.48</u>	<u>28.5%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,350.00	13,750.00	9,800.00	(3,950.00)	-40.3%
<i>Rents:</i>	<i>20,817.97</i>	<i>229,873.17</i>	<i>239,600.00</i>	<i>9,726.83</i>	<i>4.1%</i>
Office Rent	19,214.27	215,830.21	223,400.00	7,569.79	3.4%
Parking & Transit Benefits	1,603.70	14,042.96	16,200.00	2,157.04	13.3%
<i>Insurance:</i>	<i>331.53</i>	<i>6,682.03</i>	<i>5,800.00</i>	<i>(882.03)</i>	<i>-15.2%</i>
Public Official Bonds	-	2,200.00	2,000.00	(200.00)	-10.0%
Liability and Property	331.53	4,482.03	3,800.00	(682.03)	-17.9%
<i>Travel:</i>	<i>4,969.38</i>	<i>28,366.01</i>	<i>29,300.00</i>	<i>933.99</i>	<i>3.2%</i>
Conference / Professional Development	3,532.19	14,930.76	17,000.00	2,069.24	12.2%
Non-Local Travel	(1,377.79)	3,030.48	2,300.00	(730.48)	-31.8%
Local Travel, Meetings and Related Expenses	2,814.98	10,404.77	10,000.00	(404.77)	-4.0%
<i>Communication:</i>	<i>1,027.48</i>	<i>10,461.99</i>	<i>15,700.00</i>	<i>5,238.01</i>	<i>33.4%</i>
Postage	210.00	1,183.18	2,000.00	816.82	40.8%
Telephone and Data	817.48	9,278.81	13,700.00	4,421.19	32.3%
<i>Publications & Supplies</i>	<i>1,150.80</i>	<i>11,129.88</i>	<i>11,600.00</i>	<i>470.12</i>	<i>4.1%</i>
Office Supplies	(161.55)	1,691.89	2,500.00	808.11	32.3%
Duplication and Paper	1,312.35	8,691.19	8,600.00	(91.19)	-1.1%
Public Information	-	746.80	500.00	(246.80)	-49.4%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 2017

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	6,967.65	12,960.33	22,900.00	9,939.67	43.4%
Furniture and Equipment (Capital)	5,431.65	5,471.65	11,500.00	6,028.35	52.4%
Repairs and Maintenance	-	66.00	1,000.00	934.00	93.4%
Computer Operations	1,536.00	7,422.68	10,400.00	2,977.32	28.6%
<i>Other General and Administrative:</i>	686.39	7,219.60	9,000.00	1,998.40	22.2%
Subscriptions	105.00	218.00	-	-	0.0%
Memberships	172.27	968.97	1,800.00	831.03	46.2%
Fees and Miscellaneous	409.12	5,782.63	5,600.00	(182.63)	-3.3%
201341.79-1363	-	250.00	1,600.00	1,350.00	84.4%
Total Administrative Costs	<u>37,301.20</u>	<u>320,443.01</u>	<u>343,700.00</u>	<u>23,474.99</u>	<u>6.8%</u>
<u>Contracting Services</u>					
Auditing	8,500.00	30,025.00	22,000.00	(8,025.00)	-36.5%
Contract Services and Support	38,326.63	101,642.73	155,000.00	53,357.27	34.4%
Legal	2,916.63	35,000.00	35,000.00	-	0.0%
Total Contract Services	<u>49,743.26</u>	<u>166,667.73</u>	<u>212,000.00</u>	<u>45,332.27</u>	<u>21.4%</u>
 Total Gross G&A Expenses	<u><u>\$ 199,978.79</u></u>	<u><u>\$ 1,932,092.18</u></u>	<u><u>\$ 2,299,100.00</u></u>	<u><u>\$ 367,225.82</u></u>	<u><u>16.0%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
June, 2017

Date	Payer / Payee	Purpose	Wells Fargo	Wells Fargo	Virginia LGIP		
			Checking	Savings	G&A / Project	Trusts	
RECEIPTS							
5	DRPT	Capital grants receipts				\$ 7,826,811.00	
6	DRPT	Capital grants receipts - VRE			\$ 1,026,323.00		
6	DMV	Motor Vehicle Fuels Sales tax				630.81	
7	DRPT	Capital grants receipts - VRE			14,345.00		
12	DRPT	Operating assistance - WMATA				9,053,095.00	
15	DRPT	Capital grants receipts - Arlington				30,024.00	
15	DRPT	Capital grants receipts - Fairfax				346,669.00	
16	VRE	Staff support		7,057.04			
19	DRPT	Capital grant receipt - Arlington				234,014.00	
19	DRPT	Capital grants receipts - Fairfax				2,034,256.00	
23	DRPT	Capital grants receipts - Arlington				24,190.00	
23	DRPT	Capital grant receipt - Fairfax				87,760.00	
29	DMV	Motor Vehicle Fuels Sales tax				2,826,919.43	
30	DMV	Motor Vehicle Fuels Sales tax				530.02	
30	Banks	Investment earnings		16.11	8,722.74	156,544.91	
			-	7,073.15	1,049,390.74	22,621,444.17	
DISBURSEMENTS							
1-30	Various	G&A expenses	(206,681.28)				
6	VRE	Grant revenue			(1,026,323.00)		
7	VRE	Grant revenue			(14,345.00)		
20	City of Fairfax	Other operating				(7,259.00)	
22	City of Fairfax	Other operating				(103,044.31)	
23	Fairfax County	Other operating				(11,025,478.00)	
27	Parsons Brinkerhoff	Consulting - Route 7	(41,733.24)				
30	Banks	Service fees	(60.19)	(33.90)			
			(248,474.71)	(33.90)	(1,040,668.00)	(11,135,781.31)	
TRANSFERS							
8	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
27	Transfer	From LGIP to checking	150,000.00		(150,000.00)		
			300,000.00	-	(300,000.00)	-	
NET INCREASE (DECREASE) FOR MONTH			\$ 51,525.29	\$ 7,039.25	\$ (291,277.26)	\$ 11,485,662.86	

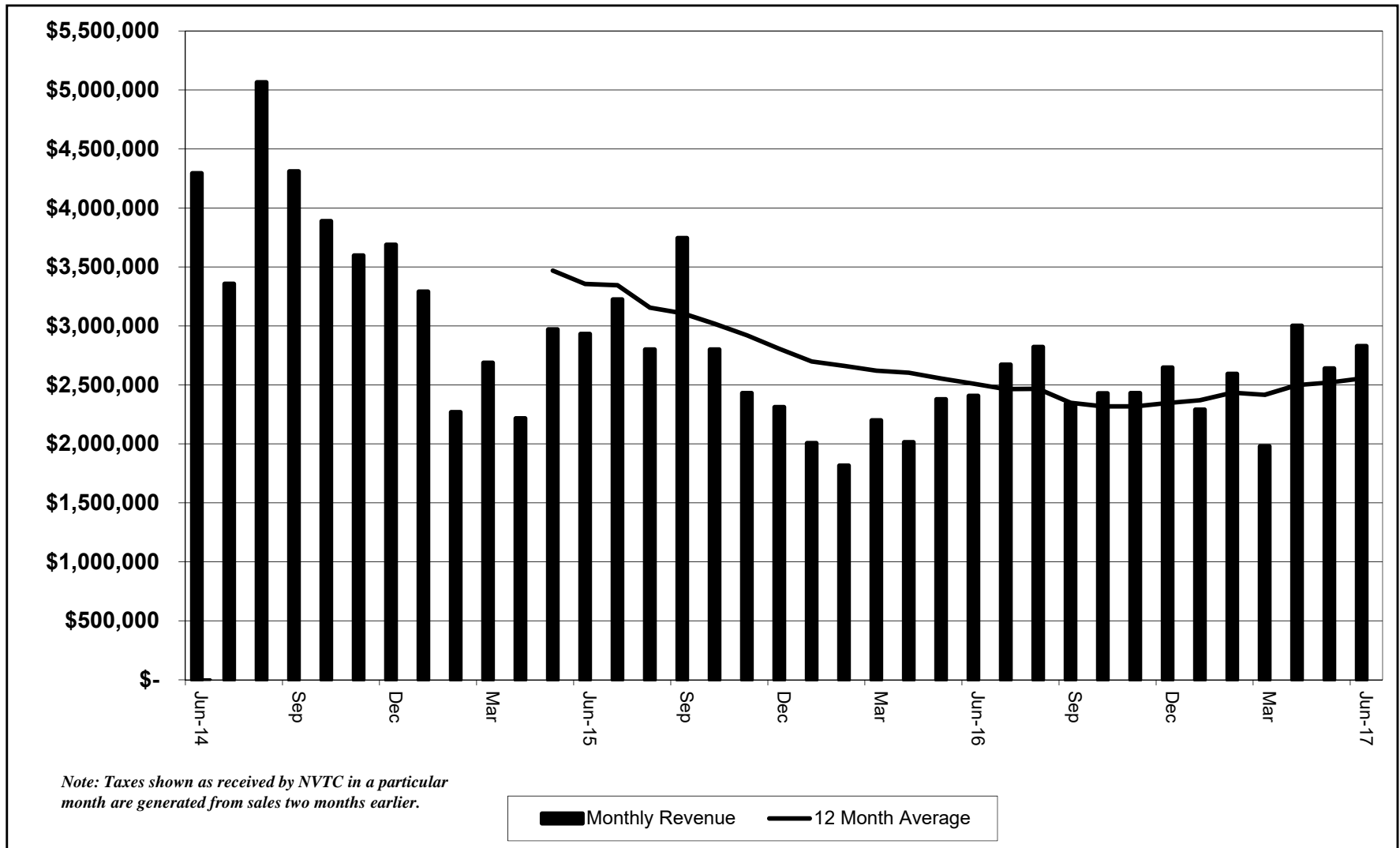
**NVTC
INVESTMENT REPORT
June, 2017**

Type	Rate	Balance 5/31/2017	Increase (Decrease)	Balance 6/30/2017	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 95,455.89	\$ 51,525.29	\$ 146,981.18	\$ 146,981.18	\$ -	\$ -
Wells Fargo: NVTC Savings	0.100%	192,381.80	7,039.25	199,421.05	199,421.05	-	-
<u>Investments</u>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	1.052%	181,067,377.55	11,194,385.60	192,261,763.15	9,959,022.90	163,239,916.27	19,062,823.98
		<u>\$ 181,355,215.24</u>	<u>\$ 11,343,374.37</u>	<u>\$ 192,608,165.38</u>	<u>\$ 10,305,425.13</u>	<u>\$ 163,239,916.27</u>	<u>\$ 19,062,823.98</u>

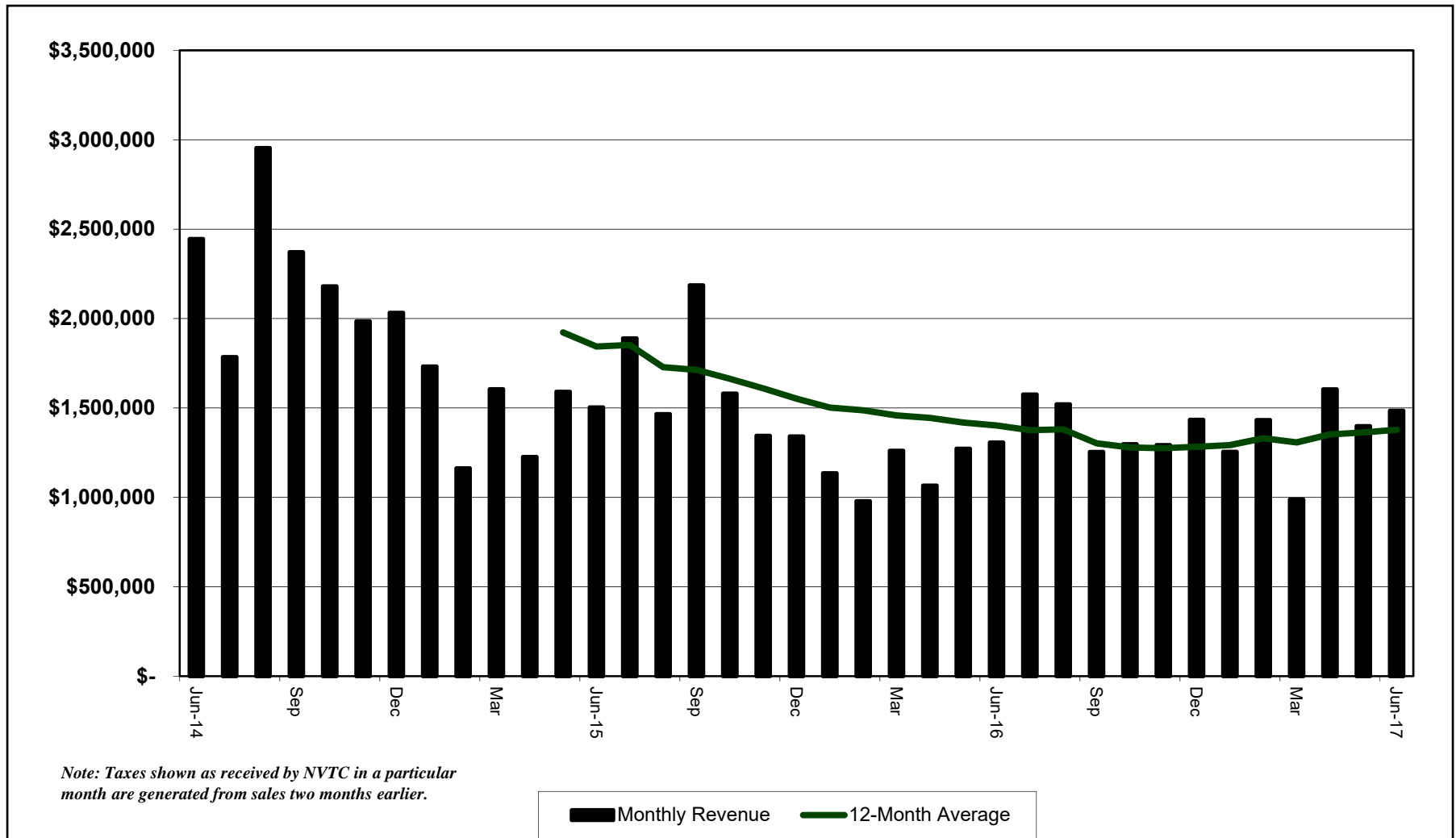
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

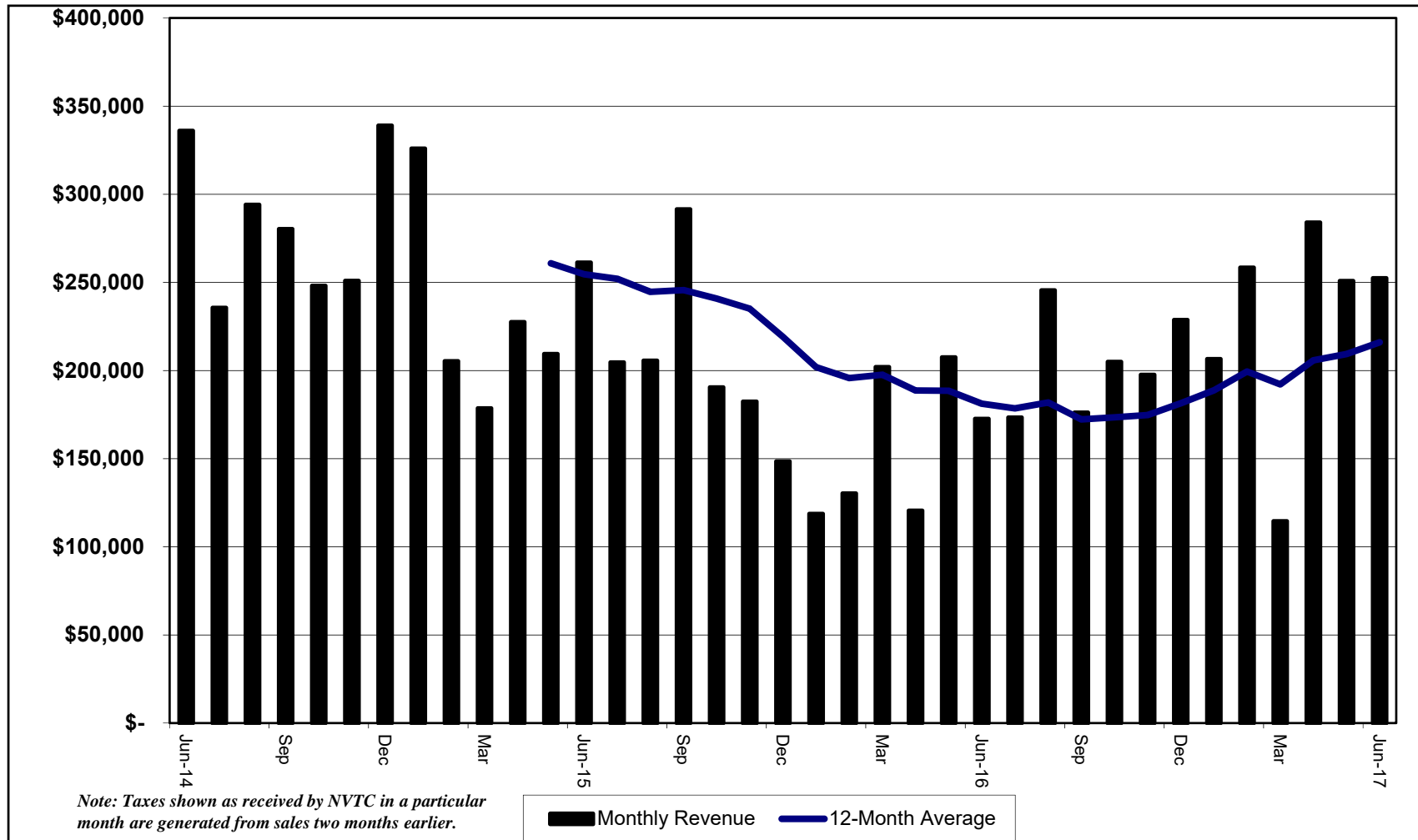
FISCAL YEARS 2014-2017



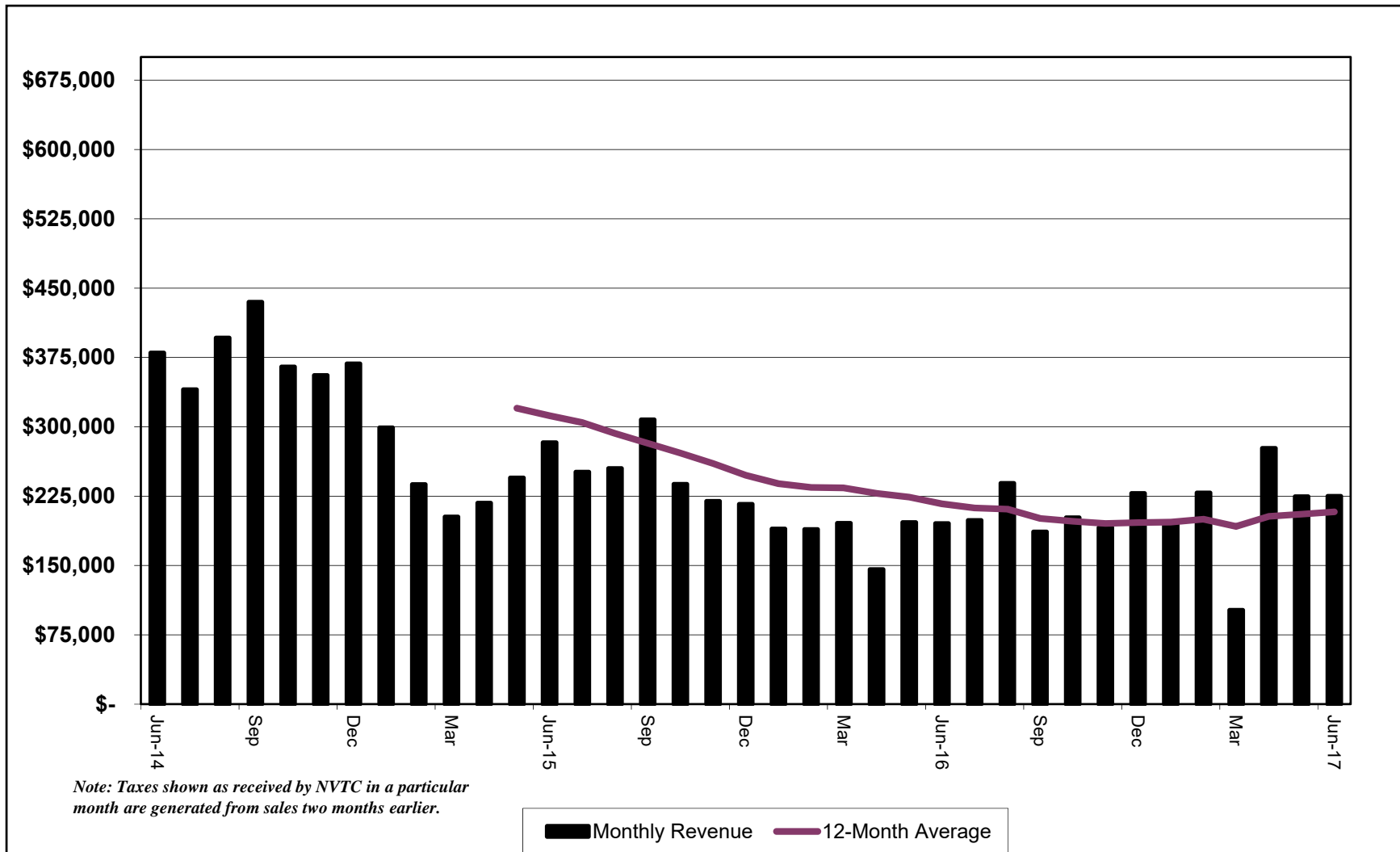
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2014-2017



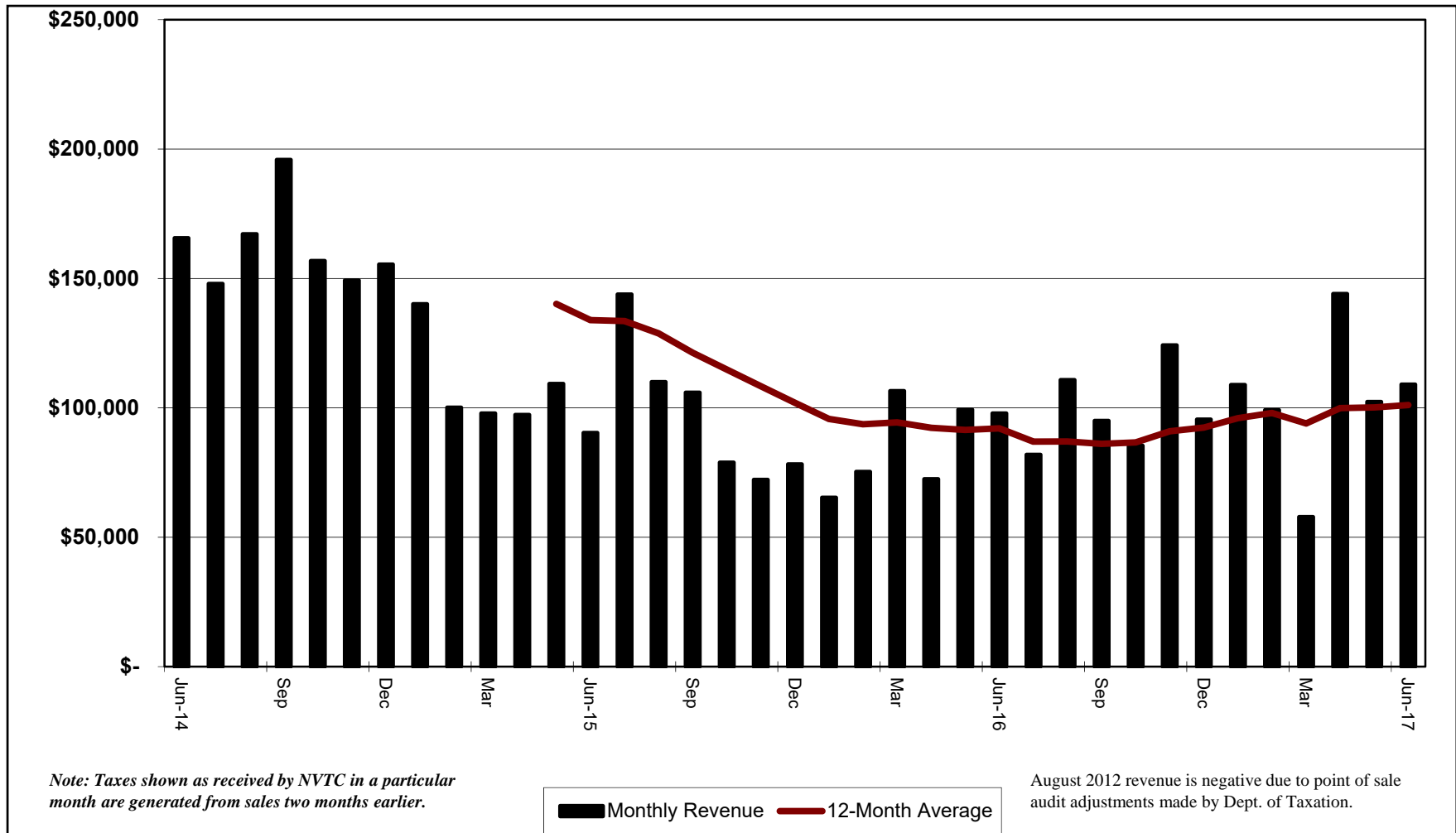
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2014-2017



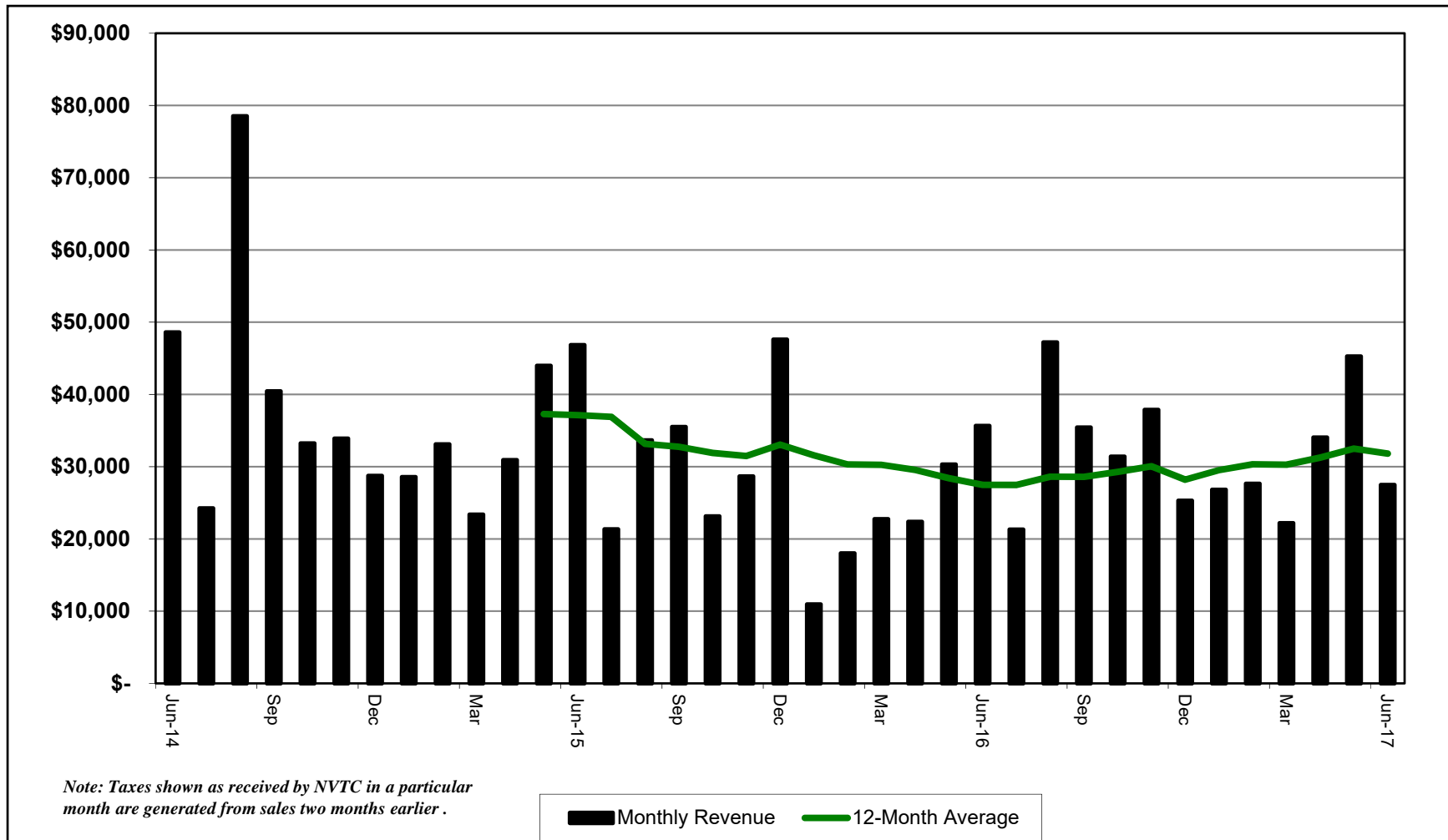
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2014-2017



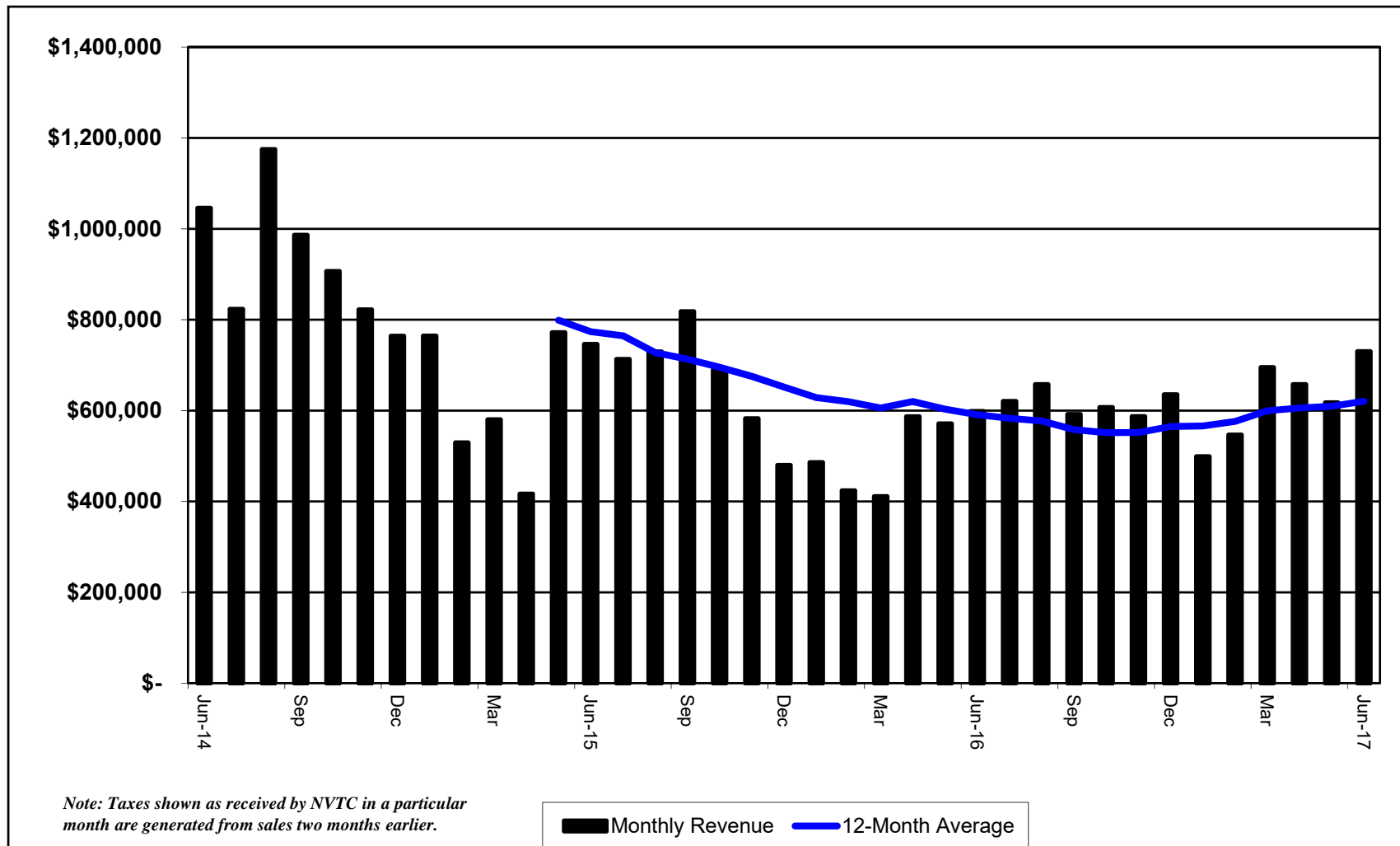
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2014-2017



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



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



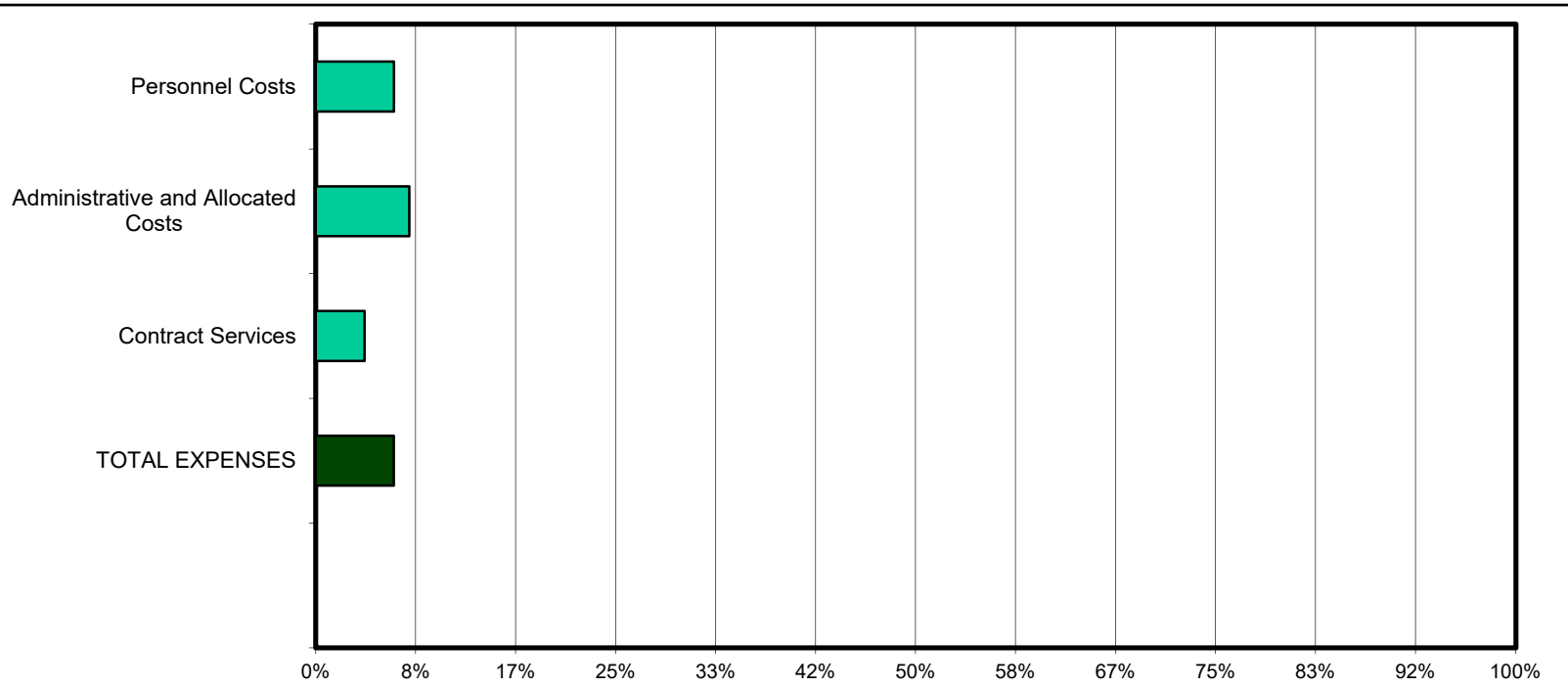
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Northern Virginia Transportation Commission

Financial Reports

July, 2017

Percentage of FY 2018 NVTC Administrative Budget Used
July 2017
(Target 8.34% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July, 2017

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 90,582.45	\$ 90,582.45	\$ 1,390,500.00	\$ 1,299,917.55	93.5%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>90,582.45</u>	<u>90,582.45</u>	<u>1,390,500.00</u>	<u>1,299,917.55</u>	<u>93.5%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	6,306.51	6,306.51	93,500.00	87,193.49	93.3%
Group Health Insurance	7,206.26	7,206.26	130,700.00	123,493.74	94.5%
Retirement	9,579.00	9,579.00	123,500.00	113,921.00	92.2%
Workmans & Unemployment Compensation	116.10	116.10	4,900.00	4,783.90	97.6%
Life Insurance	317.80	317.80	5,100.00	4,782.20	93.8%
Long Term Disability Insurance	465.78	465.78	6,500.00	6,034.22	92.8%
Total Benefit Costs	<u>23,991.45</u>	<u>23,991.45</u>	<u>364,200.00</u>	<u>340,208.55</u>	<u>93.4%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,750.00	1,750.00	12,800.00	11,050.00	86.3%
<i>Rents:</i>	<i>20,195.28</i>	<i>20,195.28</i>	<i>246,000.00</i>	<i>225,804.72</i>	<i>91.8%</i>
Office Rent	18,756.73	18,756.73	229,700.00	210,943.27	91.8%
Parking & Transit Benefits	1,438.55	1,438.55	16,300.00	14,861.45	91.2%
<i>Insurance:</i>	<i>473.00</i>	<i>473.00</i>	<i>6,800.00</i>	<i>6,327.00</i>	<i>93.0%</i>
Public Official Bonds	100.00	100.00	2,000.00	1,900.00	95.0%
Liability and Property	373.00	373.00	4,800.00	4,427.00	92.2%
<i>Travel:</i>	<i>-</i>	<i>-</i>	<i>30,300.00</i>	<i>30,300.00</i>	<i>100.0%</i>
Conference / Professional Development	-	-	17,000.00	17,000.00	100.0%
Non-Local Travel	-	-	2,500.00	2,500.00	100.0%
Local Travel, Meetings and Related Expenses	-	-	10,800.00	10,800.00	100.0%
<i>Communication:</i>	<i>818.12</i>	<i>818.12</i>	<i>13,000.00</i>	<i>12,181.88</i>	<i>93.7%</i>
Postage	-	-	1,700.00	1,700.00	100.0%
Telephone and Data	818.12	818.12	11,300.00	10,481.88	92.8%
<i>Publications & Supplies</i>	<i>769.56</i>	<i>769.56</i>	<i>12,500.00</i>	<i>11,730.44</i>	<i>93.8%</i>
Office Supplies	123.44	123.44	2,700.00	2,576.56	95.4%
Duplication and Paper	646.12	646.12	9,300.00	8,653.88	93.1%
Public Information	-	-	500.00	500.00	100.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July, 2017

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	4,728.35	4,728.35	45,500.00	40,771.65	89.6%
Furniture and Equipment (Capital)	4,471.81	4,471.81	11,000.00	6,528.19	59.3%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	256.54	256.54	33,500.00	33,243.46	99.2%
<i>Other General and Administrative:</i>	545.36	545.36	8,600.00	8,054.64	93.7%
Subscriptions	-	-	-	-	0.0%
Memberships	130.75	130.75	1,400.00	1,269.25	90.7%
Fees and Miscellaneous	414.61	414.61	5,600.00	5,185.39	92.6%
201341.79-1363	-	-	1,600.00	1,600.00	100.0%
Total Administrative Costs	<u>29,279.67</u>	<u>29,279.67</u>	<u>375,500.00</u>	<u>346,220.33</u>	<u>92.2%</u>
<u>Contracting Services</u>					
Auditing	-	-	22,600.00	22,600.00	100.0%
Contract Services and Support	5,550.00	5,550.00	150,000.00	144,450.00	96.3%
Legal	2,916.67	2,916.67	35,000.00	32,083.33	0.0%
Total Contract Services	<u>8,466.67</u>	<u>8,466.67</u>	<u>207,600.00</u>	<u>199,133.33</u>	<u>95.9%</u>
 Total Gross G&A Expenses	<u><u>\$ 152,320.24</u></u>	<u><u>\$ 152,320.24</u></u>	<u><u>\$ 2,337,800.00</u></u>	<u><u>\$ 2,185,479.76</u></u>	<u><u>93.5%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
July, 2017

			Wells Fargo	Wells Fargo	Virginia LGIP	
Date	Payer / Payee	Purpose	Checking	Savings	G&A / Project	Trusts
RECEIPTS						
3	Alexandria	G&A contribution		\$ 9,594.50		
7	VRE	Staff support		7,263.09		
12	DRPT	Operating assistance - WMATA				8,785,835.00
13	DRPT	Capital grant receipt - Falls Church				526.00
14	DRPT	Grant receipt - Falls Church			4,729.00	
18	DRPT	Capital grant receipt - VRE			17,272.00	
18	DRPT	Grant receipt - New Fare Collection			3,000.00	
19	FTA	Grant receipt - Falls Church			18,914.00	
24	DRPT	Capital grants receipts - VRE			775,440.00	
24	DRPT	Capital grants receipts - Arlington				349,279.00
24	DRPT	Capital grant receipt				2,041.00
24	DRPT	Capital grants receipts - Fairfax				10,975.00
25	DRPT	Capital grant receipt - Alexandria				170,000.00
25	DRPT	Capital grant receipt - VRE			81,165.00	
25	DRPT	Capital grant receipt - Fairfax				168,725.00
26	Fairfax	G&A contribution		173,721.00		
28	DRPT	Capital grant receipt - Fairfax				37,359.00
28	DRPT	Capital grant receipt - VRE			41,114.00	
31	DMV	Motor Vehicle Fuels Sales tax				2,782,329.34
31	Banks	Investment earnings		20.99	9,699.23	127,479.37
			-	190,599.58	951,333.23	12,434,548.71
DISBURSEMENTS						
1-31	Various	G&A expenses	(137,485.31)			
3	WMATA	Metrobus operating subsidies				(24,591,694.00)
3	WMATA	Metroaccess operating subsidies				(3,160,408.00)
3	WMATA	Metro rail operating subsidies				(18,951,049.00)
3	WMATA	CIP FY2018				(7,020,584.00)
6	Stantec	Consulting - NTD bus data	(13,389.71)			
7	Arlington	Other operating				(205,692.00)
7	Arlington	Other capital				(5,087,280.00)
7	Arlington	Other operating				(4,998,880.00)
18	VRE	Grant revenue			(17,272.00)	
18	Falls Church	Other capital				(526.00)
18	Falls Church	Costs incurred			(23,643.00)	
20	Kimley-Horn	Consulting - New fare collection	(6,000.00)			
24	VRE	Grant revenue			(775,440.00)	
25	VRE	Grant revenue			(81,165.00)	
28	VRE	Grant revenue			(41,114.00)	
31	Banks	Service fees	(72.74)	(25.16)		
			(156,947.76)	(25.16)	(938,634.00)	(64,016,113.00)
TRANSFERS						
6	Transfer	From LGIP to LGIP (NTD data collection)			13,389.71	(13,389.71)
20	Transfer	From LGIP to checking	100,000.00		(100,000.00)	
			100,000.00	-	(86,610.29)	(13,389.71)
NET INCREASE (DECREASE) FOR MONTH			\$ (56,947.76)	\$ 190,574.42	\$ (73,911.06)	\$ (51,594,954.00)

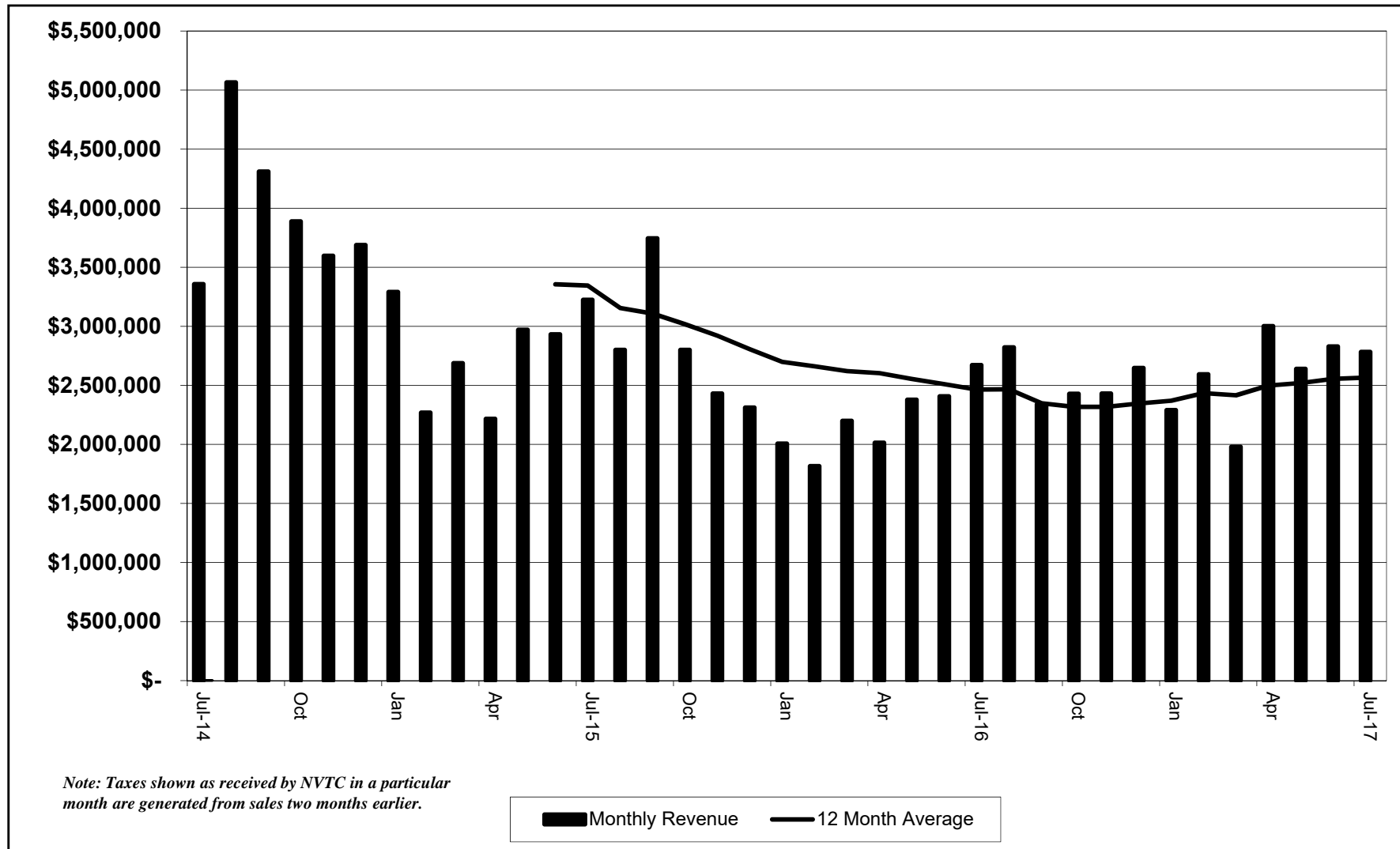
**NVTC
INVESTMENT REPORT
July, 2017**

Type	Rate	Balance 6/30/2017	Increase (Decrease)	Balance 7/31/2017	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 146,981.18	\$ (56,947.76)	\$ 90,033.42	\$ 90,033.42	\$ -	\$ -
Wells Fargo: NVTC Savings	0.100%	199,421.05	190,574.42	389,995.47	389,995.47	-	-
<u>Investments</u>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	1.155%	192,261,763.15	(51,668,865.06)	140,592,898.09	9,885,111.84	110,923,888.16	19,783,898.09
		<u>\$ 192,608,165.38</u>	<u>\$ (51,444,814.17)</u>	<u>\$ 141,072,926.98</u>	<u>\$ 10,365,140.73</u>	<u>\$ 110,923,888.16</u>	<u>\$ 19,783,898.09</u>

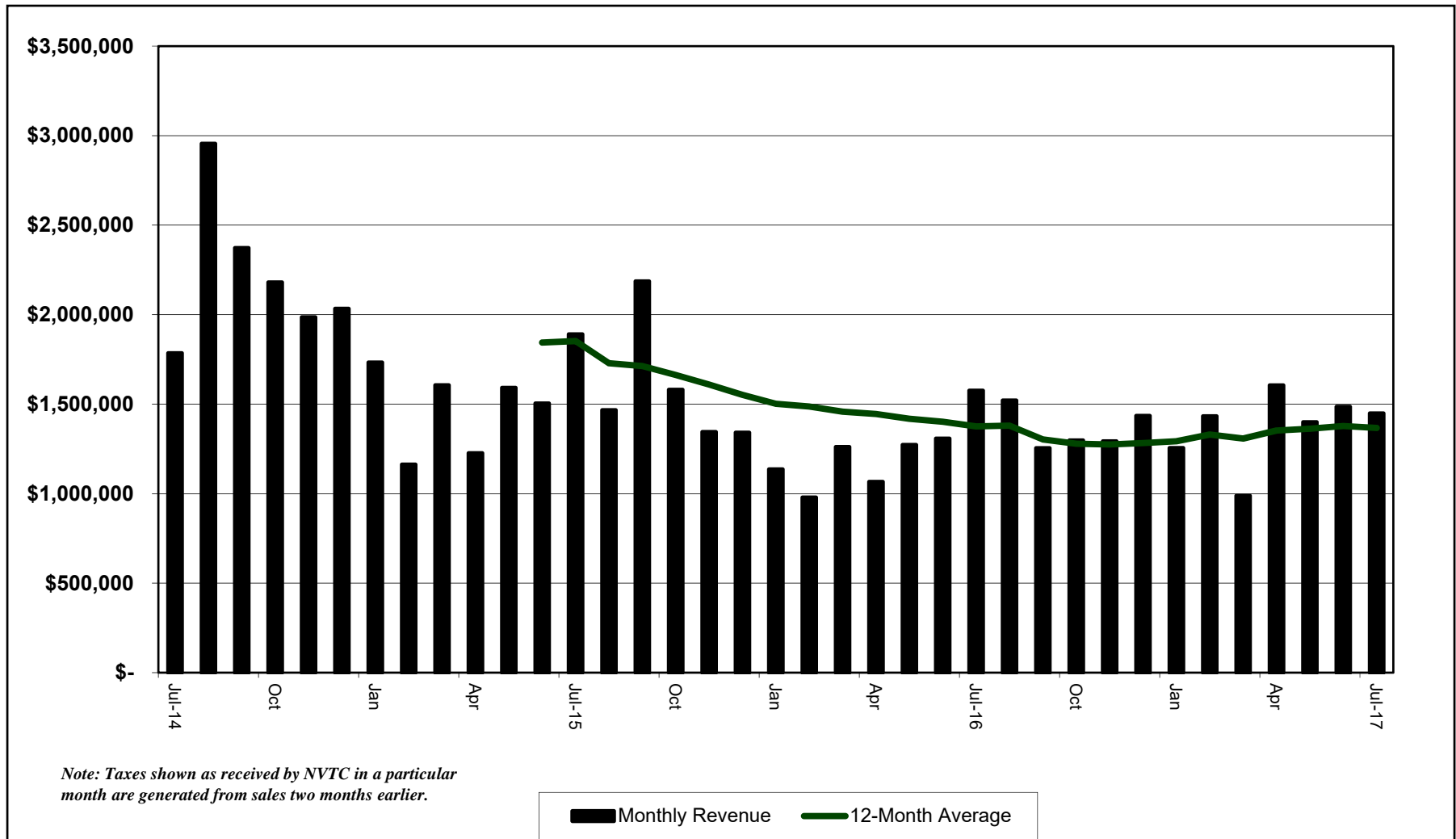
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

FISCAL YEARS 2015-2018



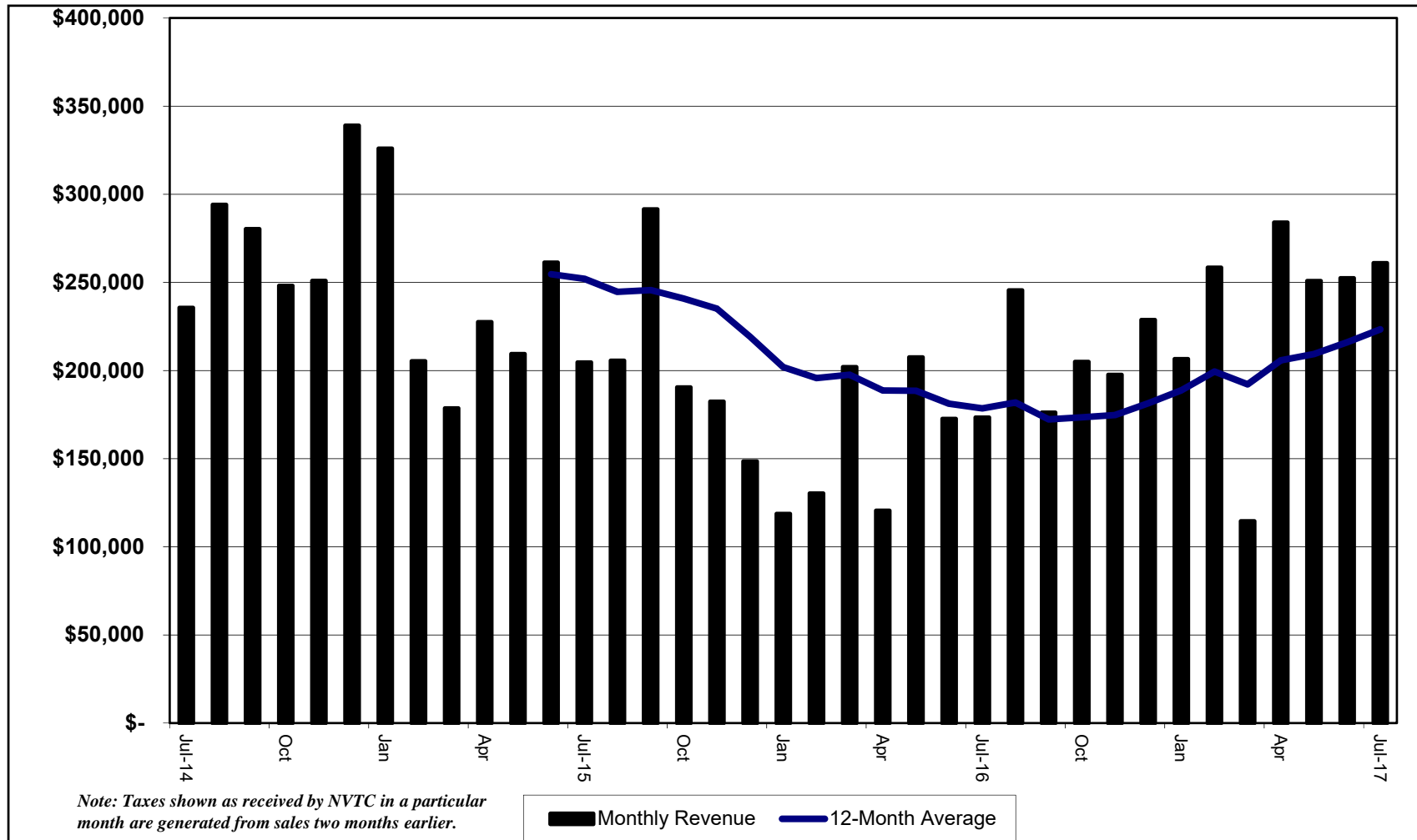
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2015-2018



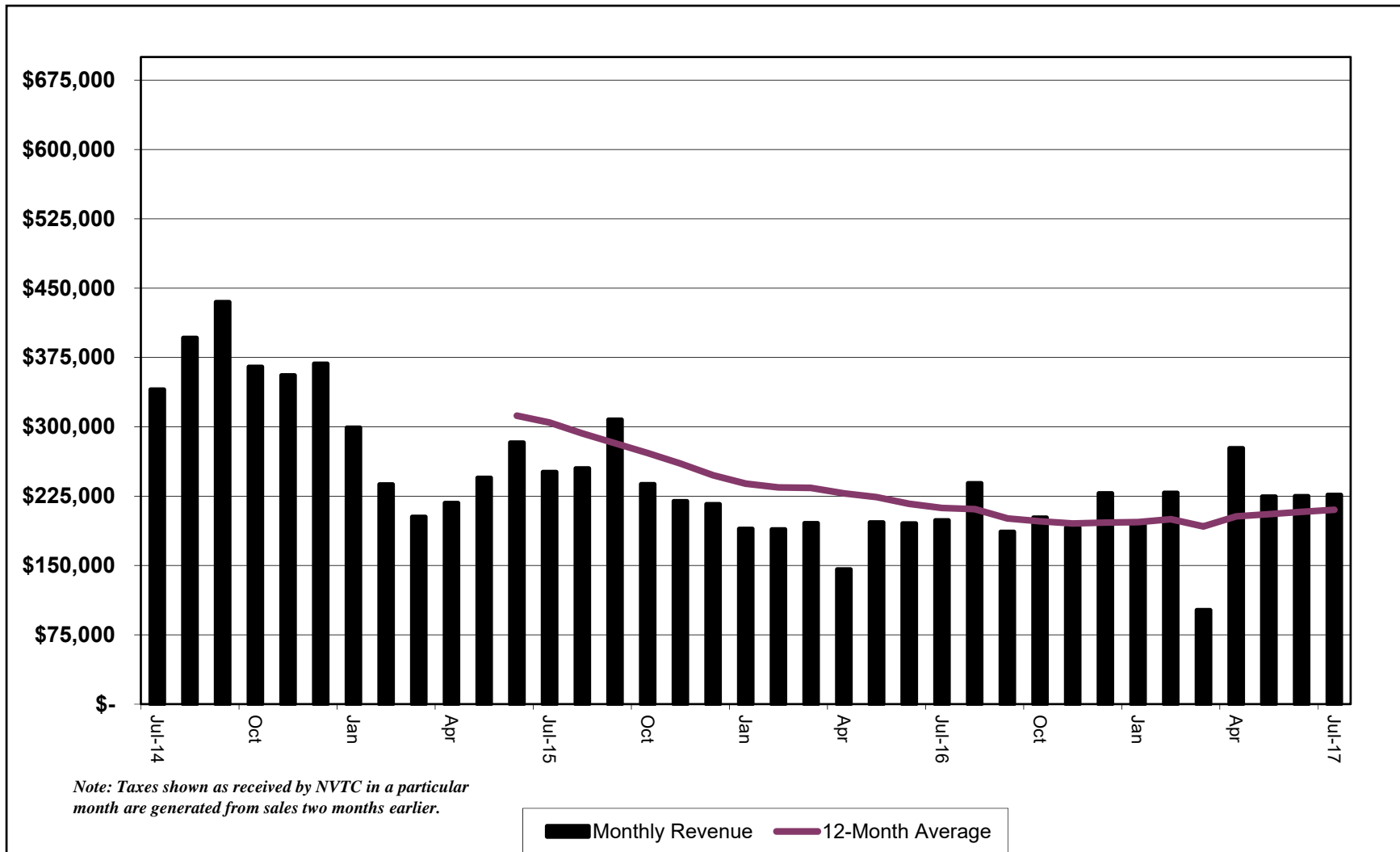
NVTC MONTHLY GAS TAX REVENUE

CITY OF ALEXANDRIA

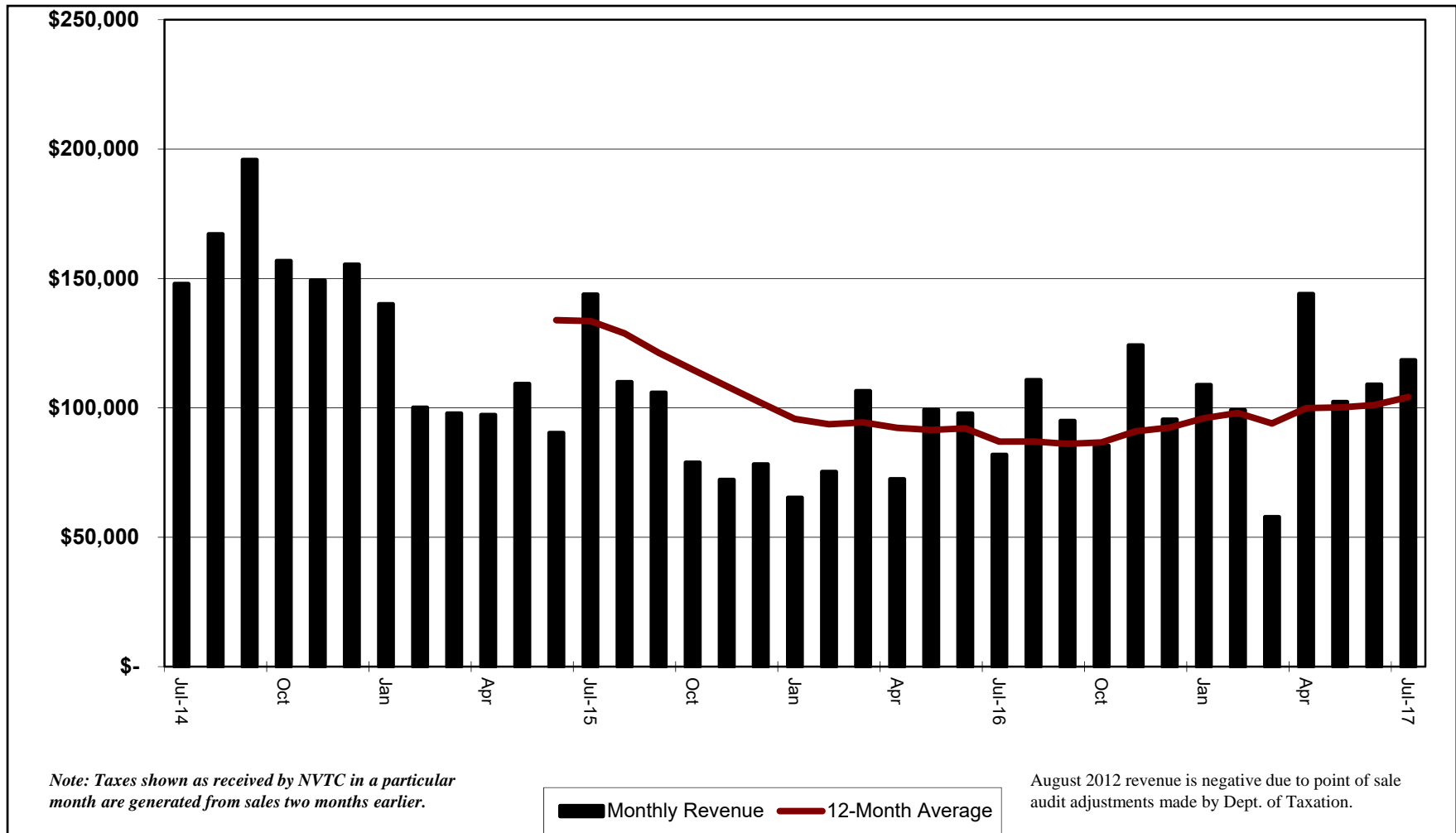
FISCAL YEARS 2015-2018



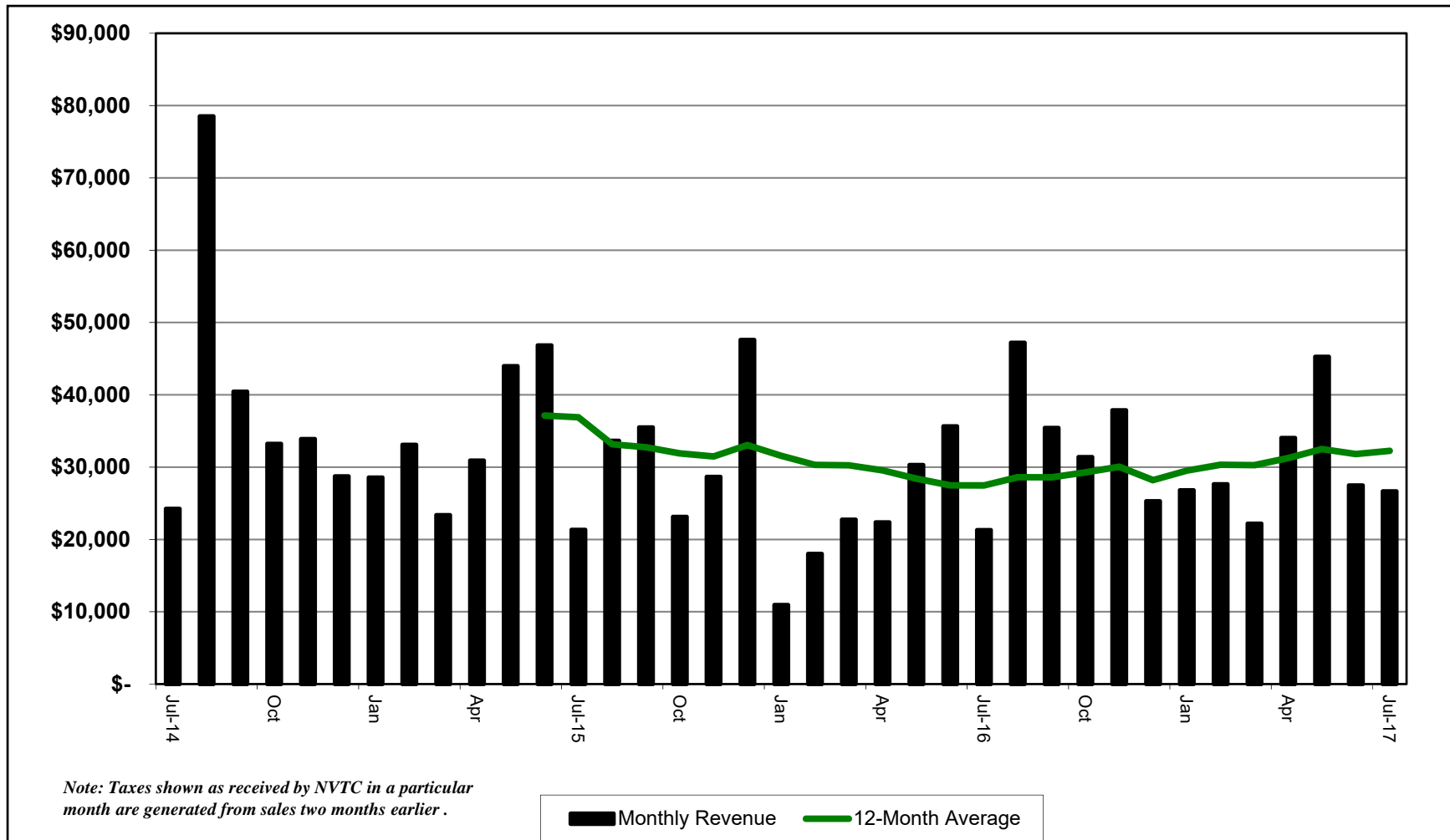
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2015-2018



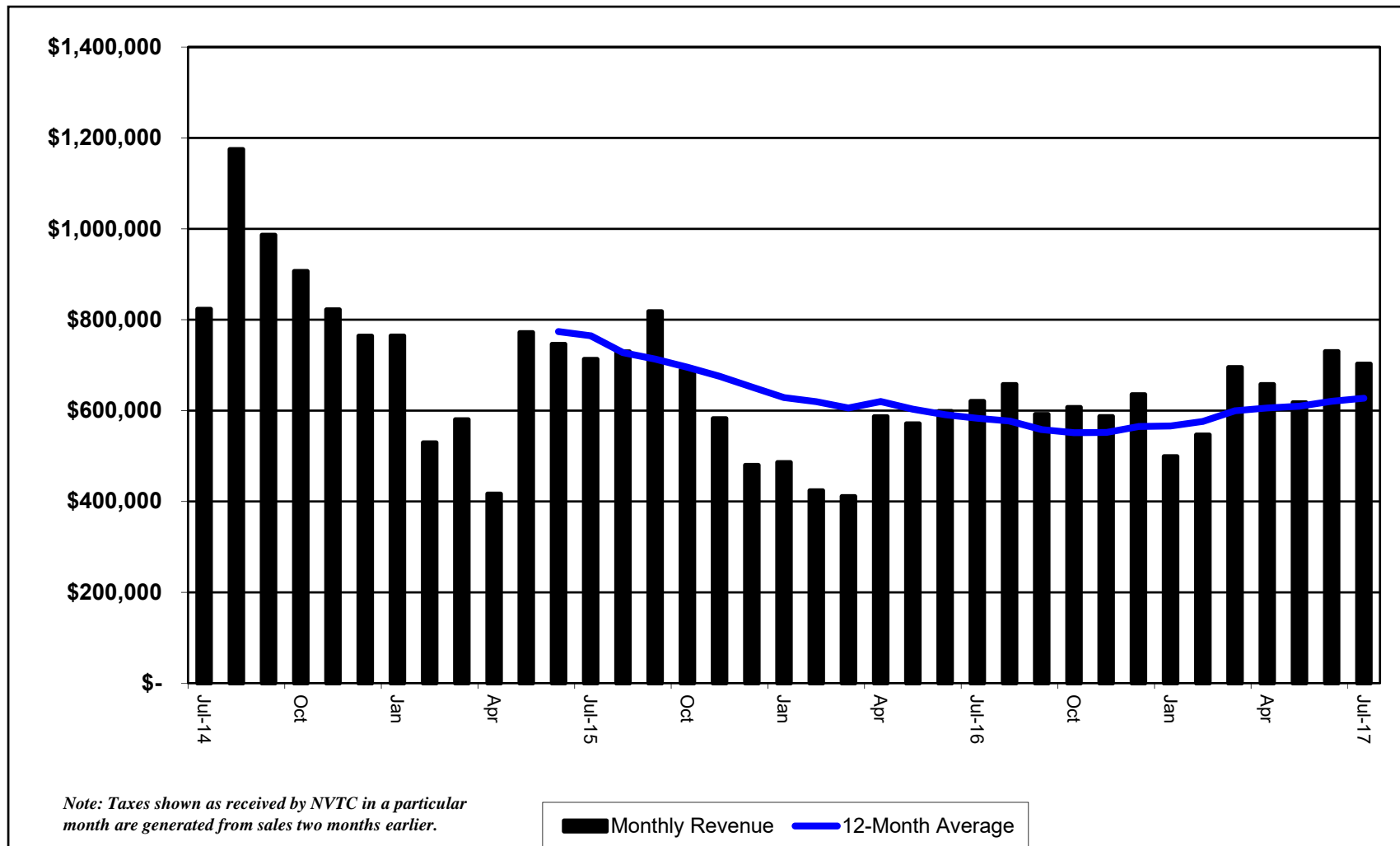
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2015-2018



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2015-2018



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2015-2018



Major NVTC Actions (September – December 2017)

SEPTEMBER 7, 2017

- Action: NVTC Resolution on WMATA Reforms
- Action: I-66 Commuter Choice Program FY2018 Call for Projects and Annual Report to the CTB
- Action: NVTC's Report on the Value of Metrorail and VRE to the Commonwealth of Virginia
- Transit Performance and Ridership Updates
 - Regional Bus Analysis, FY2017 4th Quarter Ridership Report, FY 2017 Annual Ridership
- Report from the Virginia Board Members of WMATA
- Report of the Chairs of NVTC Committees
- VRE Report
- DRPT Report
- NVTC Financial Report
- Committee Meetings: Executive Committee, Legislative and Policy Committee

SEPTEMBER 20, 2017 (2:00 P.M.)

- I-66 Commuter Choice Public Kick-Off Event (City of Falls Church, Governor McAuliffe invited)

OCTOBER 5, 2017

- Metro Reform Discussion (Ray LaHood invited) with Action: Authorization for Letter to Commonwealth
- Action: Route 7 Conceptual Engineering Jurisdictional MOA and Approval to Issue Request for Proposals
- Action: Notice of Direct Contributions to Jurisdictions
- VRE Report and Action Items
 - Action: Forward VRE Budget to Jurisdictions
- I-395 Multimodal Project Briefing
- Report from the Virginia Board Members of WMATA
 - Metro Survey Analysis
- NVTC Annual Transit Performance Update
- DC2RVA Update
- Report of the Chairs of NVTC Committees
- DRPT Report
- NVTC Financial Report
- Committee Meetings: Executive Committee, Governance and Personnel Committee

NOVEMBER 2, 2017

- Action: I-395 Multimodal Project Memorandum of Agreement
- Action: NVTC Disadvantaged Business Enterprise Goal and Methodology (FY2018-2020)
- VRE Report and Action Items
 - Action: VRE System Plan 2040 Revisions
- NVTC 2018 Legislative and Policy Agenda Presented
- Regional Bus Analysis and Findings
- NVTC FY2019 Budget Considerations
- NVTC FY2017 1st Quarter Ridership Report
- Report from the Virginia Board Members of WMATA
- Report of the Chairs of NVTC Committees
- DRPT Report
- NVTC Financial Report
- Committee Meetings: Executive Committee, Legislative and Policy Committee

NOVEMBER 2017 (Date to be determined)

- NVTC/WMATA Virginia Board Members Public Meeting (Location TBD)

DECEMBER 4, 2017 (9:00 A.M.)

- Joint NVTC-PRTC Legislative Briefing (Springfield Hilton)

DECEMBER 7, 2017

- Action: NVTC 2018 Legislative and Policy Agenda
- Action: NVTC and VRE Audits
- Action: NVTC 2018 Meeting Schedule
- VRE Report and Action Items
 - Action: VRE Legislative Agenda
- Call for Nominations for 2018
- NVTC FY2019 Budget and Work Plan Presented
- Report from the Virginia Board Members of WMATA
 - WMATA Preliminary Budget
- Report of the Chairs of NVTC Committees
- DRPT Report
- NVTC Financial Report
- Committee Meetings: Executive Committee serving as Audit Committee