



MONTHLY COMMISSION MATERIALS

November 2018

MEETING OVERVIEW – November 1, 2018

Action Items Include:

- I-66 Commuter Choice Program Project Selection Process
- I-66 Commuter Choice Program FY2020 Call for Projects
- I-66 Commuter Choice Program Standard Project Agreement

Other Meeting Highlights:

- Reports from the Interim WMATA Committee and the Virginia WMATA Board Members
- Proposed NVTC 2019 Legislative and Policy Agenda
- Envision Route 7 Conceptual Engineering Update
- NVTC FY2017 Regional Transit Performance Report
- VRE Draft 2019 Legislative Agenda
- VRE Commission Orientation: VRE and the Role of the Commissions
- Closed Sessions – NVTC Executive Director and VRE CEO Performance Evaluations

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**NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 1, 2018
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:00 P.M.

**6:10 P.M. Dinner is Available for Commissioners and Staff
6:15 P.M. Executive Committee – First Floor Small Conference Room**

Commissioners: Please note, we will be taking an official Commission photograph at the beginning of the meeting

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the October 4th NVTC Meeting**
3. **CLOSED SESSION: NVTC Executive Director's Performance Evaluation**
4. Washington Metropolitan Area Transit Authority (WMATA)
 - A. Report from the Interim WMATA Committee
 - B. Report from the Virginia WMATA Board Members
5. I-66 Commuter Choice Program
 - A. **ACTION ITEM: Approve the Revised I-66 Commuter Choice Project Selection Process**
 - B. **ACTION ITEM: Authorize the FY2020 I-66 Commuter Choice Program Call for Projects**
 - C. **ACTION ITEM: Approve the Revised I-66 Commuter Choice Program Standard Project Agreement**
6. Report from the Chair of the Legislative and Policy Committee
 - A. Proposed NVTC 2019 Legislative and Policy Agenda
 - B. Joint NVTC-PRTC Legislative and Policy Briefing
7. Envision Route 7 Conceptual Engineering Update
8. NVTC FY2017 Regional Transit Performance Report

9. Department of Rail and Public Transportation (DRPT)

10. Virginia Railway Express (VRE)

- A. VRE CEO Report and Minutes
- B. Draft VRE 2019 Legislative Agenda
- C. VRE and the Role of the Commissions

11. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Report

12. CLOSED SESSION: VRE CEO's Performance Evaluation

**MINUTES
NVTC COMMISSION MEETING – OCTOBER 4, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 7:15 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 M. LeMunyon
Matt Letourneau
Tim Lovain
Jeff McKay
David Meyer
Ron A. Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
M. David Skiles
Paul Smedberg
David Snyder
Raul “Danny” Vargas
Jennifer Wexton

Staff Present

Kate Mattice, Executive Director
Matt Cheng
Karen Finucan Clarkson
Andrew D’huyvetter
Nobuhiko Daito
Joey de St. Aubin
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Aimee Perron Siebert
Jae Watkins
Steve MacIsaac (counsel)
Joe Swartz (VRE)

Opening Remarks

Chairman Smedberg welcomed everyone to the October 4th NVTC meeting. He reviewed the action items.

Chairman Smedberg announced two changes to the Agenda. The Closed Session will be deferred until the November meeting since VRE CEO Doug Allen was not able to attend due to illness. His performance evaluation will be conducted in Closed Session next month, as well as NVTC Executive Director Kate Mattice's performance evaluation. Chairman Smedberg also noted that the DRPT Report will be moved to earlier in the Agenda to accommodate Ms. Mitchell's early departure. There were no objections.

Chairman Smedberg reported that a Commissioner photo will be taken at the beginning of the November meeting.

Oath of Office for New Commissioner

Chairman Smedberg announced that the Speaker of the House appointed James M. LeMunyon to serve on NVTC. Chairman Smedberg administered the oath of office to Mr. LeMunyon and Commissioners welcomed him to NVTC.

Minutes of the October 4, 2018 NVTC Commission Meeting

Mr. Skiles requested a wording change on Page 4/Paragraph 3 to reflect that David Meyer made the observation instead of him.

Mr. Skiles moved, with a second by Mr. McKay, to approve the amended minutes. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Lovain, McKay, David Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton. Commissioners Cook and LeMunyon abstained.

Consent Agenda

Mr. Skiles moved, with a second by Mr. McKay, the following Consent Agenda item:

A. Authorize the Notice of Direct Contribution to Jurisdictions

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

Washington Metropolitan Area Transit Authority

Report from the Interim WMATA Committee. Chairman Smedberg reviewed the upcoming meeting schedule of the Interim WMATA Committee: October 17th, November

8th and December 19th. He noted that the committee has been serving its purpose and continues to have robust discussions on WMATA issues. He thanked staff, especially Andrew D'huyvetter, for their hard work to get the committee established.

Chairman Smedberg stated that following discussion at the second committee meeting on September 19th, the Interim WMATA Committee recommends two actions: 1) authorize the executive director to send the inaugural NVTC Report on the Performance and Condition of WMATA to the Governor and the General Assembly; and 2) authorize the chairman to send a letter to WMATA commenting on its parking pilot and other parking issues.

Ms. Mattice explained that with the creation of a dedicated funding source for WMATA capital funding under HB1539/SB856 (2018), the General Assembly now requires NVTC to report annually on the performance of WMATA as well as identify strategies to control costs and improve operational efficiency. This is NVTC's inaugural Report on the Performance and Condition of WMATA, which will be sent to the Governor and the General Assembly in advance of the November 1, 2018 legislative deadline. Because of the deadline – a mere 120 days following the effective date of the law – the report includes the most recently available data and includes cost controlling strategies that NVTC already identified through its reform efforts in the past year. As NVTC reports each year, the Commission will be able to reflect upon changes in that data from the previous year as well as develop new cost control strategies for inclusion in future reports.

Ms. Mattice explained that as directed in Virginia Code §33.2-3403, the report covers the following:

1. The safety and reliability of the rapid heavy rail mass transportation system and bus network.
2. The financial performance of WMATA related to the operations of the rapid heavy rail mass transportation system, including farebox recovery, service per rider, and cost per service hour.
3. The financial performance of WMATA related to the operations of the bus mass transportation system, including farebox recovery, service per rider, and cost per service hour.
4. Potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations.
5. Use of the funds provided from the WMATA Capital Fund to improve the safety and condition of the rapid heavy rail mass transportation system.
6. Ridership of the rapid heavy rail mass transportation system and the bus mass transportation system.

Ms. Mattice explained that the report uses audited and verified data from two major sources – the Federal Transit Administration's (FTA) National Transit Database and WMATA's Metro Performance Reports. The National Transit Database is a congressionally-mandated reporting system that has rigorous reporting standards and requires multi-step validation prior to its publication. WMATA's Metro Performance Reports are produced quarterly and are used by the organization to measure WMATA's progress in meeting its strategic goals. She explained that the November 1st deadline is a little awkward as several key data elements, mostly on the financial performance side,

are not released until October or November of each year. Therefore, this report includes 2016 data for financial performance. Since FTA just released the 2017 data, NVTC staff is currently reviewing the data and will update the report, which should be able to be incorporated into the report before the November 1st deadline.

Ms. Mattice also noted that the report includes a section for NVTC to identify strategies that, if implemented, would have the potential to reduce the growth in WMATA's operating costs and improve its operational efficiency. The report summarizes items that the Commission has discussed and deliberated thus far, many of which are in NVTC's two WMATA reform resolutions passed last year, as well as items identified by the Interim WMATA Committee. It is expected that moving forward in future years' reports the Commission will identify new strategies for inclusion in the annual report.

Ms. Mattice stated that the report identifies more than 20 strategies – cross cutting and topic-specific. The crosscutting strategies are: 1) Align WMATA's business model to reflect shifts in urban/suburban mobility and define its role within the concept of mobility as a service; and 2) Encourage the development and use of innovation and technology within the WMATA workforce and contractor-provided services, in procurement actions, and operational processes. The report includes strategies that, if implemented, have the potential to reduce the growth in WMATA's operating costs and improve its operational efficiency. In addition to the crosscutting strategies, the report presents strategies in six categories:

1. Rebuild Rail and Bus Ridership
2. Enhance Efficiency of Metrobus and Metrorail Operations
3. Control Cost Escalation for Labor and Contracted Services
4. Optimize Revenue Collection
5. Increase Non-Fare Revenues
6. Enhance Efficiency of the Workforce and Contractors

Ms. Mattice noted that the legislation requires NVTC to report on the use of dedicated WMATA Capital Funds. Because of the timing of this report, no expenditures were reported for this report but NVTC will provide information on the use of these funds in the future. She stated that following approval of this report, NVTC staff will present this report to the Commonwealth Transportation Board. Staff plans to provide individual briefings to members of the General Assembly prior to the beginning of the 2019 General Assembly Session.

Ms. Mattice thanked the project team, led by Nobuhiko Daito, who worked feverishly through the summer to produce this report, as well as the team from WSP, led by Nate Macek. She also thanked the staff at WMATA for providing NVTC with data and for contributing to the review effort.

In response to a question from Mr. LeMunyon regarding the addendum, Ms. Mattice stated that since NVTC just received the 2017 data, it should be able to be incorporated into the report prior to the November 1st deadline and no addendum will be needed. Mr. LeMunyon suggested that for future reports NVTC include metrics on topics such as farebox recovery, service per rider, and cost for service hours, from the last 4-5 years to show trends. He observed that just including one year of data does not show if WMATA

is getting better or worse. He also suggested future reports offer more suggestions to Section 4.1 “Strategy 1: Rebuild Rail and Bus Ridership.” Mr. Dorsey agreed that for the future the report should build on trends and present as much data from this point moving forward. In his opinion, looking back at past performance muddles the water because this report is on WMATA performance tied to increased state funding. There was no increased state funding in the past. This inaugural report sets a baseline.

In response to a question from Senator Ebbin, Ms. Mattice stated she is working with Ms. Perron Siebert to identify legislators to meet with and discuss the report. NVTC is interested in meeting with all legislators.

Ms. Garvey asked about seeking a legislative solution to the deadline issue, since data may be delayed. Ms. Mattice answered that NVTC is not interested in seeking a legislative change at this time but will address it on a year-to-year basis and may work to find an administrative fix. This year it ended up that the data was released in time.

Mr. Dorsey left the meeting at 7:35 P.M. and did not return.

Mr. Letourneau moved, with a second by Ms. Cristol, to authorize the executive director to send the NVTC 2018 Report on the Performance and Condition of WMATA to the Governor and General Assembly, with the updated financial performance data. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

Chairman Smedberg stated that the Interim WMATA Committee also recommends the Commission authorize him to submit a letter to WMATA commenting on its proposed parking policy and pilot programs during WMATA’s public comment period, anticipated for late October 2018. He reminded Commissioners that the letter was discussed at the September meeting. The letter was then reviewed and refined by the Interim WMATA Committee at its September 19th meeting. Chairman Smedberg stated that the refined letter reflects the following changes from last month:

1. It strengthens the Commission’s “ask” for WMATA to extend the non-rider fee exemption to local transit. This means the Commission is advocating for local transit users who park at Metrorail parking facilities but do not ride Metrorail to pay the regular parking rate.
2. Other changes in response to Mr. Letourneau’s comments about WMATA charging for weekend parking. The committee agreed that policy decisions in this area require additional research and analysis on the potential negative impact that charging parking fees on weekends may have on weekend ridership.

Chairman Smedberg also observed that there may be additional information provided in the public hearing docket once it opens, so he is seeking authorization from the Commission to send the letter contingent on further review and refinement by the Interim WMATA Committee at its October 17th meeting if needed. There were no objections.

Ms. Bulova moved, with a second by Mr. Corcoran, to authorize the chairman to send the letter to WMATA. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, Letourneau, Lovain, McKay, David Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton. Mr. LeMunyon voted no.

Report from the Virginia WMATA Board Members. Mr. Corcoran noted that Mr. Dorsey had to leave early. He reported that the WMATA Board met with the Metro Safety Commission (MSC). The MSC must be up and operating by April 2019 to meet the federal deadline and it is well on its way to meeting this deadline.

Mr. Ron Meyer arrived at 7:40 P.M.

Mr. Corcoran reported that the WMATA FY2020 budget process will be starting up in a few weeks. Budget parameters include no plan to propose fare increases or service cuts and WMATA must stay within the three percent subsidy cap. Final budget approval is expected in March 2019.

In response to a question from Mr. LeMunyon, Mr. Corcoran stated that the WMATA document recently leaked to the media regarding strategies to increase ridership was an internal document that wasn't even shared with top management or the WMATA Board. It is not a plan, but just suggestions at this point. Mr. LeMunyon asked if a plan is expected and on what timeframe. Mr. Corcoran stated that the region should expect a plan but he can't speak to the timing. Mr. Snyder requested that NVTC have an opportunity to look at that plan and comment on before it is finalized. Mr. Corcoran stated he doesn't see that plan moving forward without input from NVTC.

Mr. McKay stated that in written meeting materials the Huntington Metro Station joint development solicitation speaks to replacement of parking facilities. He stated that there is no evidence for the need for additional parking at that station and it would be inconsistent with Fairfax County's BRT and Embark Plan to rely on additional parking at Huntington. He hopes when this item comes back to the WMATA Board, the full replacement of parking facilities is not included.

In response to a question from Mr. Vargas about the status of Silver Line Phase 2, Mr. Corcoran explained that the Metropolitan Washington Airports Authority is responsible for construction. WMATA will take over when its proven acceptable. The main issue is the concrete issue, which is under investigation by WMATA's Office of the Inspector General. Ms. Mitchell stated that once certified, the Metro Safety Commission will take over oversight.

Department of Rail and Public Transportation

Ms. Mitchell announced that at the September 18th Commonwealth Transportation Board (CTB) meeting, the board adopted a final resolution to approve the Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority. The CTB is expected to take action on the resolution on the Policy for the Implementation of State Transit Capital Prioritization at its October 30th meeting. The new approach is mandated by the omnibus transit funding bill (HB1539/SB856 2018).

A 45-day public comment period on DRPT's proposed policy and guidelines began on September 10th. She also reported that good progress is being made on the operating prioritization process.

Ms. Mitchell left at 7:51 P.M. and did not return.

Follow-Up from NVTC Strategic Retreat

Chairman Smedberg stated that there are two action items that are follow-ups from the Strategic Retreat: 1) Changes to the NVTC By-Laws; and 2) A new NVTC Policy on Appointing NVTC Members to the WMATA Board.

Chairman Smedberg noted that the proposed changes to the NVTC By-Laws were presented at the September Commission meeting. He reviewed the changes:

1. Revisions to language in Section 2.C. regarding NVTC's four members representing the House of Delegates to align with the General Assembly budget amendment passed during the 2018 Session which amended Virginia Code Section §33.2-1904 to allow the Speaker of the House to appoint non-House members to NVTC.
2. Revisions to language in Section 5.B(1) regarding NVTC Officers, adding "The chairman shall not also be an appointee to the WMATA Board of Directors as a principal member."
3. Additional new and revised language in Section 10 regarding NVTC's Committees to:
 - a. Articulate general provisions for all committees;
 - b. Revise the membership and provide technical clarification to the charge of the Executive Committee; and
 - c. Establish standing committees for WMATA, Legislative and Policy, and Program Advisory, with language on membership, charge and structure for each committee.
4. General technical and conforming edits.

Mr. Skiles moved, with a second by Mr. Ron Meyer, to approve the changes to the NVTC By-Laws. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

Chairman Smedberg stated that the Commission is also being asked to approve a new policy on the appointments of NVTC members to the WMATA Board. The Executive Committee spent several months discussing the proposed policy, which reflects the discussion at the Strategic Retreat and subsequent discussions on how NVTC members should be appointed to the WMATA Board in light of new legislation (HB1539/SB856 2018). The proposed policy will guide NVTC to provide:

1. The strongest NVTC representation on the WMATA Board;
2. Strive to appoint members based on a rotation schedule that will allow a member from the four largest NVTC jurisdictions to serve within a 12-year period;
3. Consider timing for opportunities to serve in WMATA leadership roles;
4. Acknowledge the need for flexibility to ensure all NVTC jurisdictions have effective representation.

The second page of the policy memorializes the background of NVTC as the appointing body for Virginia representation on the WMATA Board and the history of legislative changes affecting WMATA Board appointments.

Ms. Bulova moved, with a second by Ms. Cristol, to approve the NVTC Policy on the Appointment of NVTC Members to the WMATA Board.

Ms. Bulova observed that a lot of work went into this issue and she expressed her opinion that the policy is reflective of what NVTC was trying to accomplish with the chart that was presented at the Strategic Retreat, which tried to reflect that all jurisdictions should have the opportunity to exercise leadership on WMATA.

Mr. Snyder asked if the policy rules out the two smallest jurisdictions (Falls Church and the City of Fairfax) to serve as a Principal WMATA Board member. Ms. Bulova responded that it definitely does not rule that out.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

I-66 Commuter Choice Update

Ms. Mattice stated that NVTC is authorized under the Commonwealth to administer a competitive multimodal program that uses a portion of the tolls collected under VDOT's I-66 Inside the Beltway program. To date, NVTC has funded more than \$22 million in transit, TDM, ITS and outreach programs that are benefiting toll payers from Loudoun to Gainesville, to Fairfax, Arlington and Falls Church.

Ms. Cristol left at 7:57 P.M. and did not return.

Ms. Mattice announced that October 1st was the first day of service for a new Loudoun Metro Connection bus route from Purcellville to the Wiehle-Reston East Metrorail Station. In addition, throughout October, all Loudoun Metro Connection bus rides will be free. This new bus service and the free bus rides are offered through the ISHARE66 Commuter Incentives program funded directly by NVTC's I-66 Commuter Choice program.

Ms. Mattice stated that the Commission is being asked to authorize her to submit the NVTC I-66 Commuter Choice Program FY2018 Annual Report to the Commonwealth Transportation Board (CTB). According to the Memorandum of Agreement, NVTC is required to provide an annual report to the CTB within 120 days of the end of NVTC's

fiscal year. This is the second annual report to the CTB. The report, as required by the MOA, provides descriptions of the projects selected for funding and documents the benefits that were the basis for evaluation and selection of each project.

Mr. LeMunyon asked how much toll revenue has been collected this year from the Commonwealth. Ms. Mattice stated that NVTC receives toll estimates on a quarterly basis and it is anticipated that NVTC will receive approximately \$15 million for FY2019. As outlined in the MOA, there are certain expenses that VDOT has with the operation of the toll system. Specific questions will need to be submitted to VDOT.

Ms. Bulova moved, with a second by Senator Ebbin, to authorize the executive director to send the annual report to the CTB. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Ebbin, Foust, Garvey, Hudgins, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

Ms. Happ, program manager, updated the Commission on the latest developments of the I-66 Commuter Choice program. It is anticipated that several action items will be presented at the November meeting. These are: 1) results of the re-examination of the I-66 Commuter Choice Prioritization Process and Evaluation Criteria; and 2) the issuance of this year's I-66 Commuter Choice Call for Projects.

Ms. Happ stated that at the November meeting staff will present an updated I-66 Commuter Choice Prioritization Process and Evaluation Criteria for approval by the Commission. She explained that the MOA requires NVTC to develop and implement a prioritization process to evaluate projects submitted by eligible applicants. Since the current measures were approved by NVTC in March 2016, the program has gone through two rounds of funding. The approved measures were derived from the Improvement Goals articulated in the MOA, giving the greatest weight to those projects which improve travel in the corridor as measured by person throughput, improved connectivity across types of travel, travel time, and access to jobs.

Ms. Happ stated that the re-examination process involved input and engagement of technical staff and consultants, the I-66 Commuter Choice Staff Working Group, and the I-66 Commuter Choice Commissioner Working Group. At the September 6th Commissioner Working Group, suggestions were made for further refinement. NVTC staff subsequently made adjustments and presented the refinement to the Staff Working Group on September 20th and met with each Commissioner Working Group member (Commissioners John Foust, Libby Garvey, David Meyer, Ron Meyer and Dave Snyder) for final feedback. There was general agreement that the process worked well, but that certain changes were needed. She reviewed the changes to the evaluation criteria.

Chairman Smedberg asked if NVTC expects to run a similar program and timeline when the I-395 project begins. Ms. Mattice stated staff is working with the Commonwealth on the timing of that. NVTC plans for use the I-66 Commuter Choice program as a model.

Mr. Letourneau asked if it would be possible to look back at past projects to see how they would have scored with the proposed changes. In response to a question from Mr. Skiles, Ms. Happ reviewed how projects are scored. Mr. LeMunyon asked about timing with NVTA's call for projects. Ms. Mattice stated that NVTC and NVTA were in alignment last

year, but the Authority may be delayed this year. NVTC is sticking with the CTB cycle but will check with NVTA. Mike Longhi, from NVTA, stated that the NVTA's call for projects is scheduled for July 2019. Mr. LeMunyon asked how a private citizen would look at the scoring of NVTC and NVTA. Ms. Mattice stated that when NVTC started this process it aligned in many ways with NVTA. It is important to recognize that NVTA requires greater reliance on modelling and technical evaluations because of the large dollar amounts for certain projects. NVTC has worked to make things appropriately aligned with the Authority and Smart Scale because it recognizes applicants are applying for several sources of funding.

Mr. LaRock arrived at 8:14 P.M.

Virginia Railway Express

VRE CEO Report. Chairman Smedberg reminded Commissioners that Mr. Allen's performance evaluation will be moved to the November meeting. He then asked Mr. Swartz to give the VRE Report.

Mr. Swartz reported that VRE continues to be on schedule to meet the December 31, 2018 Positive Train Control (PTC) deadline. VRE is currently undergoing system integration testing with the host railroads through November. VRE has submitted paperwork to the Federal Railroad Administration for an extension just in case it is needed. He also reported that average daily ridership for the month of August was 18,040. On-time performance (OTP) was 72 percent, primarily due to weather.

Referral of the Preliminary FY2020 VRE Operating and Capital Budget. Ms. Bulova stated that the VRE Operations Board recommends the Commissions authorize the referral of the Preliminary FY2020 VRE Operating and Capital Budget to the jurisdictions for their review and comment. Resolution #2367 would accomplish this.

Ms. Bulova explained that the preliminary FY2020 budget proposes a three percent average fare increase effective the first week of July 2019 with the start of the FY2020 budget. VRE's preliminary FY2020 operating budget totals \$90.6 million, which includes operations, maintenance, and existing debt service. This is an increase of \$2.0 million or 2.3 percent over the approved FY2019 operating budget. The preliminary operating budget includes a proposed three percent average fare increase and no change in the jurisdictional subsidy. The preliminary operating budget has a current net unfunded amount of \$1.9 million.

VRE's preliminary FY2020 capital budget includes commitments of \$64.7 million from federal, state, regional, and local funding sources towards the Capital Improvement Program (CIP). The preliminary budget does not yet include formal recommendations for the programming of VRE's funds from the newly created Commuter Rail Operating and Capital Fund (CROC). These recommendations will be developed in coordination with the Operations Board and the Commissions in the coming months and included in the final FY2020 budget.

Ms. Bulova noted that as in prior years, VRE will submit a balanced budget in December for the Operations Board's consideration and referral to the Commissions for final approval in January 2019. Projections of both revenue and expenses are still under review by VRE staff and may change over the next few months.

Ms. Bulova moved, with a second by Mr. David Meyer, to approve Resolution #2367 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton.

Agreement Between NVTC and PRTC for Distribution and Allocation of the Commuter Rail Operating and Capital Fund (C-ROC). Ms. Bulova stated that the VRE Operations Board recommends the Commissions authorize their respective executive directors to sign the Agreement Between NVTC and PRTC for Distribution and Allocation of the Commuter Rail Operating and Capital Fund. Resolution #2368 would accomplish this.

Ms. Bulova stated that NVTC and PRTC staff have reached agreement on how funds from the newly created C-ROC Fund will be disbursed to them, as well as the process by which the Commissions, as part of the annual VRE budget process, will determine the purposes for which C-ROC funding will be expended. The execution of the proposed agreement will create the necessary framework for receiving, investing, programming, and expending the C-ROC funds, which totals \$15 million annually.

Ms. Bulova moved, with a second by Mr. David Meyer, to approve Resolution #2368 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, David Meyer, Ron Meyer, Skiles, Smedberg, Snyder, Vargas and Wexton

Executive Director Report

Ms. Mattice reported that she is continuing to build the NVTC team. As was announced last month, Allan Fye accepted the director of programs and policy position and started on September 17th. She also introduced Jae Watkins, who is the new Commuter Choice Marketing and Outreach Manager. Ms. Watkins brings 10 years of outreach and engagement experience to NVTC, most recently with Renew Alexandria. Ms. Mattice stated that she is continuing to work to fill other vacancies – a grants manager and a Commuter Choice transit program manager.

Ms. Mattice reported that she and Dan Goldfarb attended the Kickoff Summit for the Bus Transportation Project on September 12th. She is serving on the Strategy Advisory Panel and Mr. Goldfarb is serving on the technical team. The Bus Transformation Project is a regional effort to develop a unified vision, strategies, and an action plan to update the Washington region's business model for running a sustainable bus system.

Ms. Mattice reported that the Commonwealth Transportation Board met on September 17-18, where she presented NVTC's testimony, which was approved at the September

meeting. She also attended the APTA Annual Transit Conference in Nashville (September 24-26). Chairman Smedberg and Doug Allen also attended.

Ms. Mattice reminded Commissioners about the annual Joint NVTC-PRTC Legislative Briefing will be held on Monday, December 10th at the Embassy Suites in Springfield (new location).

Ms. Mattice reported that the Navy League will begin renovating the first-floor conference room space after NVTC's November 1st meeting. The Commission needs to relocate the December and January meetings. A meeting space across the street (2311 Wilson Blvd.) has been reserved for those two months. Commissioners will still be able to park in the Navy League building and walk across the street. Committee meetings will be held in NVTC's Conference Room in Suite #620. More information will be provided at the November meeting.

The Financial Report for August 2018 was provided to Commissioners. There were no questions.

Mr. Skiles thanked Ms. Mattice and her staff for their help in getting him brought up to speed on NVTC issues.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 8:27 P.M.

Approved this 1st day of November 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



RESOLUTION #2367

SUBJECT: Authorize the Referral of the Preliminary FY2020 VRE Operating and Capital Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30th each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the Preliminary FY2020 Operating and Capital Budget; and

WHEREAS: The preliminary FY2020 budget proposes a three percent average fare increase effective the first week of July 2019 with the start of the FY2020 budget, as reflected in the proposed fare table accompanying the preliminary budget;

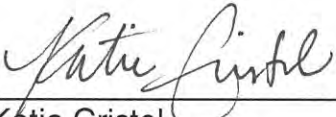
WHEREAS: In accordance with VRE's Public Participation Policy, VRE must hold public hearings to solicit comments from riders and the general public on the proposed fare increase included in the preliminary FY2020 budget; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Preliminary FY2020 VRE Operating and Capital Budget be forwarded to the jurisdictions for their formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs staff to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December 2018 meeting for consideration and referral to the Commissions for adoption in January 2019.

Approved this 4th day of October 2018.



Katie Cristol
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2368

SUBJECT: Authorize the Executive Director to Execute the Agreement Between NVTC and PRTC for Distribution and Allocation of the Commuter Rail Operating and Capital Fund (CROC)

WHEREAS: On May 18, 2018, the Virginia General Assembly approved Chapter 854 of the 2018 Acts of Assembly, adopting, among other provisions, amendments to Title 33.2 of the Code of Virginia, 1950, as amended, to add a new Chapter 35, §§ 33.2-3500 – 3502, entitled the Commuter Rail Operating and Capital Fund;

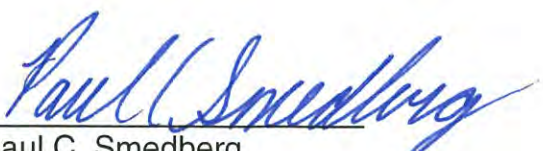
WHEREAS: The Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) staff have reached agreement on the manner in which funds from the Commuter Rail Operating and Capital Fund are disbursed to them, and the process by which they will determine the specific purposes for which funds from the Commuter Rail Operating and Capital Fund will be expended, and wish to set forth that agreement; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the executive director to execute the Agreement Between NVTC and PRTC for Distribution and Allocation of the Commuter Rail Operating and Capital Fund (Attachment A).

Approved this 4th day of October 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman

Agenda Item #3: Closed Session – NVTC Executive Director's Performance Evaluation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Closed Session – NVTC Executive Director's Performance Evaluation

At the November meeting the Commission will discuss the executive director's annual performance evaluation in Closed Session.

Motion to enter:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel matter.

Certification following:

The Northern Virginia Transportation Commission 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 the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

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Agenda Item #4: Washington Metropolitan Area Transit Authority (WMATA)



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Andrew D'huyvetter

DATE: October 25, 2018

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

At the November meeting the Commission will receive reports from the Interim WMATA Committee and the Virginia WMATA Board members. There are no NVTC actions related to WMATA anticipated at the November meeting.

A. Report from the Interim WMATA Committee

Chairman Smedberg will brief the Commission on the proceedings of the third meeting of NVTC's Interim WMATA Committee held on October 17th, 2018. The committee discussed WMATA's proposed updates to the WMATA Use Regulations as well as the FY 2020 preliminary WMATA budget outlook. The committee also reviewed WMATA's [proposed parking changes](#). WMATA is taking [public feedback on the proposed parking changes](#) until 9 A.M. October 29th. WMATA staff is seeking public input on six parking program proposals:

- Extending weekday revenue collection hours;
- Charging weekday rates for parking on weekends and federal holidays;
- Special regional event parking rates on weekends and federal holidays;
- System wide non-rider special event rates;
- New technologies for parking payment; and
- New multi-day parking rates.

NVTC staff submitted the [letter of parking comments](#) that was authorized at the last Commission meeting into the public record. There were no action items from the Interim WMATA Committee to bring before the Commission. The next meeting of the Interim WMATA Committee is November 8th at 8:30 A.M.

B. Report from the Virginia WMATA Board Members

WMATA Board members will provide an update on recent WMATA actions and activities.

1. WMATA Board Actions

- *Update to WMATA Use Regulations*

On October 25th the WMATA Board is anticipated to take action to [update the WMATA Use Regulations](#) which regulate the use of WMATA property by other commercial or organizational entities. The update is intended to provide more flexibility to expand commercial uses and increase the non-fare revenue generated on WMATA properties. In July of 2017 the WMATA Board [approved the sale of food and drink at Metro parking lots during weekends and holidays](#). This update to the Use Regulations seeks to expand the sale of food and drink to Metrorail Station's paid areas as well as revise the permitted activity process to accommodate additional commercial and revenue sources. The proposal also delegates authority from the WMATA Board to the General Manager to approve all commercial uses on WMATA property.

- *Commendation of Robert Lauby*

On October 25th the WMATA Board is anticipated to take action on a [commendation of former Alternate Director Robert \(Bob\) Lauby](#). Mr. Lauby represented the federal government on the WMATA Board from June 2016 until June 2018 and brought extensive knowledge of an experience in rail safety and safety processes.

- *Transition of Riders' Advisory Council to Amplify Customer Community*

On October 25th the WMATA Board is anticipated to take action on [transitioning the Riders' Advisory Council to WMATA's Amplify Customer Community](#). The action would direct the Board Corporate Secretary to amend the Board bylaws to strike all references to the Riders' Advisory Council.

2. WMATA Committee Items

- *FY2018 Financial Statement Audit and Single Audit*

On October 25th the WMATA Executive Committee will receive a presentation on the [FY2018 Financial Statement Audit and Single Audit Reports](#). Both opinions were unmodified and the auditors found two significant deficiencies related to internal controls over financial reporting.

- *FY 2020 Budget Outlook*

On October 11th the WMATA Finance and Capital Committee received a presentation on the [FY2020 Budget Outlook](#) which included a preview of the FY2020 operating budget and the FY2020-2025 Capital Improvement Program. The General Manager included a series of guidelines in the development of the FY2020 budget including but not limited to: emphasis on safety over service, no service cuts, no fare increases, and improved

customer service. The committee was also briefed on the FY2020 Operating Plan priorities and the legislative requirements of recently passed dedicated funding legislation in Maryland and Virginia. The proposed WMATA FY2020 budget is anticipated to be presented at the WMATA Finance and Capital Committee at the November 1st meeting.

- Acceptance of Inspector General's Reports

On October 11th the WMATA Executive Committee [accepted an audit report from the Office of the Inspector General](#). The audit examined [WMATA's Blanket Purchase Agreements \(BPAs\)](#) which WMATA uses to fill anticipated repetitive supply needs by simplifying acquisition with trusted vendors. [The report by the OIG](#) found WMATA's BPA administration needs improvement on account of missing BPA documentation and lack of BPA planning, monitoring and close-out. Out of the sampled BPAs, the OIG found that \$730,000 could have been used for other WMATA purposes and if scaled to the entire BPA program, internal savings could accumulate around \$3.7 million. WMATA has agreed to review the current BPA administration and initiated recommended actions to correct deficiencies.

3. Other WMATA News

- FY2018 Metro Performance Report

The [FY2018 Metro Performance Report](#) was released in September. This report provides an overview of WMATA's performance in the areas of quality service, safety, security, and financial responsibility. Thirteen measures were at or above their target, three measures were near their target and six measures failed to meet their target (Figure 1).

Figure 1: FY2018 WMATA System and Financial Performance



Source: WMATA [FY2018 Metro Performance Report](#)

Rail and Bus On-time Performance and Fleet Reliability

Overall rail on-time performance improved to 87 percent in FY2018, up from just 70 percent in FY2017. Eighty-nine percent of all weekday customer trips were on-time, exceeding WMATA's target. However, weekend trips experienced lower on-time performance (68 percent) due to extensive capital rebuilding work. Railcar delays remain the most frequent type of delay, but on-time performance has been positively affected by improved maintenance procedures and the introduction of 7000-series trainsets and complete retirement of the 5000 series cars. Bus on-time performance improved to 78 percent in FY2018, just below target of 79 percent with the best fiscal year-end result since reporting began in 2010. Improvements in performance were driven by fewer buses running late across all days of the week and during all service periods. The rush service periods (AM Peak (6AM-9AM) and PM Peak (3PM-7PM)) experienced the biggest decrease in buses running late with performance improving two percent during AM Peak and four percent during PM Peak.

Railcar performance continued to be the strongest in eight years, with 92,657 miles between failure, exceeding WMATA's annual benchmark. For customers, this results in 34 percent fewer offloads. Bus fleet reliability did not reach the target measure, with an average of 6,925 miles between failure which is a 16 percent decline from FY2017. Bus fleet reliability continues to be affected by increased use of older, less reliable buses as many newer buses were removed from service to address safety concerns. Newer bus models, such as hybrids and compressed natural gas (CNG) buses, were removed from service in the Q1-Q2 of FY2018 and not returned to service until Q3-Q4, negatively affecting the service readiness of WMATA's fleet over the entire fiscal year.

Safety & Security

The FY2018 Part I crime rate decreased 15 percent compared to FY2017. Part I crimes include aggravated assault, arson, burglary, homicide, larceny, motor vehicle thefts and attempted theft, rape, and robbery. Train and equipment operators had 33 percent fewer red signal overruns in FY2018 than in FY2017. Total fire incidents decreased by 16 percent, from 98 in FY2017 to 82 incidents in FY2018, however nearly 40 percent of incidents in FY2018 were related to arcing insulators. There was a total of 12 operational rail collisions in FY2018 versus 17 in FY2017, a 29 percent reduction. However, the FY2018 bus collision rate increased by 7.6 percent to 62.6 collisions per million miles driven.

Financial & Service Responsibility

WMATA reported the total ridership for FY2018 to be 289.4 million, which is three percent below the budget directed forecast of 297.9 million. Rail ridership levels are similar to FY2017 while bus ridership has continued to decline (Figure 2).

Figure 2: FY2018 WMATA Systemwide Ridership by Mode

	FY18 Actual	Variance from Forecast	FY18 Weekday Average	Change from Prior Year	FY18 Weekend Average	Change from Prior Year
Metrorail	175.8	-1.5%	613,000	0.7%	201,000	-3.3%
Metrobus	111.2	-4.9%	372,000	-8.0%	161,000	-9.3%
MetroAccess	2.3	-2.6%	8,000	-1.2%		
	289.4	-2.9%				

Source: WMATA [FY2018 Metro Performance Report](#)

Revenue was below budget by \$28 million, primarily due to ridership that was below forecast. In addition, 100 percent of the capital funds allocated in FY2018 have been expended.

▪ *Metro Begins Four-Month Bus Passenger Survey*

WMATA initiated the [2018 Bus Passenger Survey](#) on October 9th. The survey is used to determine the funding contribution apportionment from each of the jurisdictions that Metrobus services. Data from the survey is also used to support Metrobus planning efforts and fulfill federal and local demographic requirements. Customers can remain anonymous; however, address information (block, street, zip code) is a key component to determine jurisdiction of residence for funding purposes.

▪ *Preventative Maintenance and Major Capital Projects*

WMATA [announced a date change](#) for upcoming [major track work for 2018](#). Blue and Yellow Line trackwork originally scheduled from November 2 – November 5 will now occur on November 9 — November 12.

- *Blue and Yellow Lines (November 9 – November 12)*

[WMATA announced a rescheduling of a four-day trackwork project outside of Ronald Reagan National Airport](#) to reduce the number of commuting days affected. WMATA will upgrade several switches outside the Ronald Reagan Washington National Airport Station and install new concrete pads beneath the rails along the aerial structure of the station. Ronald Reagan Washington National Airport and Crystal City stations will be closed.

- *Yellow Line (November 26 – December 9)*

In order to provide structural repairs and rail infrastructure improvements to the Yellow Line Bridge, the Yellow Line Bridge will be closed for 14 days. There will be no Yellow Line service between Virginia and D.C., as the Yellow Line will only run between Huntington and Ronald Reagan Washington National Airport stations.

WMATA also scheduled [additional track work](#) that includes single tracking and weekend shutdowns. Like during SafeTrack, WMATA staff asked NVTC to again coordinate Northern Virginia jurisdictional response during times of major system disruption.

▪ Summer 2019 Blue and Yellow Line Shutdown

As part of WMATA's station platform reconstruction capital project, WMATA is embarking on a [three-year station platform reconstruction project](#) to address structural deficiencies and improve passenger safety at 20 of WMATA's 45 outdoor stations. The rebuilding process will require shutting down Blue and Yellow Line stations in Alexandria and Fairfax County (south of National Airport) from Memorial Day to Labor Day in 2019.

▪ Corrective Action Plan Monitoring and Tracking, Internal Reviews, and OIG Reports

WMATA updated its [Overview of Regulatory Compliance Actions](#) on October 19, 2018, and no new reports were added to WMATA's [Internal Reviews webpage](#).

4. Virginia Ridership and Parking Facility Utilization

The following tables show WMATA ridership by mode in Virginia for September 2018.

WMATA Virginia Ridership September 2017 and 2018			
	September 2017	September 2018	Percent Change (2017-2018)
Metrorail			
Total ¹	7,444,025	7,213,257	-3%
Weekday Average ²	281,651	283,604	+1%
Saturday Average ²	106,934	103,420	-3%
Sunday Average ²	80,787	71,720	-11%
Metrobus			
Total ¹	1,504,849	1,355,937	-10%
Weekday Average ¹	63,324	58,890	-7%
MetroAccess¹			
Total	27,996	28,520	+2%

1: Unlinked Passenger Trips

2: Based on Station Entries and Exits

Source: WMATA

On February 5th WMATA piloted [new parking changes](#) that include expanding parking revenue collection hours, lowering parking fees at select stations, and charging higher fees for “non-riders” at additional stations. The following table shows weekday parking utilization. As of February 2018, utilization data includes the above parking changes. The new parking revenue collection periods are 7:30 A.M. – 12:30 A.M. (Monday – Thursday) and 7:30 A.M. – 2:00 A.M. (Friday). In July, these changes were extended to December 2018.

WMATA Virginia Parking Facility Usage (Weekday) September 2017 and 2018				
Station/Lot	Sep 2017	Y-T-D FY18	Sep 2018	Y-T-D FY19
Huntington	70%	68%	72%	71%
West Falls Church	47%	45%	59%	56%
Dunn Loring*	73%	71%	46%	44%
Vienna	74%	72%	73%	70%
Franconia	56%	56%	56%	55%
Van Dorn	104%	103%	105%	102%
East Falls Church	113%	115%	116%	115%
Wiehle-Reston East	90%	89%	99%	93%
Northern Virginia Total	69%	68%	69%	66%

Source: WMATA

*The Dunn Loring garage capacity was updated in July 2018 after WMATA conducted a capacity verification: the capacity statistics changed from 1,326 in July 2017 to 1,963 in July 2018. Transactions at Dunn Loring have remained stable year over year, but the upward change in capacity caused a drop in the utilization rate.

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TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: October 25, 2018

SUBJECT: I-66 Commuter Choice Program

At the November meeting three items relating to the [I-66 Commuter Choice Program](#), will be presented for Commission approval, including: 1) I-66 Commuter Choice Program Project Selection Process; 2) FY2020 I-66 Commuter Choice Program Call for Projects; and 3) I-66 Commuter Choice Program Standard Project Agreement.

Program Overview

The [I-66 Commuter Choice Program](#) invests toll revenues in projects to expand transportation capacity in the I-66 corridor inside the Beltway. 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 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. Examples of projects eligible for funding include park-and-ride lots, bike share stations, express bus service and transit information screens.

A. ACTION ITEM: Approve the Revised I-66 Commuter Choice Program Project Selection Process

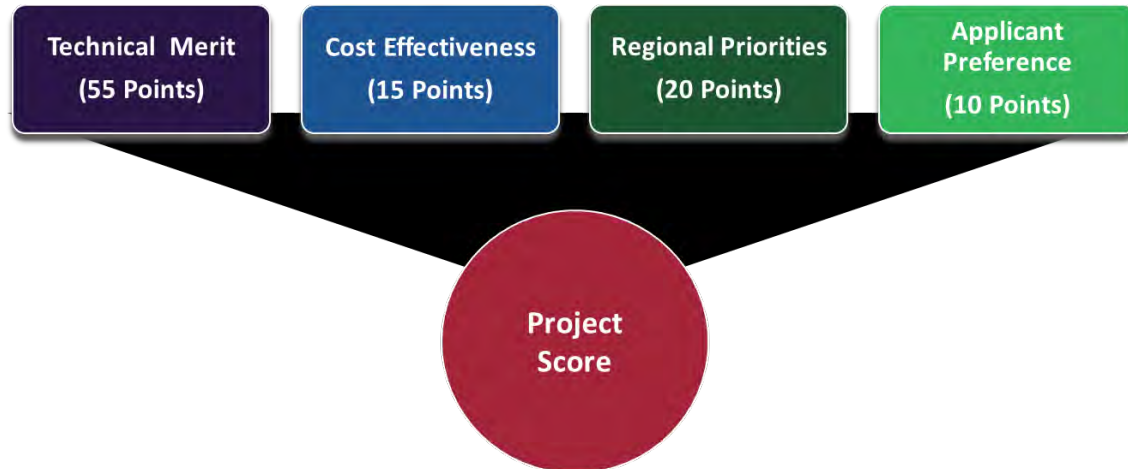
The Commission will be asked to approve the revised [I-66 Commuter Choice Program Project Selection Process](#).

As directed by the Commission in May 2018, NVTC staff, consultants, and jurisdictional staff conducted a five-month re-examination and improvement effort to improve the Project Selection Process for the I-66 Commuter Choice Program. The results of this re-examination were presented to the Commission in October 2018.

The new Project Selection Process refines the technical evaluation to reward projects that use the corridor most efficiently, establishes program priorities prior to the application

period, and provides an overall quantitative project score. The refined scoring captures both the technical evaluation and the prioritization in a single quantitative project score, reflecting local and regionwide impact (Figure 1).

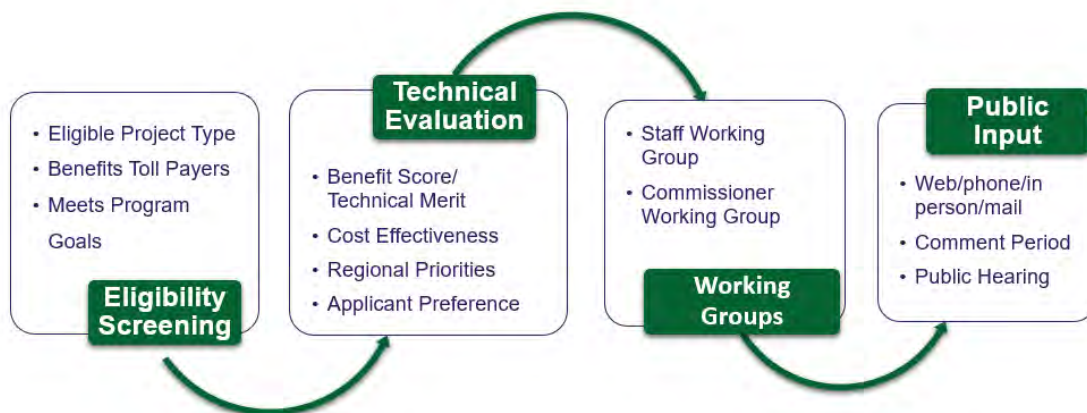
Figure 1. Project Score



The refinement and update process involved a coordinated effort by NVTC staff, consultants, the Jurisdictional Staff Working Group, and the Commissioner Working Group. The document describes the resulting improvements to the overall Project Selection Process. At the October meeting, staff presented results of the refinement and final process improvements to the Commission.

The MOA requires NVTC to develop and implement a prioritization process to evaluate projects submitted by eligible applicants. As defined by the MOA, the Project Selection Process is required to include Eligibility Screening and a Technical Evaluation, as well as input from working groups and the public (Figure 2).

Figure 2: Project Selection Process



B. ACTION ITEM: Authorize the FY2020 I-66 Commuter Choice Program Call for Projects

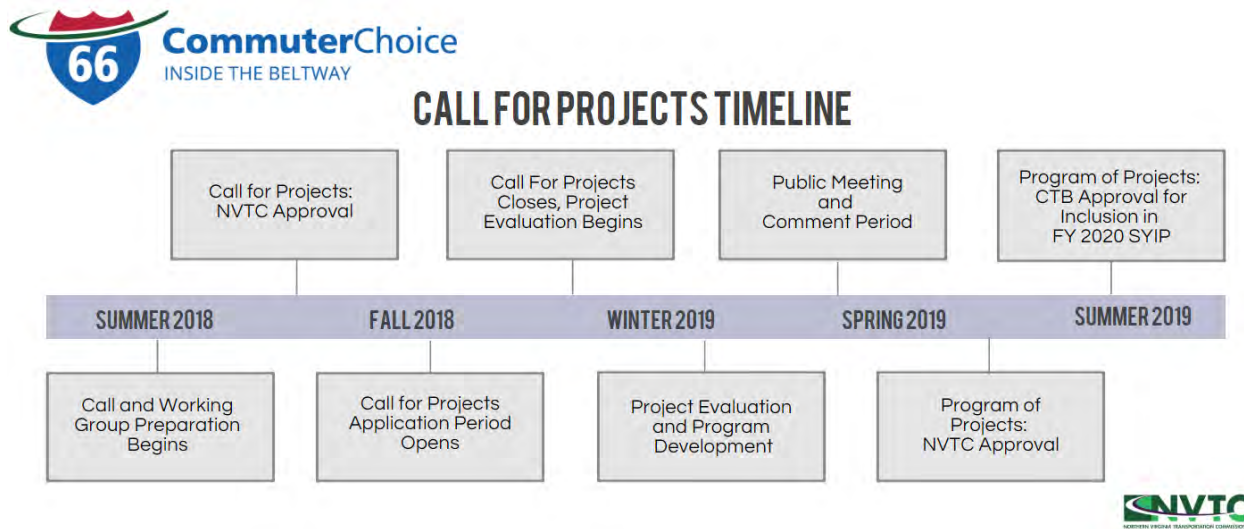
The Commission will be asked to authorize the I-66 Commuter Choice Program Call for Projects for inclusion into the Commonwealth's FY2020 Six-Year Improvement Program. The Call for Projects details the purpose and funding mechanisms of the program, criteria for funding eligibility, regional priorities, 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.

The I-66 Commuter Choice Program follows the selection process prescribed in the MOA ([Section II.B.2\(a\)](#)), whereby eligible projects are evaluated, prioritized, selected and then submitted by NVTC to the CTB for approval. In addition to the Project Selection Process noted above, the Call for Projects includes definition of the regional priorities used in the technical evaluation. For the FY2020 Call for Projects, the regional priorities are identified as the following:

1. Moving more people
2. Maximizing cost effectiveness
3. Maximizing transit operating funding
4. Reducing single occupancy vehicle use
5. Improving transportation network connectivity

Following approval by the Commission, online applications will be accepted via the NVTC website from November 2, 2018 until January 16, 2019. In preparation for the Call for Projects, NVTC staff have been facilitating applicant briefing meetings with staff members from each eligible jurisdiction and agency to explain the program in detail, and to discuss plans for applications. Additionally, NVTC held an Applicant Workshop on October 25, 2018 to provide a thorough tutorial on the application process, requirements, and materials to ensure the program will fund projects providing strong benefits to the toll payers of I-66 inside the Beltway. The project milestones for the new Call for Projects are outlined Figure 3.

Figure 3: FY2020 I-66 Commuter Choice Program Call for Projects Milestones



C. ACTION ITEM: Approve the Revised I-66 Commuter Choice Standard Project Agreement

The Commission will be asked to approve the revised I-66 Commuter Choice Program Standard Project Agreement (SPA). The SPA establishes the funding recipient and NVTC obligations for projects funded through the I-66 Commuter Choice Program.

The revised SPA updates the previously approved agreement by providing notice of possible NVTC actions if funds awarded to a project are not used in a timely manner prescribed by the MOA or the project is cancelled. The need for the amendment arises out of the financial spend down requirement in the current project agreement. The amended agreement has been reviewed by jurisdictions and agencies eligible for funding. If approved, the revised SPA will apply to projects beginning with those funded under the FY2020 I-66 Commuter Choice Program.



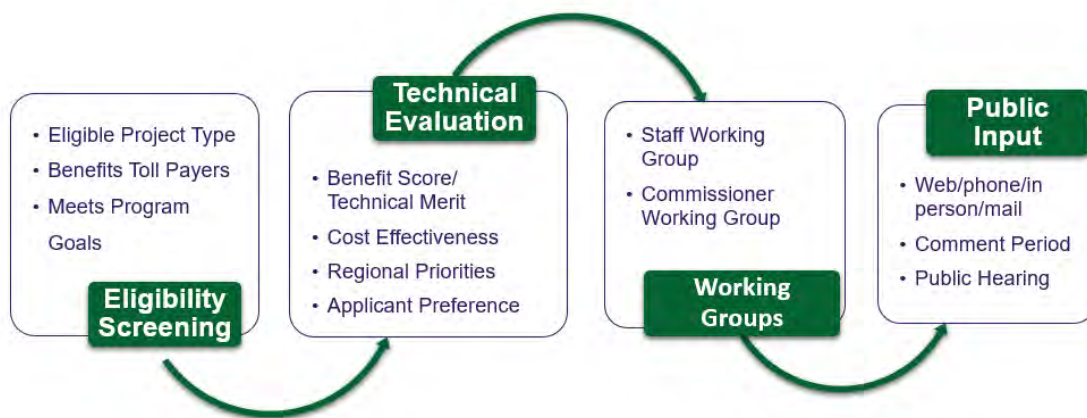
I-66 Commuter Choice Program Project Selection Process

The Memorandum of Agreement (MOA) for the Transform 66: Inside the Beltway Project directs NVTC to administer the I-66 Commuter Choice Program and develop a Project Selection Process to evaluate and prioritize the submitted multimodal projects. The selection process informs the list of projects to be recommended by the Commission for endorsement by the Commonwealth Transportation Board (CTB).

In May 2018, the Commission directed NVTC to re-examine the I-66 Commuter Choice Program Prioritization Process and Evaluation Criteria. The re-examination involved a coordinated effort by NVTC staff, consultants, the Jurisdictional Staff Working Group, and the Commissioner Working Group. This document describes the resulting refinement and update to the overall Project Selection Process for the I-66 Commuter Choice Program Call for Projects.

As defined by the MOA, the Project Selection Process is required to include eligibility screening, technical evaluation, prioritization, and a public input process. NVTC has determined regional priorities in the past two years for the program based on jurisdictional input through working groups. The Project Selection Process is shown in Figure 1. The elements of the Project Selection Process are weighed against the available funding to arrive at a recommended project list.

Figure 1: Project Selection Process



I. Eligibility Screening

NVTC screens submitted projects to determine if each project meets the eligibility criteria as established by [Section II.B.1 of the MOA](#). The results of the eligibility screening will be provided to the Commission. All eligible projects:

Must benefit toll-paying users of the facility

Must have capacity to attain one or more of the following Improvement Goals:

- a) Move more people
- b) Enhance transportation connectivity
- c) Improve transit service
- d) Reduce roadway congestion
- e) Increase travel options

Must be one of the following multimodal transportation improvements serving the corridor:

- f) 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
- g) Vanpool as well as formal and informal carpooling programs and assistance
- h) 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
- i) Park-and-ride lots and access or improved access thereto
- j) 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, and Washington Boulevard, Wilson Boulevard, and Westmoreland Street)
- k) Roadway operational improvements in the corridor
- l) Transportation systems management and operations as defined in 23 U.S.C. § 101(a) (30) on December 1, 2015
- m) Projects identified in the Commonwealth Reports or projects in the region's constrained long-range plan

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

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

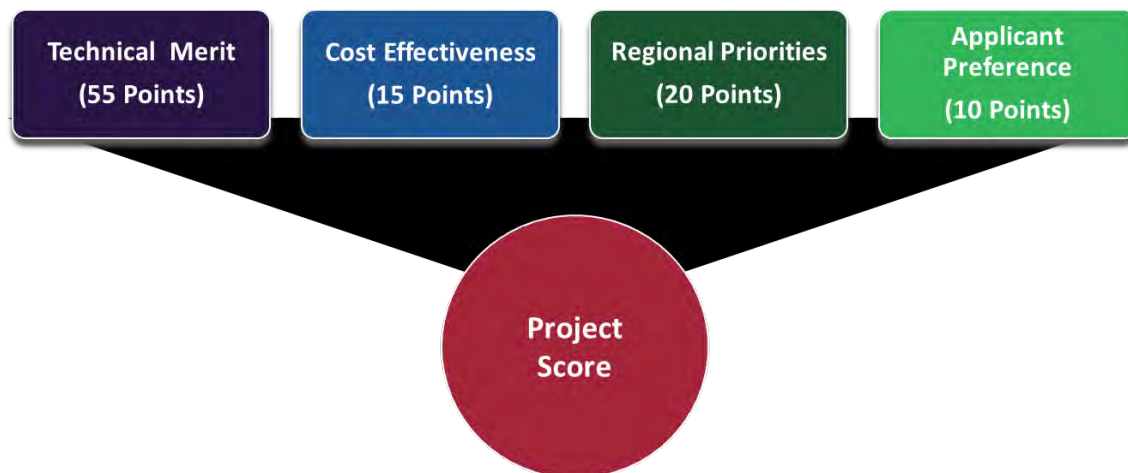
II. Technical Evaluation, Prioritization, and Project Score

The Project Selection Process was refined to calculate a quantitative project score that reflects both the technical evaluation and the prioritization of each project. This project score communicates the impacts of the project locally and regionwide. The project score is calculated as the sum of the points assigned to technical evaluation and prioritization measures:

- Technical Merit (i.e. expected ability of the project to address some or all of the I-66 Improvement Goals) – maximum 55 points
- Cost Effectiveness (i.e. the impact created per million dollars of toll revenue investment) – maximum 15 points
- Regional Priorities (i.e. how closely the project aligns to regionally priorities recommended by a working group of jurisdictional representatives) – maximum 20 points
- Applicant Preference (i.e. how the project ranks in priority or preference among the other projects submitted by each specific applicant) – maximum 10 points

As shown in Figure 2, each of these four measures are assigned points to total to a maximum possible 100-point project score.

Figure 2: Project Score



Each element of the project score is calculated relative to the other projects in the application year. The intent is to provide an assessment of which potential projects will have greater impacts compared to the other submitted projects, and to align with processes used by other discretionary programs. The project score, together with public input and the constraints of the available funding, inform the list of projects that is recommended by the Commission for endorsement by the CTB.

III. Technical Merit

The criteria used to evaluate the technical merit of a project are noted in Figure 3. Each technical merit criteria aligns to one or more of the Improvement Goals. Projects are evaluated based on the degree to which they satisfy each technical merit criteria (e.g. higher satisfaction of the criteria, medium satisfaction of the criteria, or lower satisfaction of the criteria). Technical merit criteria are weighted as a part of the technical merit score as shown in Figure 3.

Figure 3: Technical Merit Criteria

Evaluation Category	Criteria Objective	Maximum Score
Congestion Relief	Person Throughput <i>(To move people through the corridor efficiently)</i>	45
	Peak Period Travel Time <i>(To provide consistent travel during congested periods for users of the corridor and improve operational efficiency in the transportation network)</i>	15
	Connectivity <i>(To create, complete, or link transportation network elements and/or modes)</i>	15
	Accessibility <i>(To provide access to opportunity)</i>	15
Diversion Mitigation	To mitigate impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions	10

The following discusses how the individual technical merit criteria are scored and how they factor into the overall technical criteria score.

B. Congestion Relief – Person Throughput

The objective of the person throughput technical merit criteria is to assess the number of people and vehicles moved through the corridor by, or resulting from, a submitted project. This technical merit criteria aligns with the ‘move more people’ Improvement Goals.

Numerically, the person throughput technical criteria score represents approximately 45 percent of the technical merit score.

For projects primarily affecting non-motorized travel modes (e.g. bike, walk, and some TDM strategies), the project will be given a “Lower” score if the project can be reasonably assumed to increase person throughput. If there are no expected changes to throughput, the project will be given “No Score.”

This scoring recognizes the throughput benefits of projects geared towards non-motorized modes, but also realizes those benefits may not be within the same scale as the throughput benefits potentially realized by projects geared towards motorized travel.

However, if the project can be demonstrated to result in a strong increase in the corridor's person throughput, the scoring methodology described for motorized travel modes may be applied.

For projects primarily affecting motorized travel modes (e.g. vehicular, transit, and some TDM strategies), the project will be assessed based on the calculated increase in person throughput divided by the number of vehicles involved in that increase. "Higher" and "Medium," and "Lower" scores will be distributed among projects based on this calculated result. The top third highest persons per vehicle will be scored "Higher", the 2nd highest third will be scored "Medium", and the remaining third will be scored "Lower."

C. Congestion Relief – Peak Period Travel Time

The objective of the peak period travel time technical merit criteria is to assess how well a project is suited to provide or support consistent travel time during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network. This technical merit criteria aligns with the 'reduce roadway congestion' Improvement Goals.

Each project will be assigned a score of "Higher," "Medium," "Lower," or "No Score" based on the likelihood of significant, moderate, minimal, or no reductions in per person congested travel time compared to a similar commute without the project.

Higher – project is likely to result in reductions (30 percent or greater) in peak direction total travel time per person

Medium – project is likely to result in reductions (15 to 30 percent) in peak direction total travel time per person

Lower – project is likely to result in reductions (5 to 15 percent) in peak direction total travel time per person

No Score – project is likely to result in no change (less than 5 percent) in peak direction peak hour travel time.

Each project will be categorized by project type, travel time of a comparable trip (including a non-tolled vehicular trip), and serviced population. Projects that move more people through the corridor, faster and more efficiently, in the peak directions during the peak period will be identified as having a higher likelihood for moderate or significant travel time reductions.

D. Congestion Relief – Connectivity

The objective of the connectivity criteria is to assess how well a project is suited to create, complete, or link transportation network elements and/or modes. The measurement of this criteria is based on the number of created or enhanced connections between modes and the promotion of transportation choice in daily travel. This technical merit criteria aligns with the 'enhance transportation connectivity' Improvement Goals.

Each project will be assessed for potential impacts on modal interaction and transportation choice in the corridor and assigned a score of "Higher," "Medium," "Lower," or "No Score."

Higher – project provides or enhances connections between two or more travel modes

Medium – project provides new modal connections AND/OR further promotes transportation choice AND/OR completes a significant existing gap in the transportation network

Lower – project has minimal or no impact on connectivity

No Score – project creates a barrier between modes OR results in a loss of travel options

E. Congestion Relief – Accessibility

The objective of the accessibility criteria is to evaluate the project's ability to provide people with opportunities. This measure is based on the connections created or enhanced between people and activity centers. This technical merit criteria aligns with 'increase travel options' Improvement Goals.

Each project is assigned a score of "Higher," "Medium," "Lower," or "No Score" based on an assessment of the project's improvement to transportation options and connect people with their destinations.

Higher – project connects travelers to two or more activity centers

Medium – project connects travelers to at least one activity center

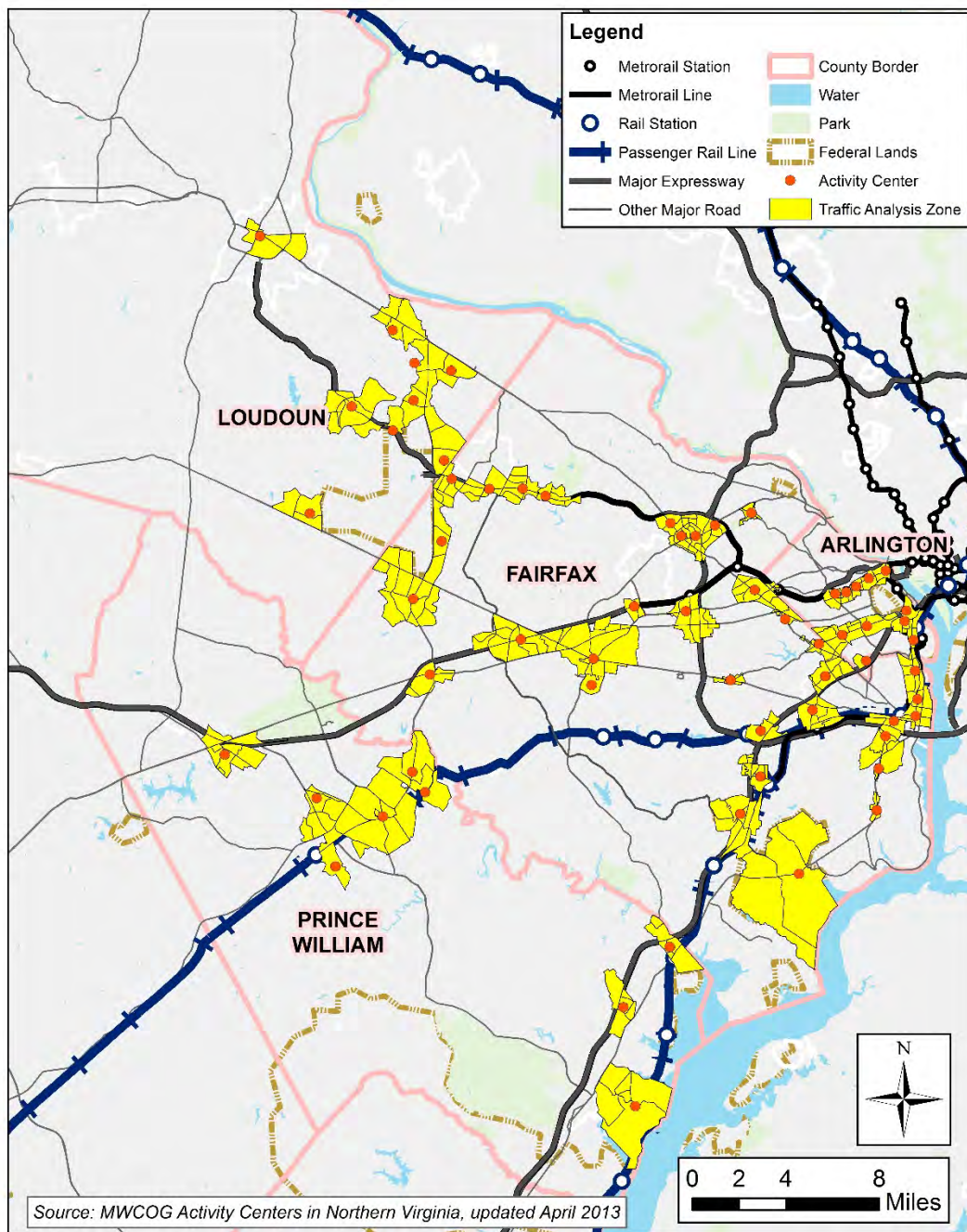
Lower – project addresses, improves, OR enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities

No Score – project does not connect travelers to activity centers nor improve "first/last mile" travel

Projects that support travel to one or more of the activity centers will be considered for the high or medium evaluation scores. Activity centers are based on locations identified on the Metropolitan Washington Council of Governments Regional Activity Center Maps (2013) and located within the jurisdictional boundaries of Planning District 8 (see Figure 4: Activity Center Mapping).

Projects will also be assessed on how well they address, improve, or enhance "first/last mile" travel between transit or multimodal hubs (such as park-and-ride lots with transit service) and home or work locations.

Figure 4: Activity Center Mapping



F. Diversion Mitigation

The objective of the diversion mitigation criteria is to assess how well a project is suited to mitigate the impacts of trips that are diverted from I-66 inside the Beltway onto parallel routes as a result of tolling and/or the high occupancy vehicle restrictions. This technical merit criteria aligns with the 'improve transit service' and 'reduce roadway congestion' Improvement Goals. This measure was added based on feedback from the jurisdictions and concern tolling policies might have on parallel roadways and neighborhoods in the corridor.

Each project is assigned a score of "Higher," "Medium," "Lower," or "No Score" based on the project type and an assessment of potential for trip diversion mitigation.

Higher – project provides, supports, or enhances transit service that attracts trips that are diverted from I-66 due to tolling or HOV restrictions

Medium – project provides, supports, or enhances carpool or vanpool services that attracts trips that are diverted from I-66 due to tolling or HOV restrictions

Lower – project provides, supports, or enhances operational or geometric improvements along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions OR otherwise is another project type not specified in the "Higher" or "Medium" categories that can be demonstrated to mitigate diversion from I-66 due to tolling or HOV restrictions.

No Score – project does not mitigate the impacts of diversion

Consideration will be given to locations where trip diversion is expected based on most-recently available I-66 inside the Beltway traffic analysis at the time of the technical evaluation.

IV. Cost Effectiveness

The objective of cost effectiveness is to identify solutions to multimodal issues that can be achieved with a responsible application of available tolling revenue. This measure is based on a comparison of the technical merit criteria scores with the requested program funding.

For each project, the cost effectiveness score will be calculated as the sum of the technical merit criteria scores divided by funding request. Cost effectiveness will be expressed as technical merit score per million dollars of funding.

Projects will be ranked according their cost effectiveness. The top third will be given a "Higher" score, the middle third will be given a "Medium" score, and the bottom third will be given a "Lower" score.

V. Regional Priorities

During the refinement process, it was determined that the process would be improved by establishing regional priorities for the funding cycle prior to the application period and including the priorities in the Call for Projects. This adjustment allows applicants to better align applications with the program priorities. The regional priorities to be considered in the prioritization of projects are established by the Jurisdictional Staff Working Group and

approved by the Commission as part of the Call for Projects. For this program year, the regional priorities were identified as the following:

- Moving more people
- Maximizing cost effectiveness
- Maximizing transit operating funding
- Reducing single occupancy vehicle use
- Improving transportation network connectivity

Depending on how the priority is defined, where applicable projects will be scored either “Higher”, “Medium”, or “Lower” if applicable. For some priorities the scoring might only be a binary “Higher” or “Lower.” When the projects can be ranked based on the priority, then the 3-scale scoring will be used. When the priority addresses a specific objective (i.e. a “yes” versus “no”), then the 2-scale scoring will be used.

In addition to being used as part of the project score calculation, the program priorities will be used to look at different scenarios in planning out a possible final program.

VI. Applicant Preference

As part of the application, each applicant will be required to rank their application submissions in priority order. Application materials must include board or counsel certification of project ranking. The top ranked project for each applicant will be given 10 points. Should a project that is ranked highest be determined ineligible or otherwise withdrawn by the applicant during the application period, the 10 points will be assigned to the next highest-ranking project for that applicant.

VII. Working Groups

As part of the Call for Projects, NVTC will convene a Jurisdictional Staff Working Group and a Commissioner Working Group with the objective of assisting NVTC with the prioritization of projects based on the MOA and aligned with funding availability. The membership of the Jurisdictional Staff Working Group includes jurisdictions and transit agencies that are eligible to apply for funding.

Roles and responsibilities of Jurisdictional Staff Working Group members include:

- Attending Jurisdictional Staff Working Group meetings
- Coordinating submission of the jurisdiction’s or agency’s project applications
- Serving as a liaison between the jurisdiction or agency and the Jurisdictional Staff Working Group
- Providing specific details regarding projects submitted by the jurisdiction or agency
- Reviewing project evaluation scores
- Developing a prioritization framework for the program
- Assisting NVTC with the prioritization of projects
- Serving as a representative of the jurisdiction or agency for purposes of public outreach, including staffing of meetings or events

VIII. Public Input

The Commission seeks public input on projects submitted for funding consideration as part of the I-66 Commuter Choice Program. During the public comment period, comments may be submitted through the program website, by telephone, or by mail. NVTC also conducts a public meeting for in-person comments.

The project score, public input process and funding constraints are utilized by NVTC, together with the Jurisdictional Staff Working Group and Commissioner Working Group, to develop the program of projects to be approved by NVTC for recommendation and approval by the CTB for inclusion in the SYIP.



FY2020 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 Call for Projects to be funded under the I-66 Commuter Choice Program. The selected projects will be funded using toll revenues from I-66 inside the Beltway and will be included in the Commonwealth's FY2020 Six-Year Improvement Program (SYIP).

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 is 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 the Virginia Department of Transportation (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 November 2, 2018. All applications for funding must be submitted no later than 5:00 P.M. on January 16, 2019. 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: 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 January 11, 2019. All questions will be considered for response in a frequently asked question (FAQ) section of the project website.

Project Eligibility

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

Project Eligibility Criteria: As established in [Section II.B.1 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

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

Project Application: The FY2020 application will be available on November 2, 2018 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
- Verification of applicant governing body's authorization for the designee to apply on their behalf as evidenced by entity's clerk's minutes of resolution
- 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
- Priority ranking or preference for funding (among all projects submitted by an applicant)

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 Scoring: Projects will be scored to determine their relative performance in achieving the Improvement Goals listed in the MOA and the alignment to regional and local priorities as compared to other submitted projects during the Call for Projects. Elements that factor into the 100-point maximum project score include:

- Technical Merit - expected ability of the project to attain some or all the Transform 66 Improvement Goals
 - *Person Throughput:* the number of people and vehicles moved through the corridor by or as a result of the project.

- *Peak Period Travel Time*: providing or supporting consistent travel during congested periods for users of the corridor and improving operational efficiency of the transportation network
- *Connectivity*: creating, completing, or linking transportation network elements and/or modes and promoting transportation choice
- *Accessibility*: creating or enhancing access between people and activity centers
- *Diversion Mitigation*: mitigating the impacts of trips diverted from I-66 Inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.
- **Cost Effectiveness** – how the project identifies solutions to multimodal issues that can be achieved with a responsible application of available tolling revenue, expressed as the impact created per million dollars of toll revenue investment
- **Regional Priorities** - how closely the project aligns to regionally priorities recommended by the staff working group comprised of applicant representatives and approved by the Commission. For the FY2020 Call for Projects, the regional priorities were identified as the following:
 - Moving more people
 - Maximizing cost effectiveness
 - Maximizing transit operating funding
 - Reducing single occupancy vehicle use
 - Improving transportation network connectivity
- **Applicant Preference** - how the project ranks in priority or preference among the other projects submitted by each specific applicant

Public Hearing and Input: A list of eligible projects will be presented at a public hearing. A public comment period will be held during which public comments on specific projects and the overall program will be collected.

Program Recommendation: NVTC staff, in coordination with a staff working group made of jurisdictional/agency representatives and in coordination with a working group of Commissioners, will develop a potential funding program based on the project score (representing the technical merit, cost effectiveness, and the regional and local priority of the project), based on public input, and based on the projected toll revenue available for funding. The NVTC Commission will review this funding program and recommend a list of projects to be considered for inclusion into FY2020 SYIP by the CTB.

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

I-66 Commuter Choice Program Standard Project Agreement for ~~Transform 66: Inside the Beltway Project~~ Toll Revenue Funding of Projects and Administration

Between the Northern Virginia Transportation Commission and

NVTC Project Number: _____

This Standard Project Agreement for ~~Transform 66: Inside the Beltway Project~~ I-66 Commuter Choice Program, Toll Revenue Funding of Projects and Administration ("this Agreement") is made and executed in duplicate on this ____ day of _____, 20__, by and between the Northern Virginia Transportation Commission ("NVTC") and _____ ("Recipient Entity").

WITNESSETH

WHEREAS, NVTC is a political subdivision of the Commonwealth of Virginia created by the General Assembly in accordance with the Transportation District Act of 1964, §§ 33.2-1900 et seq. of the Code of Virginia, 1950, as amended, and is authorized to enter into this Agreement by the provisions of § 33.2-1915 of the Code of Virginia, 1950, as amended;

WHEREAS, NVTC entered into a Memorandum of Agreement Transform 66: Inside the Beltway Project ("MOA"), on January 5, 2016, with the Commonwealth Transportation Board ("CTB"), and the Virginia Department of Transportation ("VDOT"), as such may be amended from time to time, which MOA delegated to NVTC the authority to select and administer the implementation of multimodal transportation improvements to the roadways and associated transportation and transit facilities ("Components" as used in the MOA and, for purposes of this Agreement, "Projects") in the vicinity of the portion of I-66 beginning at the intersection of I-66 and I-495 (the "Beltway") and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (said portion of I-66 being referred to as the "Facility") which Projects are designed to attain the Improvement Goals defined in the MOA, specifically, to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options all of which are reasonably expected to benefit the toll paying users of the Facility;

WHEREAS, the MOA provides for the transfer to and use by NVTC of a portion of the funds collected from the CTB's tolling of the Facility ("Toll Revenue") for the implementation of Projects selected by NVTC and approved by the CTB, as well as operating costs related to Projects, and NVTC financing and debt service payments and any allowable costs related thereto;

WHEREAS, based on information provided by Recipient Entity in response to NVTC's call for Projects, NVTC has determined the Project set forth and described on Appendix A to this Agreement satisfies the requirements of Section II.B.1 of the MOA, and the provisions of § 33.2-309 of the Code of Virginia, 1950, as amended, and the CTB has approved use of Toll Revenue to fund such Project;

WHEREAS, the Toll Revenue to be provided by NVTC described in Appendix B have been duly authorized and directed by Recipient Entity to finance the Project, and the Recipient Entity is authorized to enter into this Agreement and has authorized execution of it on its behalf;

WHEREAS, NVTC agrees that Recipient Entity will, itself or through its contractors or agents, design, construct, acquire and/or operate the Project or perform such other specific work for the Project and Recipient Entity agrees that it will perform or have performed, such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the Recipient Entity's administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTC's governing body and Recipient Entity's governing body have each authorized that their respective designee(s) execute this Agreement on their respective behalf(s) as evinced by copies of each such entity's resolution or clerk's minutes which are appended hereto as Appendix E;

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

Recipient Entity shall:

- l. Upon execution of this Agreement, complete~~Complete~~ or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement. Recipient Entity expressly agrees that, for non-debt financed Projects, Recipient Entity must obligate the Toll Revenue to the cost of the Project within two (2) fiscal years and to expend the Toll Revenue within five (5) fiscal years of the fiscal year in which the funds for the Project were allocated by the CTB unless an extension has been approved by NVTC and the CTB. In the event an extension is not approved by NVTC and the CTB, then Recipient Entity shall

release or return to NVTC all unexpended funds no later than 90 days after receipt of NVTC's written request for such release or return. If the Project is cancelled at any time, for any reason, before or after work has commenced, Recipient Entity shall immediately notify NVTC in writing of the cancellation and shall immediately cease to incur Project costs. Concurrently, and in no event later than 3090 days after the date of cancellation, Recipient Entity shall refund to NVTC 100% of all funds provided by NVTC for the Project unless otherwise approved by NVTC, and the CTB as necessary, and set forth in an amendment to this Agreement.

2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, capital asset acquisitions, or operations, and all allowable expenses for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the ~~NVTC~~ Toll Revenues specified on Appendix B to pay any Project cost if the MOA or any applicable provision of law does not permit such Project cost to be paid with ~~NVTC~~ Toll Revenue.
5. Recognize that, if the Project, as approved, contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTC will provide funding for such multiple phases (as set forth on Appendix B), NVTC may not provide Toll Revenue funding to Recipient Entity to advance the Project to the next phase until the current phase is completed. In any circumstance where Recipient Entity seeks to advance a Project to the next phase using ~~NVTC~~ Toll Revenue, Recipient Entity shall submit a written request to NVTC's Executive Director explaining the need for NVTC's funding of an advanced phase. NVTC's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTC's current and projected cash flow position and make a recommendation to NVTC whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit Recipient Entity from providing its own funds to advance a future phase of the Project and from requesting reimbursement from NVTC for having advance funded a future phase of the Project. However, Recipient Entity further recognizes that NVTC's reimbursement to Recipient Entity for having advance funded a Project phase will be dependent upon NVTC's cash flow position at the time such a request for reimbursement is

submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTC's Executive Director will periodically update NVTC's cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. Recipient Entity shall provide all information required by NVTC so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTC requests for payment consistent with Appendix B and the most recently approved NVTC cash flow estimates that include NVTC's standard payment requisition(s), containing detailed summaries of actual Project costs incurred with supporting documentation as determined by NVTC and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTC, Recipient Entity can expect to receive payment within twenty (20) days upon receipt by NVTC. Approved payments may be made by means of electronic transfer of funds from NVTC to or for the account of Recipient Entity.
8. ~~Promptly notify~~ NVTC's Executive Director of any additional Project costs resulting from unanticipated circumstances which costs exceed the amount allocated by the CTB for the Project within 30 days of first learning of such circumstances, and provide to NVTC detailed estimates of additional costs associated with those circumstances. Recipient Entity understands that it will be within NVTC's sole discretion, subject to CTB approval, whether to seek and to provide any additional funding to the Project in such circumstances and that NVTC will do so only in accordance with NVTC's approved Project selection process and upon formal action and approval by NVTC. Recipient Entity shall timely provide to NVTC a complete and accurate update to Appendix B if NVTC and the CTB approve funding of any additional Project costs for the Project under this Paragraph.
9. Release or return any unexpended funds to NVTC no later than 90 days after final payment has been made to the contractors.
10. Should Recipient Entity be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Recipient Entity shall certify to NVTC that all such matching funds have been either authorized and/or appropriated by Recipient Entity's governing body or have been obtained through another, independent funding source;

11. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Recipient Entity and provide copies of any such financial records to NVTC, free of charge, upon request.
12. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Recipient Entity; and provide to NVTC copies of all such drawings and plans free of charge, upon request.
13. Reimburse NVTC for all ~~NVTC~~ Toll Revenue (with interest earned at the rate earned by NVTC) that Recipient Entity misapplied or used in contravention of the MOA or any term or condition of this Agreement.
14. Name NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT and their officers, employees and agents, or require that all Recipient Entity's contractors name NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT and their officers, employees and agents as additional insureds on any insurance policy issued for the work to be performed by or on behalf of Recipient Entity for the Project, and present NVTC with satisfactory evidence thereof before any work on the Project commences or continues, so that they are protected from and against any losses actually suffered or incurred, except for losses to the extent caused by the negligence or willful misconduct of such entity or person, from third party claims that are directly related to or arise out of: (a) any failure by Recipient Entity to comply with, to observe or to perform in any material respect any of the covenants, obligations, agreements, terms or conditions in this Agreement, or any breach by Recipient Entity of its representations or warranties in this Agreement; (b) any actual or willful misconduct or negligence of Recipient Entity, its employees or agents in direct connection with the Projects; (c) any actual or alleged patent or copyright infringement or other actual or alleged improper appropriation or use of trade secrets, patents proprietary information, know-how, trademarked or service-marked materials, equipment devices or processes, copyright rights or inventions by Recipient Entity in direct connection with the Project; (d) inverse condemnation, trespass, nuisance or similar taking of or harm to real property committed or caused by Recipient Entity, its employees or agents in direct connection with the Project; or (e) any assumed liabilities. Recipient Entity will contractually require its contractors, subcontractors, vendors and other third parties working or performing services related to any Project funded by ~~NVTC~~ Toll

Revenue to indemnify NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT, and their officers, employees and agents from the same losses.

15. Recipient Entity covenants and agrees it will comply with all applicable requirements of state and federal laws relating to anti-discrimination, including but not limited to Titles VI and VII of the Civil Rights Act of 1964, as amended, and the Americans with Disabilities Act, and shall contractually require the same of all contractors, subcontractors, vendors, and recipients of any funding. Recipient Entity recognizes the importance of the participation of minority, women-owned and small businesses through the federal and local Disadvantaged Business Enterprise programs and will abide by such programs in implementing the Project. Recipient Entity shall comply with all applicable federal requirements, including those applicable to highways that are part of the National Highway System.
16. Give notice to NVTC that Recipient Entity may use ~~NVTC~~ Toll Revenue to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTC's in-house legal counsel) in connection with the work performed under this Agreement so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTC, that upon final payment to all contractors for the Project, Recipient Entity will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTC be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Recipient Entity.
19. Acknowledge that if the Project is being funded in whole or in part by NVTC Bond Proceeds, comply with the applicable tax covenants as may be attached as Appendix D.
20. Acknowledge that if Recipient Entity expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that Recipient Entity agrees to comply with VDOT's "Standards, Requirements and Guidance" applicable to the Project.
21. Recognize that Recipient Entity is solely responsible for obtaining all permits, permissions and regulatory approval necessary to develop, construct, operate

and/or maintain the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.

22. Recognize that if Recipient Entity is funding the Project, in whole or in part, with federal and/or state funds, in addition to ~~NVTC~~ Toll Revenue and/or NVTC Bond Proceeds, that Recipient Entity will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledge that NVTC will not be a party or signatory to that agreement; nor will NVTC have any obligation to comply with the requirements of that agreement.
23. Provide a certification to NVTC no later than 90 days after final payment to the contractors that Recipient Entity adhered to all applicable laws and regulations and all requirements of this Agreement.
24. Provide quarterly (January 15th, April 15th, July 15th, and October 15th) written status updates on all approved, active Projects to NVTC on all items described in the Recipient's Project application including progress toward milestones and/or statistics including such information as ridership and/or percent completion.
25. Assist NVTC in the preparation of the annual report to the CTB required by the MOA, by providing data, or other Project information as requested by NVTC, including data to measure the degree to which the expected benefits were realized, or are being realized, as well as other reporting as required by the NVTC reporting guidance.
26. To the greatest extent possible, include the I-66 Commuter Choice logo and recognition of Project funding source as being from the I-66 Commuter Choice Program, in a form approved by NVTC, in all publicly-available materials, documents, websites, etc.

B. NVTC's Obligations

NVTC shall:

- I. Provide to Recipient Entity the funding authorized by NVTC for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s), and operations, and all allowable expenses on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and

Cash Flow contained in Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTC.

2. Assign a Program Coordinator for the Project. NVTC's Program Coordinator will be responsible for monitoring the Project on behalf of NVTC so as to ensure compliance with this Agreement and the MOA, and all NVTC's requirements and for overseeing, managing, reviewing, and processing, in consultation with NVTC's Executive Director and its Director of Finance and Administration (DFA), all payment requisitions submitted by Recipient Entity for the Project. NVTC's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTC's assigned Program Coordinator all Recipient Entity's payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTC for the Project. After submission to NVTC, NVTC's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTC's Program Coordinator will then make a recommendation to the NVTC's DFA and Executive Director whether to authorize payment, refuse payment, or seek additional information from Recipient Entity. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTC's Program Coordinator will notify Recipient Entity in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTC have been corrected. Under no circumstances will NVTC authorize payment for any work performed by or on behalf of Recipient Entity that is not in conformity with the requirements of this Agreement or the MOA.
4. Route all Recipient Entity's supplemental requests for funding from NVTC under Paragraphs A.5 and A.8 of this Agreement to NVTC's Executive Director. NVTC's Executive Director will initially review those requests and all supporting documentation with NVTC's DFA. After such initial review, NVTC's Executive Director will make a recommendation to NVTC's Executive Committee for its independent consideration and review of whether CTB approval of, and an allocation for, supplemental funding should be sought. NVTC's Executive Committee will thereafter make a recommendation on any

such request to NVTC for final determination by NVTC, and approval by the CTB.

5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the MOA, and other applicable law. Such compliance reviews may entail review of Recipient Entity's financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTC's review of any payment requisition or of any NVTC compliance review, NVTC staff determines that Recipient Entity has misused or misapplied any ~~NVTC~~ Toll Revenue in derogation of this Agreement or in contravention of the MOA or applicable law, NVTC staff will promptly advise NVTC's Executive Director and will advise Recipient Entity's designated representative in writing. Recipient Entity will thereafter have thirty (30) days to respond in writing to NVTC's initial findings. NVTC's staff will review Recipient Entity's response and make a recommendation to the NVTC Executive Committee which will, in turn, make a recommendation to NVTC for a final determination. Pending final resolution of the matter, NVTC will withhold further funding of the Project. If NVTC makes a final determination that Recipient Entity has misused or misapplied funds in contravention of this Agreement, the MOA, or other applicable law, NVTC will cease further funding for the Project and will seek reimbursement from Recipient Entity of all funds previously remitted by NVTC (with interest earned at the rate earned by NVTC) which were misapplied or misused by Recipient Entity. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.
7. Make guidelines available to Recipient Entity to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties and, unless terminated in accordance with the express provisions hereof, shall continue until completion of the Project and final payment of Toll Revenue

hereunder, with the exception of those provisions which, by their express terms, survive termination.

2. Recipient Entity may terminate this Agreement, for cause, in the event of a material breach by NVTC of this Agreement. If so terminated, NVTC shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by Recipient Entity to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds, or CTB's failure to allocate, or VDOT's failure to distribute to NVTC as described in paragraph F of this Agreement or shall not be considered material breaches of this Agreement by NVTC. Before initiating any proceedings to terminate under this Paragraph, Recipient Entity shall give NVTC sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTC an opportunity to investigate and cure any such alleged breach.
3. NVTC may terminate this Agreement, for cause, resulting from Recipient Entity's material breach of this Agreement. If so terminated, Recipient Entity shall refund to NVTC all funds NVTC provided to Recipient Entity for the Project (including interest earned at the rate earned by NVTC). NVTC will provide Recipient Entity with sixty (60) days written notice that NVTC is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Recipient Entity may request that NVTC excuse Recipient Entity from refunding all funds NVTC provided to Recipient Entity for the Project based upon Recipient Entity's substantial completion of the Project or severable portions thereof; and NVTC may, in its sole discretion, excuse Recipient Entity from refunding all or a portion of the funds NVTC provided to Recipient Entity for the Project. No such request to be excused from refunding will be allowed where Recipient Entity has either misused or misapplied NVTC funds in contravention of applicable law.
4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, Recipient Entity will release or return to NVTC all unexpended ~~NVTC~~ Toll Revenue with interest earned at the rate earned by NVTC no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTC's Executive Director and Recipient Entity's Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is

reached via a meet and confer dispute resolution method, it shall be presented to NVTC and to Recipient Entity's governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTC's Entitlement to Refund of Value of Project Assets

Recipient Entity agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTC Toll Revenues under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. In the event that Recipient Entity fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Recipient Entity shall refund to NVTC, with interest at the rate earned by NVTC, the amount of the value of each of the Project Assets, whether any such Project Asset may have depreciated or appreciated throughout its respective useful life, proportionate to the amount of the cost of the Project Asset funded by NVTC under this Agreement. If Recipient Entity refuses or fails to refund said monies to NVTC, NVTC may recover the proportionate value from Recipient Entity by pursuit of any remedies available to NVTC, including but not limited to NVTC's withholding of commensurate amounts from future distributions of NVTC Toll Revenue to Recipient Entity. In no event shall the Recipient Entity be obligated to refund the aforesaid value to both NVTC and the Commonwealth.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all Toll Revenues provided by NVTC pursuant to the MOA are subject to appropriation by the Virginia General Assembly, allocation by the CTB and distribution by VDOT. The parties further acknowledge that NVTC's obligations under this Agreement are subject to such funds being appropriated by the General Assembly, allocated by the CTB and distributed by VDOT to NVTC.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

1) to: NVTC, to the attention of its Executive Director;
2300 Wilson Blvd., Suite 620
Arlington, VA 22201

2) to: _____,
to the attention of _____

_____ (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

Recipient Entity represents that it is not acting as a partner or agent of NVTC; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

The provisions of this Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Commission

By: _____

Date: _____

_____ (Name of Recipient Entity)

By: _____

Date: _____

Appendix A –Project Description and Performance Measures

Project Number:

Project Title:

Recipient Entity:

Toll Revenue Funds: \$

Project Description

Performance Measures and Reporting
<p>Performance Measures</p>
<p>Collection Period</p>
<p>Reporting</p>
<p>Reports are due by June 30th of each year. Submit reports by email to Patricia Happ at NVTC at patriciahapp@novatransit.org.</p>

APPENDIX B - PROJECT BUDGET & CASH FLOW

Project Title: _____	Project Number: _____
Recipient Entity: _____	Revision Number: _____
Recipient Contact: _____	Revision Date: _____
Name: _____	
Email: _____	
Phone: _____	

TABLE B-1 PROJECT BUDGET

Project Type	Total Project Budget	Funding Sources		
		Approved Toll Revenue Funds	Other Funds (if applicable)	
Study	\$ -	\$ -	\$ -	
Preliminary Engineering	-	-	-	
Right-of-Way	-	-	-	
Construction	-	-	-	
Capital Asset Acquisition	-	-	-	
Annual Transit Operating	-	-	-	
_____	-	-	-	
_____	-	-	-	
Total	\$ -	\$ -	\$ -	

TABLE B-2 NVTC PROJECT FUNDS PROGRAMMED

Project Type	FY _____
Study	\$ -
Preliminary Engineering	-
Right-of-Way	-
Construction	-
Capital Asset Acquisition	-
Annual Transit Operating	-
_____	-
_____	-
Total	\$ -

TABLE B-3 QUARTERLY PROJECT CASH FLOW *FOR TOLL REVENUE FUNDS ONLY*

Quarter	FY _____	FY _____	FY _____	FY _____	FY _____	FY _____
1st, September 30th	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2nd, December 31st	-	-	-	-	-	-
3rd, March 31st	-	-	-	-	-	-
4th, June 30th	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this

Recipient Entity

Northern Virginia Transportation Commission

Signature

Signature

Title

NVTC Executive Director

NVTC Director of Finance and Administration

Date

Date

Print name of person signing

APPENDIX C

REIMBURSEMENT REQUEST

NVTC Project Number: _____

NVTC Project Title: _____

Draw Request Number: _____

Date: _____, 20____

Northern Virginia Transportation Commission
2300 Wilson Blvd., Suite 620
Arlington, Virginia 22201

This requisition is submitted in connection with the Standard Project Agreement for Funding and Administration dated _____, 20____ (the "Agreement") between the Northern Virginia Transportation Commission ("NVTC") and _____ (the "Recipient Entity"). The Recipient Entity hereby requests \$_____ of ~~NVTC~~ Toll Revenue, to pay the costs of the Project set forth in the attached detailed Reimbursement Request form and in accordance with the Agreement.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of the Recipient Entity's approved costs of the Project, (ii) the Recipient Entity is responsible for payment to vendors/contractors, (iii) the Recipient Entity is not in default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) the tax covenants set forth in Appendix D to the agreement, (iv) the representations and warranties made by the Recipient Entity in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of the Recipient Entity, no condition exists under the Agreement that would allow NVTC to withhold the requested advance.

RECIPIENT ENTITY

By: _____

Name: _____

Title: _____

APPENDIX C - REIMBURSEMENT REQUEST

Project Number: _____ Request Number _____
Project Title: _____ Request Date _____
Recipient Entity: _____ Request Amount _____

Table C-1, SUMMARY

Project Type	Total Toll Revenue Funds	Previous Amount Requested to Date*	Amount of This Request	Total Requested to Date	Balance Toll Revenue Funds
Study	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engineering	-	-	-	-	-
Right-of-Way	-	-	-	-	-
Construction	-	-	-	-	-
Capital Asset Acquisition	-	-	-	-	-
Annual Transit Operating	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -

* Enter amounts from "Total Requested to Date" column from the previous reimbursement request.

Table C-2, LISTING OF ATTACHED INVOICES AND PROOF OF PAYMENT

Vendor/Contractor	Invoice Number	Item Number	Component Type	Invoice Total	NVTC Funding Request
				\$ -	\$ -
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
				-	-
Total				\$ -	\$ -

APPENDIX D - Reserved for TAX COVENANTS

(Use for components funded with bond proceeds, assuming NVTC issues bonds.)

APPENDIX E –Authorization of designee(s)

Recipient governing body's authorization for their respective designee(s) to execute this agreement on their behalf(s) as evinced by entity's clerk's minutes or resolution.

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TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Report from the Chair of the Legislative and Policy Committee

At the November meeting Katie Cristol, chair of NVTC's Legislative and Policy Committee, will introduce NVTC's proposed 2019 Legislative and Policy Agenda, which will then be presented for approval at the December meeting.

A. Proposed NVTC 2019 Legislative and Policy Agenda

The Legislative and Policy Committee has prepared the [proposed 2019 NVTC Legislative and Policy Agenda](#), which focuses on state and federal legislative priorities. Below are the proposed priorities for the coming year:

State Legislative Priorities:

- ✓ Identify Future Revenues to Address Statewide Transit Capital Shortfall
- ✓ Restore Regional Transportation Revenues
- ✓ Preserve the Dedicated Funding for WMATA and VRE

Federal Legislative Priorities:

- ✓ Reauthorize Federal Funding for WMATA
- ✓ Ensure Labor Arbitration Commitments Reflect Budget Realities
- ✓ Incorporate Transit in a Federal Infrastructure Package
- ✓ Reauthorize the Federal Transit Program and Fully Fund the Mass Transit Account
- ✓ Continue the Commitment to Commuter Tax Benefits

The Commission will be asked to approve the final 2019 Legislative and Policy Agenda at the December meeting.

B. Joint NVTC-PRTC Legislative and Policy Briefing

The annual Joint NVTC-PRTC Legislative and Policy Briefing will be held on December 10th at 9:00 A.M. at the Embassy Suites by Hilton Springfield (new location). The event will provide an overview of federal and state issues affecting transit in Northern Virginia. Featured speakers include Deputy of Transportation Shannon Valentine (invited), WMATA General Manager Paul Wiedefeld, VRE CEO Doug Allen, NVTC Chair Paul Smedberg and PRTC Chair Ruth Anderson, as well as NVTC Executive Director Kate Mattice and PRTC Executive Director Bob Schneider.

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2019 LEGISLATIVE AND POLICY AGENDA

Northern Virginia's economic growth and global competitiveness are directly tied to the region's transit network. With nearly 60 percent of jobs within a quarter-mile of a rail station or bus stop, Northern Virginia is among the nation's most transit-accessible areas.

High-quality transit not only brings economic benefits to Northern Virginia but to the entire Commonwealth. The high-capacity service offered by the Washington Metropolitan Area Transit

Authority's (WMATA) Metrorail and the Virginia Railway Express (VRE) provides more than \$600 million per year to the Commonwealth of Virginia in sales and income tax revenues¹. This reflects a more than 250 percent return on investment to the Commonwealth for its support of these transit systems.

\$600 M
in revenues to Virginia

35.5M
Hours of
congestion

Each work day, 550,000 Northern Virginians commute via transit, saving the region 35.5 million hours of congestion-related traffic delays annually. VRE riders, nearly 19,000 daily, take the equivalent of two lanes of traffic – one each on I-66 and I-95 – off the highways during rush hour. With six bus systems extending from Loudoun

County to the City of Alexandria and commuter- and fixed-rail systems, Northern Virginia continues to explore ways to better connect businesses, residents and visitors.

Transit Systems that Serve NVTC's Communities



State Legislative Priorities:

- ✓ Identify Future Revenues to Address Statewide Transit Capital Shortfall
- ✓ Restore Regional Transportation Revenues
- ✓ Preserve the Dedicated Funding for WMATA and VRE

Federal Legislative Priorities:

- ✓ Reauthorize Federal Funding for WMATA
- ✓ Ensure Labor Arbitration Commitments Reflect Budget Realities
- ✓ Incorporate Transit in a Federal Infrastructure Package
- ✓ Reauthorize the Federal Transit Program and Fully Fund the Mass Transit Account
- ✓ Continue the Commitment to Commuter Tax Benefits

¹ NVTC, The Value of Metrorail and the Virginia Railway Express to the Commonwealth of Virginia, September 2017

1. Identify Future Revenues to Address Statewide Transit Capital Shortfall

NVTC supports a statewide solution to stem the future loss in revenues that fund transit capital statewide. An urgent and immediate threat to transit systems across the state will begin when the Commonwealth Transportation Board allocates the last revenues received from the 2007 Transportation Capital Project Revenue Bonds. These bond proceeds have been a key element in Virginia's funding for transit capital, representing 40 percent of the available revenue for transit capital investments across the state.

This loss of funding will be disastrous for Northern Virginia transit providers, affecting the reliability and service performance of our transit systems. With less state financial support, funding for transit will need to compete with core local services. The loss of state funds will affect all transit providers in Northern Virginia, including the six local bus systems and VRE commuter rail.

The transit shortfall will affect systems throughout the Commonwealth. More than 41 transit agencies across the state rely on these funds to maintain safe and reliable transit operations. In areas with limited local resources, a loss of more than 20 percent in state transit capital funding will be devastating.

This year, NVTC will work with fellow stakeholders to identify options for long-term, sustainable funding for the Commonwealth's transportation needs. These are imperative if we are to avoid the collapse of Virginia's transit capital program and, with it, transit operations.

2. Restore Regional Transportation Revenues

NVTC supports efforts in the future to restore regional (70%) revenues and local (30%) distribution revenues available to the Northern Virginia Transportation Authority (NVTA) repealed as a result of HB 1539/SB 856 (2018). NVTA is the entity in Northern Virginia responsible for allocating regional revenues for transportation projects – including transit projects - that reduce congestion. Due to the loss of 70% revenue funds, several regional transit projects or projects that increase improve access to transit received partial or no funding in NVTA's FY2018-2023 Six Year Program, including the City of Alexandria's West End Transitway, Fairfax County's Frontier Drive Extension, and Arlington County's Ballston Metrorail Station West Entrance and improvements to the Crystal City Metro Station. In addition, NVTC jurisdictions saw a marked reduction in their 30% revenues, which, in many cases, support transit operations. NVTC supports restoration of these funds as they are instrumental for multimodal regional and local transportation projects across Northern Virginia.

Internet Sales Revenue for Transit?

A critical factor this session could be changes in tax law and how Virginia could collect taxes on internet sales after the US Supreme Court's decision in the Wayfair case.

In 2013, the General Assembly had explicitly earmarked funds stemming from the passage of any federal Marketplace Fairness Act for transportation and transit.

While that is not what has happened, if the spirit of the intent remains, a portion of the new funds coming to Virginia should still be dedicated to transportation, including statewide transit capital.

3. Preserve the Dedicated Funding for WMATA and VRE

WMATA: In 2018, the General Assembly, the Governor and the Northern Virginia region collaborated on a dedicated funding and reform package to ensure that WMATA's transit service would continue to serve as the backbone of the Washington, D.C. region's transportation network. All three jurisdictions – Virginia, Maryland and the District of Columbia – were able to dedicate the revenues that WMATA identified as essential for it to begin chipping away at decades of the aging system's unfunded capital needs. NVTC, in its expanded oversight

role, will continue to work with its local jurisdictions, the Governor and the General Assembly as funds become available to ensure strong stewardship, appropriate oversight, annual reporting, and future cost-saving strategies.

VRE: A second, critical part of the 2018 transit funding bill was regional dedicated funding for VRE. A new fund, the Commuter Rail Operating and Capital Fund (C-ROC), was created and \$15 million dollars annually will be deposited into the Fund from the new floor on the regional gas tax.

The C-ROC was modeled after Virginia's Intercity Passenger Rail Operating and Capital fund (IPROC) and designed to meet the financial needs that VRE identified in its long-term financial plan. In creating the C-ROC and dedicating funds, the legislature acknowledged that VRE is a critical piece of the Northern Virginia transportation system.



2019 FEDERAL LEGISLATIVE PROGRAM

Facilitating efficient surface transportation, including public transportation, has long been recognized as a federal responsibility and is critical to U.S. global economic competitiveness. According to the American Public Transportation Association, 87 percent of the 35 million public transportation trips taken each day directly impacts the U.S. economy because Americans ride public transit to work or spend money at retail businesses and entertainment venues.

In Northern Virginia, federal funding for public transportation supports capital investments in WMATA and VRE, as do allocations made by the Commonwealth and local jurisdictions. Also, the tax benefits provided to large employers – most notably the federal government – play a key role in supporting commuters who utilize transit, which benefits all the transit providers in our region.

1. Reauthorize Dedicated Federal Funding for WMATA

NVTC strongly supports continued dedicated federal funding of WMATA, to support critical safety and state of good repair projects, that matches or exceeds the current 10-year commitment under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

WMATA is critical to the federal government. More than half of Metrorail stations serve federal facilities and approximately 40 percent of morning peak-period customers are federal employees. Further, WMATA enables special events in the Washington metropolitan region, such as festivals, sporting events, and inaugurations. Metrorail also allows for the evacuation of more than 120,000 people per hour during an emergency.

In 2008, Congress authorized a total of \$1.5 billion over 10 years to WMATA under PRIIA, leveraged by an equal match of funds from Virginia, Maryland and the District of Columbia. These funds have been crucial in supporting the major maintenance and capital rehabilitation activities that were necessary to restore the safety and reliability of the aging transit system.

2. Ensure Labor Arbitration Commitments Reflect Budget Realities

To control costs at WMATA, NVTC endorses an amendment to the federal Wolf Act (National Capital Area Interest Arbitration Standards Act of 1995, Pub L. 104-50) to require arbitrators in WMATA contract mediations to consider fiscal restrictions, such as the three percent cap in growth of annual operating subsidies, in all cases. Currently, the Wolf Act permits but does not mandate arbitration awards based upon financial condition.

Strengthening this language would allow management to keep labor costs aligned with the financial condition of the transit agency and its funding jurisdictions.

3. Incorporate Transit in Federal Infrastructure Package

Since 2017, the President and Congress have discussed a \$1 trillion package to restore and renew infrastructure across the nation. Should Congress take up consideration of an infrastructure package, NVTC supports a strong transit component.

4. Reauthorize the Federal Transit Program and Fully Fund the Mass Transit Account

The Fixing America's Surface Transportation (FAST) Act of 2015 provides \$61.1 billion over five fiscal years for programs administered by the Federal Transit Administration (FTA) and is authorized through 2020. NVTC supports Congressional reauthorization of the FAST Act in a timely manner to provide certainty and stability of federal funds to transit agencies in Northern Virginia, including WMATA and VRE.

The law, which will expire at the end of FY2020, currently authorizes up to \$12.6 billion nationwide per year for federal transit programs. It funds important transit programs that are used by systems in Northern Virginia, including Urbanized Area Formula Grants, grants for the Enhanced Mobility of Seniors & Individuals with Disabilities, Bus and Bus Facilities Grants Program, discretionary grant programs, and State of Good Repair Formula Grants. It also authorizes the Capital Investment Grants program, which supports new major transit expansion activities such as future bus rapid transit routes within Northern Virginia.

The legislation also authorizes the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation and Improvement Financing programs, as well as the multimodal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ), all used on programs and projects currently active in Northern Virginia.

Close to 80 percent of the FTA's funds comes from the Mass Transit Account of the Highway Trust Fund, with resources derived primarily from federal gas tax revenues. Congress has not increased the federal gas tax since 1993, leading to a projected shortfall of the Highway Trust Fund (HTF) in the coming years. As solvency of the HTF is critical to funding a federal transportation authorization bill, NVTC supports Congressional efforts to address the long-term sustainability of the HTF.

5. Continue Commitment to Commuter Tax Benefits

Nearly 90 percent of VRE passengers and 65 percent of Metro's Virginia riders rely on the commuter tax benefit, the tax relief program that was restored in 2015 to serve employees of federal agencies and private sector companies across the country. NVTC supports continuation of transit commuter benefits that are on par with the tax incentive provided for parking. Commuter tax benefits make transit service more attractive to commuters who currently drive alone. Further, NVTC encourages federal programs that support the use of carpools, vanpools, rideshare, bike share, and transportation demand management (TDM) as effective tools to eliminate traffic congestion.



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www.novatransit.org • [@novatransit](https://twitter.com/novatransit) • www.facebook.com/novatransit

Agenda Item #7: Envision Route 7 Conceptual Engineering Update

TO: Chairman Smedberg and NVTC Commissioners

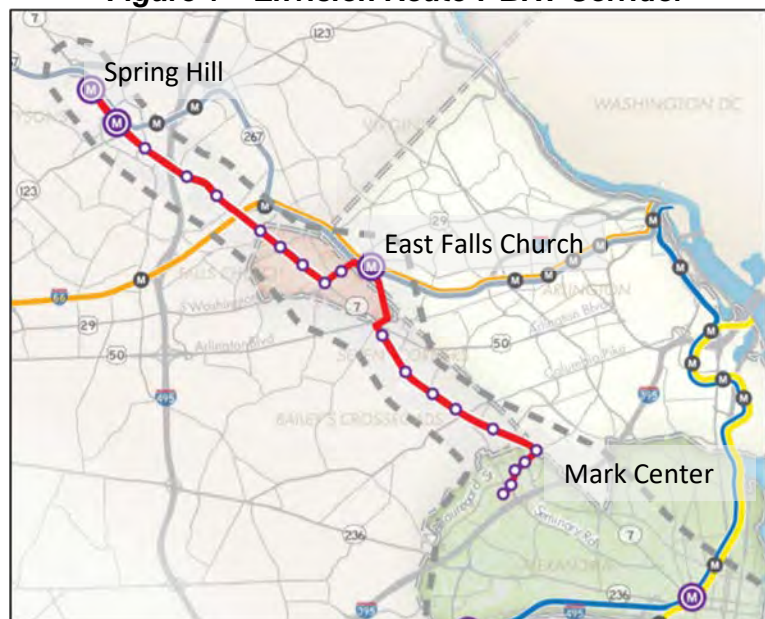
FROM: Kate Mattice and Dan Goldfarb, PE

DATE: October 25, 2018

SUBJECT: Envision Route 7 Conceptual Engineering Update

At the November meeting staff will update the Commission on the status of the [Envision Route 7 project](#), a proposed Bus Rapid Transit (BRT) service that would run along VA Route 7 from Mark Center Transit Center in the City of Alexandria to the Spring Hill Metro Station in Tysons. NVTC initiated the Phase III Conceptual Engineering Study in September 2018, the results of which will refine the project cost, identify potential areas of concern, develop a potential phasing strategy, and provide guidance on preserving the required right-of-way through local planning efforts and as development occurs along the corridor.

Figure 1 – Envision Route 7 BRT Corridor



Background

The Phase II study was completed in early 2017 and BRT was recommended as the preferred mode for the Route 7 corridor (Figure 1). The proposed BRT would operate in a combination of dedicated lanes and in mixed traffic, serve an additional 9,500 new daily transit riders, expand regional travel options, provide added mobility, and reduce both greenhouse gas emissions and traffic congestion. This BRT service is proposed to run 11 miles, mostly in a dedicated lane, between the Spring Hill Metro Station in Tysons and Mark Center in City of Alexandria, leaving Route 7 briefly to connect to the East Falls Church Metrorail Station.

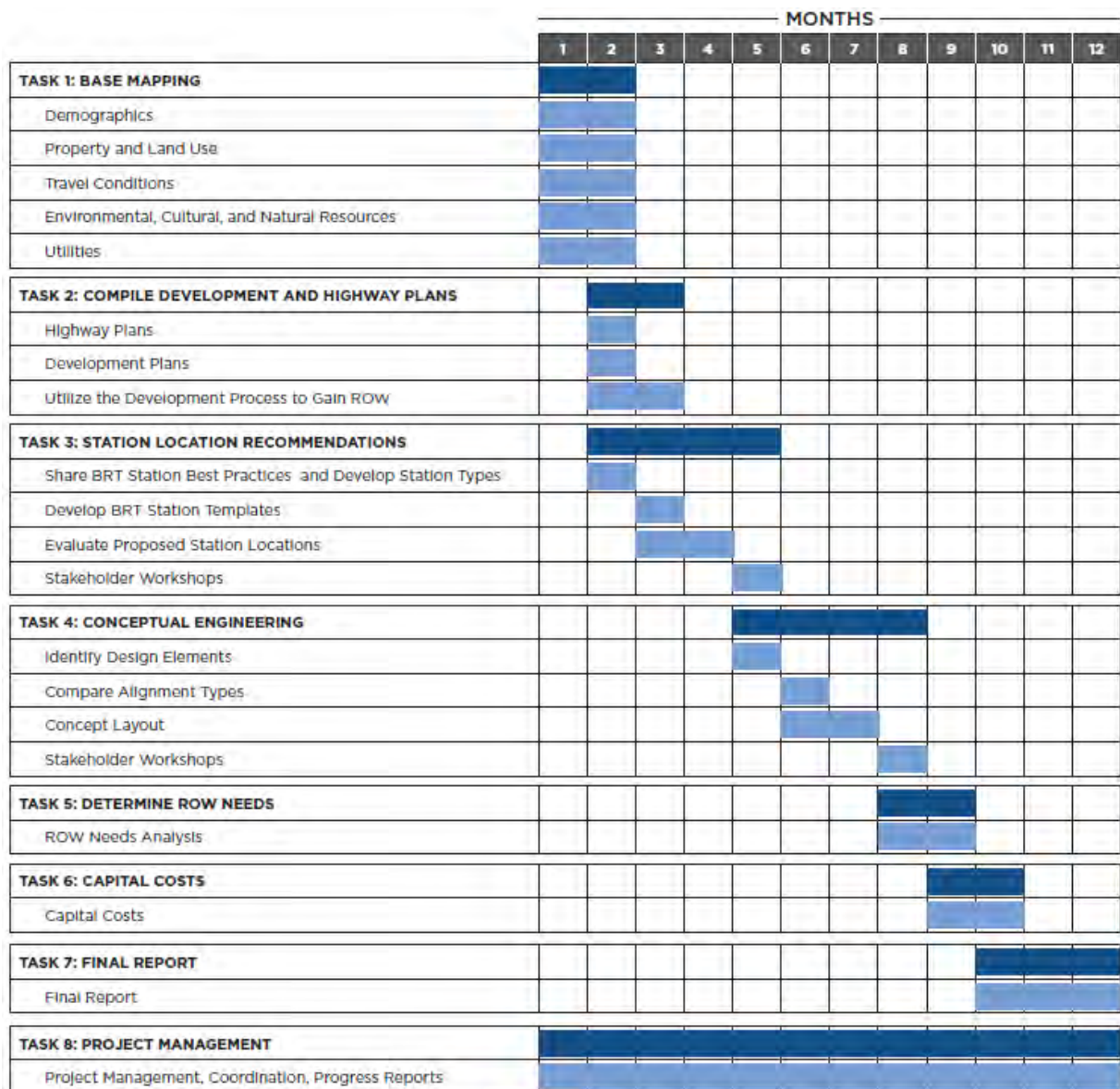
Phase III: Conceptual Engineering

Following a competitive procurement process, the Commission authorized the executive director to enter into contract with Kittelson and Associates for the Phase III Conceptual Engineering Study. The study kicked-off in late summer with a September meeting of the Technical Advisory Committee (TAC). The TAC includes jurisdictional, Washington

Metropolitan Area Transit Authority (WMATA), and Department of Rail and Public Transportation (DRPT) staff, as well as a representative from Montgomery County Department of Transportation's Bus Rapid Transit Program to share lessons learned and to advance BRT in the region. Staff anticipates the study will be completed in July 2019 (Figure 2).

Following completion of Phase III, it is anticipated that additional studies will be necessary to analyze traffic impacts, operational characteristics (e.g., median or curb running, etc.), as well as legislatively-required environmental work. As the project nears the final design stage, a service planning study will be needed to determine station configurations and locations and other related details.

Figure 2 – Project Schedule



Agenda Item #8: NVTC FY2017 Regional Transit Performance Report



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice, Nobuhiko Daito and Joey de St. Aubin

DATE: October 25, 2018

SUBJECT: NVTC FY2017 Regional Transit Performance Report

At the November meeting staff will update the Commission on the FY2017 Regional Transit Performance Report.

The [NVTC FY2017 Regional Transit Performance Report](#) (previously referred to as NVTC's Annual Transit Performance Report) summarizes performance statistics of transit agencies in Northern Virginia, including unlinked ridership trips, vehicle revenue miles, vehicles available for maximum service, average fleet age, and on-time performance.

In FY2017, Northern Virginia transit providers experienced an overall ridership decline of -9 percent. Metrorail carries the bulk of the ridership decline (-12 percent) and other transit systems in Northern Virginia declined by an average rate of -2 percent. ART and VRE experienced ridership increases of +7 percent and +9 percent, respectively.

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NVTC FY2017 REGIONAL TRANSIT PERFORMANCE REPORT

List of Figures

Figure	Title
1	Northern Virginia Public Transit Operating Statistics and Performance Indicators, FY2017
2	Northern Virginia Average Weekday and Public Transit Unlinked Passenger Trips, FY2017
3	Northern Virginia Metrorail Average Daily Unlinked Passenger Trips by Station, FY2016-FY2017
3A	Northern Virginia Metrorail Average Daily Unlinked Passenger Trips by Station (Weekday), FY2016-FY2017
3B	Northern Virginia Metrorail Average Daily Unlinked Passenger Trips by Station (Saturday), FY2016-FY2017
3C	Northern Virginia Metrorail Average Daily Unlinked Passenger Trips by Station (Sunday), FY2016-FY2017
4	Northern Virginia Metrorail Unlinked Passenger Trips by Station, FY2016-FY2017
4A	Northern Virginia Metrorail Unlinked Passenger Trips by Station (Weekdays), FY2016-FY2017
4B	Northern Virginia Metrorail Unlinked Passenger Trips by Station (Saturday), FY2016-FY2017
4C	Northern Virginia Metrorail Unlinked Passenger Trips by Station (Sunday), FY2016-FY2017
5	Northern Virginia Metrorail Monthly Unlinked Passenger Trips, FY2016-FY2017
6	Metrorail Northern Virginia Unlinked Passenger Trips, FY2007-FY2017
7	VRE Monthly Unlinked Passenger Trips, FY2016-FY2017
8	VRE Unlinked Passenger Trips, FY2007-FY2017
9	Northern Virginia Metrobus Average Daily Unlinked Passenger Trips, FY2016-FY2017
10	Northern Virginia Metrobus Annual Unlinked Passenger Trips, FY2016-FY2017
11	Northern Virginia Metrobus Annual Unlinked Passenger Trips by Month, FY2016-FY2017
12	Northern Virginia Metrobus Annual Unlinked Passenger Trips, FY2007-FY2017
13	ART Annual Unlinked Passenger Trips, FY2007-FY2017
14	CUE Annual Unlinked Passenger Trips, FY2007-FY2017
15	DASH Annual Unlinked Passenger Trips, FY2007-FY2017
16	Fairfax Connector Unlinked Passenger Trips, FY2007-FY2017
17	Loudoun County Transit Annual Unlinked Passenger Trips, FY2007-FY2017
18	PRTC Omni Ride / Omni Link Annual Unlinked Passenger Trips, FY2007-FY2017



Figure 1: Northern Virginia Public Transit Operating Statistics and Performance Indicators, FY2017

		Potomac and Rappahannock Transportation Commission						Loudoun County Transit		Washington Metropolitan Area Transit Authority	
	Fairfax Connector	Omni Ride	Omni Link	Virginia Railway Express (VRE)	Alexandria DASH	City of Fairfax CUE	Arlington Transit (ART)	Commuter Bus	Local Fixed Route Bus	Metrobus (Northern Virginia)	Metrorail (Northern Virginia)
Unlinked Passenger Trips (UPT)	8,631,906	1,527,715	1,042,908	4,676,123	3,949,711	645,687	3,404,896	1,036,731	715,350	19,124,426	89,497,280
Vehicle Revenue Miles (VRM)	9,574,848	1,771,470	1,174,185	2,413,955	1,841,481	437,074	1,847,491	1,320,977	1,745,085	40,026,923*	78,379,605*
Vehicle Revenue Hours (VRH)	735,918	68,289	78,830	74,767	215,602	33,412	174,853	40,989	96,281	3,949,021*	3,208,614*
Passenger Miles Traveled (PMT)	42,566,906	38,055,381	9,706,572	143,468,932	7,450,432	2,188,879	7,150,282	36,368,523	6,345,260	369,020,804*	1,326,262,650*
Fleet Size (Vehicles Available for Annual Maximum Service)	303	115	109	111	86	12	65	62	53	1478*	1140*
Average Fleet Age (years)	7.1	10.3	8.981651376	7.2	6.9	5.0	6.12	8.5	3.6	8.2*	16.0*
Average Weekday Unlinked Trips	28,479	6,111	3,812	18,968	13,112	2,275	11,727	4,237	2,661	65,579	273,114
Average Trip Length (miles)	4.93	24.91	9.31	30.68	1.89	3.39	2.10	35.08	8.87	4.35*	7.19*
On Time Performance	n/a	n/a	n/a	88.1%	95.0%	85.0%	n/a	n/a	n/a	76%*	79%*
Operating Costs	\$80,616,848	\$15,680,277	\$14,603,402	\$73,979,660	\$16,851,074	\$3,393,158	\$14,128,022	\$7,426,224	\$10,043,998	\$631,132,672*	\$992,646,766*

Source: NTD 2017 Report and transit operators. NVTC calculates Virginia Metrorail Unlinked Passenger Trips using station entries and exits.

*WMATA systemwide



Figure 2: Northern Virginia Average Weekday and Public Transit Unlinked Passenger Trips, FY2017

System	Average Weekday Passenger Trips, FY2016	Average Weekday Passenger Trips, FY2017	Annual Passenger Trips, FY2016	Annual Passenger Trips, FY2017
Metrorail Virginia	306,006	273,114	101,604,032	89,497,280
Metrobus Virginia	68,513	65,579	20,087,921	19,124,426
Fairfax Connector	30,023	28,479	8,984,286	8,631,906
VRE	17,713	18,968	4,352,814	4,676,123
DASH	13,664	13,112	4,101,964	3,949,711
PRTC Omni Ride / Omni Link	10,642	3,812	2,805,181	1,042,908
CUE	2,401	2,275	678,967	645,687
ART	10,649	11,727	3,111,575	3,404,896
Loudoun County Transit	7,184	6,898	1,775,888	1,752,081
Total	466,795	423,964	147,502,628	132,725,018

Source: NTD 2016 and 2017 Reports and WMATA.

NVTC calculates Virginia Metrorail Unlinked Passenger Trips using station entries and exits.

**Figure 3: Northern Virginia Metrorail Average Daily
Unlinked Passenger Trips by Station, FY2016-FY2017**

Station	Weekday FY2016	Saturday FY2016	Sunday FY2016	Weekday FY2017	Saturday FY2017	Sunday FY2017
Stations in Alexandria						
Blue/Yellow Line Stations						
Braddock Road	9,139	3,448	2,287	8,137	2,891	2,100
Van Dorn Street*	6,202	2,447	1,491	4,987	1,888	1,207
Eisenhower Avenue	3,217	1,603	927	2,674	1,398	927
King Street	15,911	8,315	5,978	13,294	6,927	5,202
Total Alexandria:	34,469	15,813	10,683	29,091	13,104	9,436
Stations in Arlington						
Orange/Silver Line Stations						
East Falls Church	8,017	4,002	2,622	7,697	3,389	2,254
Ballston	21,220	8,478	5,261	18,563	6,419	4,382
Virginia Square	7,548	2,826	1,738	7,034	2,228	1,422
Clarendon	8,649	5,023	2,827	7,832	3,355	2,281
Courthouse	13,713	5,506	3,427	12,577	4,301	2,839
Rosslyn	27,292	10,702	8,344	24,761	8,915	7,087
Blue/Yellow Line Stations						
Arlington Cemetery	2,627	4,231	3,559	2,447	3,589	3,317
Pentagon	28,515	3,854	2,846	26,582	3,276	2,277
Pentagon City	26,273	16,110	10,932	25,435	14,724	10,013
Crystal City	22,978	9,137	6,470	20,244	7,542	5,599
National Airport	12,703	8,292	11,882	11,475	7,615	10,079
Total Arlington:	179,535	78,160	59,909	164,647	65,353	51,550
Stations in Fairfax County						
Orange Line Stations						
Vienna	20,179	7,647	4,304	15,790	5,711	3,551
Dunn Loring	8,054	2,983	1,740	6,642	2,337	1,501
West Falls Church	5,341	1,656	994	5,565	1,513	972
Blue/Yellow Line Stations						
Huntington	14,631	5,543	3,610	12,971	4,868	3,412
Franconia-Springfield	14,427	6,860	4,104	10,791	4,979	3,091
Silver Line Stations						
Wiehle Reston East	15,359	6,589	4,530	13,963	5,445	3,898
Spring Hill	2,391	1,387	872	2,205	1,200	786
Greensboro	2,158	708	419	2,172	647	383
Tysons Corner	6,246	4,795	3,067	6,075	4,136	2,732
McLean	3,217	1,002	610	3,200	869	623
Total Fairfax:	92,003	39,170	24,251	79,375	31,705	20,948
Total Virginia:	306,006	133,143	94,843	273,114	110,162	81,934

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis



**Figure 3A: Northern Virginia Metrorail Average Daily Unlinked
Passenger Trips by Station (Weekday), FY2016-FY2017**

Station	Weekday FY2016	Weekday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	9,139	8,137	-1,002	-11%
Van Dorn Street*	6,202	4,987	-1,215	-20%
Eisenhower Avenue	3,217	2,674	-542	-17%
King Street	15,911	13,294	-2,617	-16%
Total Alexandria:	34,469	29,091	-5,377	-16%
Stations in Arlington				
Orange/Silver Line Stations				
East Falls Church	8,017	7,697	-320	-4%
Ballston	21,220	18,563	-2,657	-13%
Virginia Square	7,548	7,034	-514	-7%
Clarendon	8,649	7,832	-817	-9%
Courthouse	13,713	12,577	-1,136	-8%
Rosslyn	27,292	24,761	-2,532	-9%
Blue/Yellow Line Stations				
Arlington Cemetery	2,627	2,447	-180	-7%
Pentagon	28,515	26,582	-1,932	-7%
Pentagon City	26,273	25,435	-838	-3%
Crystal City	22,978	20,244	-2,734	-12%
National Airport	12,703	11,475	-1,228	-10%
Total Arlington:	179,535	164,647	-14,888	-8%
Stations in Fairfax County				
Orange Line Stations				
Vienna	20,179	15,790	-4,389	-22%
Dunn Loring	8,054	6,642	-1,411	-18%
West Falls Church	5,341	5,565	224	4%
Blue/Yellow Line Stations				
Huntington	14,631	12,971	-1,660	-11%
Franconia-Springfield	14,427	10,791	-3,636	-25%
Silver Line Stations				
Wiehle Reston East	15,359	13,963	-1,396	-9%
Spring Hill	2,391	2,205	-186	-8%
Greensboro	2,158	2,172	14	1%
Tysons Corner	6,246	6,075	-171	-3%
McLean	3,217	3,200	-17	-1%
Total Fairfax:	92,003	79,375	-12,628	-14%
Total Virginia:	306,006	273,114	-32,893	-11%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 3B: Northern Virginia Metrorail Average Daily Unlinked
Passenger Trips by Station (Saturday), FY2016-FY2017**

Station	Saturday FY2016	Saturday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	3,448	2,891	-557	-16%
Van Dorn Street*	2,447	1,888	-559	-23%
Eisenhower Avenue	1,603	1,398	-205	-13%
King Street	8,315	6,927	-1,388	-17%
Total Alexandria:	15,813	13,104	-2,710	-17%
Stations in Arlington				
Orange Line Stations				
East Falls Church	4,002	3,389	-613	-15%
Ballston	8,478	6,419	-2,059	-24%
Virginia Square	2,826	2,228	-597	-21%
Clarendon	5,023	3,355	-1,668	-33%
Courthouse	5,506	4,301	-1,205	-22%
Rosslyn	10,702	8,915	-1,787	-17%
Blue/Yellow Line Stations				
Arlington Cemetery	4,231	3,589	-642	-15%
Pentagon	3,854	3,276	-579	-15%
Pentagon City	16,110	14,724	-1,386	-9%
Crystal City	9,137	7,542	-1,594	-17%
National Airport	8,292	7,615	-677	-8%
Total Arlington:	78,160	65,353	-12,808	-16%
Stations in Fairfax County				
Orange Line Stations				
Vienna	7,647	5,711	-1,936	-25%
Dunn Loring	2,983	2,337	-646	-22%
West Falls Church	1,656	1,513	-143	-9%
Blue/Yellow Line Stations				
Huntington	5,543	4,868	-675	-12%
Franconia-Springfield	6,860	4,979	-1,881	-27%
Silver Line Stations				
Wiehle Reston East	6,589	5,445	-1,144	-17%
Spring Hill	1,387	1,200	-187	-13%
Greensboro	708	647	-61	-9%
Tysons Corner	4,795	4,136	-659	-14%
McLean	1,002	869	-133	-13%
Total Fairfax:	39,170	31,705	-7,465	-19%
Total Virginia:	146,063	110,162	-35,901	-25%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 3C: Metrorail Average Daily Unlinked
Passenger Trips by Station (Sunday), FY2016-FY2017**

Station	Sunday FY2016	Sunday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	2,287	2,100	-186	-8%
Van Dorn Street*	1,491	1,207	-285	-19%
Eisenhower Avenue	927	927	0	0%
King Street	5,978	5,202	-777	-13%
Total Alexandria:	10,683	9,436	-1,247	-12%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,622	2,254	-368	-14%
Ballston	5,261	4,382	-879	-17%
Virginia Square	1,738	1,422	-316	-18%
Clarendon	2,827	2,281	-546	-19%
Courthouse	3,427	2,839	-588	-17%
Rosslyn	8,344	7,087	-1,257	-15%
Blue/Yellow Line Stations				
Arlington Cemetery	3,559	3,317	-241	-7%
Pentagon	2,846	2,277	-569	-20%
Pentagon City	10,932	10,013	-920	-8%
Crystal City	6,470	5,599	-871	-13%
National Airport	11,882	10,079	-1,802	-15%
Total Arlington:	59,909	51,550	-8,359	-14%
Stations in Fairfax County				
Orange Line Stations				
Vienna	4,304	3,551	-753	-17%
Dunn Loring	1,740	1,501	-239	-14%
West Falls Church	994	972	-22	-2%
Blue/Yellow Line Stations				
Huntington	3,610	3,412	-198	-5%
Franconia-Springfield	4,104	3,091	-1,013	-25%
Silver Line Stations				
Wiehle Reston East	4,530	3,898	-632	-14%
Spring Hill	872	786	-87	-10%
Greensboro	419	383	-36	-9%
Tysons Corner	3,067	2,732	-335	-11%
McLean	610	623	13	2%
Total Fairfax:	24,251	20,948	-3,303	-14%
Total Virginia:	94,843	81,934	-12,909	-14%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis



**Figure 4: Northern Virginia Metrorail Unlinked
Passenger Trips by Station, FY 2016-FY2017**

Station	Weekday FY2016	Saturday FY2016	Sunday FY2016	Weekday FY2017	Saturday FY2017	Sunday FY2017
Stations in Alexandria						
Blue/Yellow Line Stations						
Braddock Road	2,394,407	179,612	118,093	2,128,569	152,375	111,257
Van Dorn Street*	1,625,406	127,438	77,154	1,306,967	98,340	63,032
Eisenhower Avenue	843,529	83,262	47,812	700,765	73,171	48,515
King Street	4,172,214	432,416	308,458	3,482,833	361,296	272,068
Total Alexandria:	9,035,555	822,728	551,517	7,619,133	685,182	494,872
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,100,925	207,881	135,644	2,015,841	177,165	118,361
Ballston	5,558,815	442,911	272,848	4,860,688	334,773	230,483
Virginia Square	1,977,204	147,468	89,941	1,842,014	116,122	74,412
Clarendon	2,266,097	261,942	146,531	2,051,045	174,653	119,552
Courthouse	3,592,001	287,239	176,783	3,293,441	224,340	148,952
Rosslyn	7,151,654	557,054	427,146	6,484,118	463,606	378,000
Blue/Yellow Line Stations						
Arlington Cemetery	693,648	216,695	183,990	639,824	189,949	174,178
Pentagon	7,469,174	201,601	145,092	6,964,447	170,083	121,292
Pentagon City	6,889,070	837,130	565,417	6,653,884	770,802	526,098
Crystal City	6,021,170	476,032	332,269	5,304,513	394,707	294,202
National Airport	3,330,143	432,002	617,280	3,006,517	395,563	522,733
Total Arlington:	47,049,901	4,067,954	3,092,940	43,116,331	3,411,763	2,708,262
Stations in Fairfax County						
Orange Line Stations						
Vienna	5,289,068	396,701	221,002	4,143,447	296,446	184,124
Dunn Loring	2,110,274	154,798	89,544	1,741,794	121,198	77,889
West Falls Church	1,399,395	85,721	50,940	1,452,225	80,400	52,090
Blue/Yellow Line Stations						
Huntington	3,834,926	288,275	186,833	3,399,787	253,121	178,046
Franconia-Springfield	3,782,887	356,647	211,733	2,827,240	261,281	162,653
Silver Line Stations						
Wiehle Reston East	4,026,698	341,846	234,327	3,656,957	284,471	203,973
Spring Hill	627,246	72,097	45,113	577,330	62,750	41,197
Greensboro	565,424	36,810	21,735	568,827	33,698	20,071
Tysons Corner	1,638,100	249,039	159,025	795,759	215,967	142,084
McLean	843,183	52,059	31,522	838,077	45,423	33,142
Total Fairfax:	24,117,200	2,033,994	1,251,774	20,001,444	1,654,755	1,095,269
TOTAL VIRGINIA:	80,202,656	6,924,676	4,896,231	70,736,908	5,751,700	4,298,402

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 4A: Northern Virginia Metrorail Unlinked
Passenger Trips by Station (Weekday), FY 2016-FY2017**

Station	Weekday FY2016	Weekday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	2,394,407	2,128,569	-265,838	-11%
Van Dorn Street*	1,625,406	1,306,967	-318,439	-20%
Eisenhower Avenue	843,529	700,765	-142,764	-17%
King Street	4,172,214	3,482,833	-689,381	-17%
Total Alexandria:	9,035,555	7,619,133	-1,416,422	-16%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,100,925	2,015,841	-85,085	-4%
Ballston	5,558,815	4,860,688	-698,127	-13%
Virginia Square	1,977,204	1,842,014	-135,190	-7%
Clarendon	2,266,097	2,051,045	-215,052	-9%
Courthouse	3,592,001	3,293,441	-298,560	-8%
Rosslyn	7,151,654	6,484,118	-667,536	-9%
Blue/Yellow Line Stations				
Arlington Cemetery	693,648	639,824	-53,824	-8%
Pentagon	7,469,174	6,964,447	-504,727	-7%
Pentagon City	6,889,070	6,653,884	-235,186	-3%
Crystal City	6,021,170	5,304,513	-716,657	-12%
National Airport	3,330,143	3,006,517	-323,627	-10%
Total Arlington:	47,049,901	43,116,331	-3,933,570	-8%
Stations in Fairfax County				
Orange Line Stations				
Vienna	5,289,068	4,143,447	-1,145,621	-22%
Dunn Loring	2,110,274	1,741,794	-368,480	-17%
West Falls Church	1,399,395	1,452,225	52,829	4%
Blue/Yellow Line Stations				
Huntington	3,834,926	3,399,787	-435,139	-11%
Franconia-Springfield	3,782,887	2,827,240	-955,646	-25%
Silver Line Stations				
Wiehle Reston East	4,026,698	3,656,957	-369,741	-9%
Spring Hill	627,246	577,330	-49,916	-8%
Greensboro	565,424	568,827	3,403	1%
Tysons Corner	1,638,100	795,759	-842,341	-51%
McLean	843,183	838,077	-5,105	-1%
Total Fairfax:	24,117,200	20,001,444	-4,115,756	-17%
Total Virginia:	80,202,656	70,736,908	-9,465,748	-12%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 4B: Northern Virginia Metrorail Unlinked
Passenger Trips by Station (Saturday), FY2016-FY2017**

Station	Saturday FY2016	Saturday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	179,612	152,375	-27,237	-15%
Van Dorn Street*	127,438	98,340	-29,097	-23%
Eisenhower Avenue	83,262	73,171	-10,092	-12%
King Street	432,416	361,296	-71,120	-16%
Total Alexandria:	822,728	685,182	-137,546	-17%
Stations in Arlington				
Orange Line Stations				
East Falls Church	207,881	177,165	-30,716	-15%
Ballston	442,911	334,773	-108,138	-24%
Virginia Square	147,468	116,122	-31,346	-21%
Clarendon	261,942	174,653	-87,289	-33%
Courthouse	287,239	224,340	-62,899	-22%
Rosslyn	557,054	463,606	-93,448	-17%
Blue/Yellow Line Stations				
Arlington Cemetery	216,695	189,949	-26,746	-12%
Pentagon	201,601	170,083	-31,518	-16%
Pentagon City	837,130	770,802	-66,328	-8%
Crystal City	476,032	394,707	-81,325	-17%
National Airport	432,002	395,563	-36,439	-8%
Total Arlington:	4,067,954	3,411,763	-656,191	-16%
Stations in Fairfax County				
Orange Line Stations				
Vienna	396,701	296,446	-100,256	-25%
Dunn Loring	154,798	121,198	-33,599	-22%
West Falls Church	85,721	80,400	-5,321	-6%
Blue/Yellow Line Stations				
Huntington	288,275	253,121	-35,155	-12%
Franconia-Springfield	356,647	261,281	-95,366	-27%
Silver Line Stations				
Wiehle Reston East	341,846	284,471	-57,375	-17%
Spring Hill	72,097	62,750	-9,348	-13%
Greensboro	36,810	33,698	-3,112	-8%
Tysons Corner	249,039	215,967	-33,072	-13%
McLean	52,059	45,423	-6,636	-13%
Total Fairfax:	2,033,994	1,654,755	-379,239	-19%
Total Virginia:	6,924,676	5,751,700	-1,172,976	-17%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis



**Figure 4C: Northern Virginia Metrorail Unlinked
Passenger Trips by Station (Sunday), FY2016-FY2017**

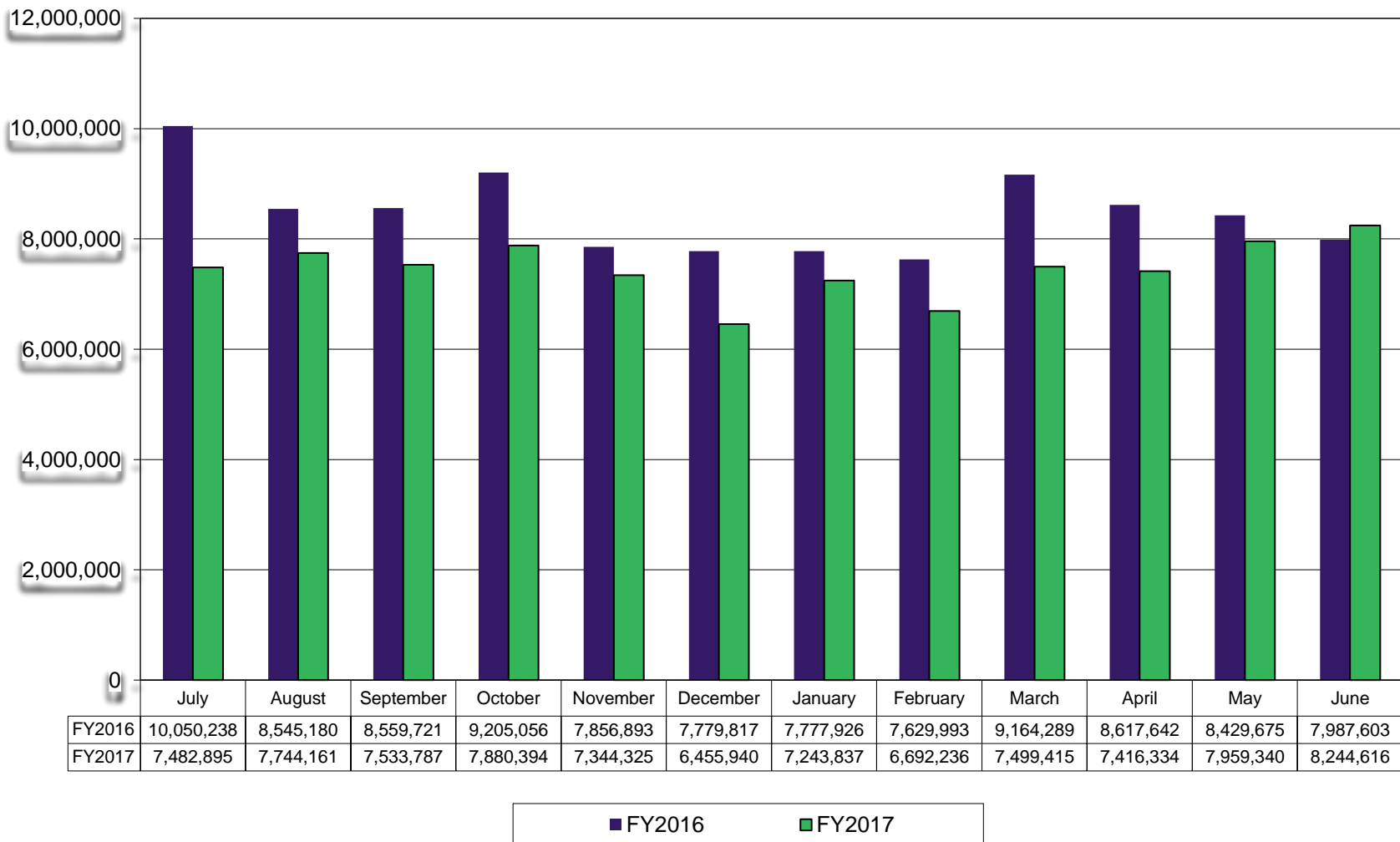
Station	Sunday FY2016	Sunday FY2017	Total Change FY2016-FY2017	Percentage Change FY2016-FY2017
Stations in Alexandria				
Blue/Yellow Line Stations				
Braddock Road	118,093	111,257	-6,836	-6%
Van Dorn Street*	77,154	63,032	-14,122	-18%
Eisenhower Avenue	47,812	48,515	703	1%
King Street	308,458	272,068	-36,390	-12%
Total Alexandria:	551,517	494,872	-56,645	-10%
Stations in Arlington				
Orange Line Stations				
East Falls Church	135,644	118,361	-17,283	-13%
Ballston	272,848	230,483	-42,364	-16%
Virginia Square	89,941	74,412	-15,529	-17%
Clarendon	146,531	119,552	-26,979	-18%
Courthouse	176,783	148,952	-27,832	-16%
Rosslyn	427,146	378,000	-49,146	-12%
Blue/Yellow Line Stations				
Arlington Cemetery	183,990	174,178	-9,812	-5%
Pentagon	145,092	121,292	-23,801	-16%
Pentagon City	565,417	526,098	-39,320	-7%
Crystal City	332,269	294,202	-38,067	-11%
National Airport	617,280	522,733	-94,546	-15%
Total Arlington:	3,092,940	2,708,262	-384,679	-12%
Stations in Fairfax County				
Orange Line Stations				
Vienna	221,002	184,124	-36,878	-17%
Dunn Loring	89,544	77,889	-11,655	-13%
West Falls Church	50,940	52,090	1,149	2%
Blue/Yellow Line Stations				
Huntington	186,833	178,046	-8,787	-5%
Franconia-Springfield	211,733	162,653	-49,080	-23%
Silver Line Stations				
Wiehle Reston East	234,327	203,973	-30,355	-13%
Spring Hill	45,113	41,197	-3,916	-9%
Greensboro	21,735	20,071	-1,664	-8%
Tysons Corner	159,025	142,084	-16,941	-11%
McLean	31,522	33,142	1,620	5%
Total Fairfax:	1,251,774	1,095,269	-156,505	-13%
Total Virginia:	4,896,231	4,298,402	-597,829	-12%

Source: WMATA. Ridership is based on station entries and exits.

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis



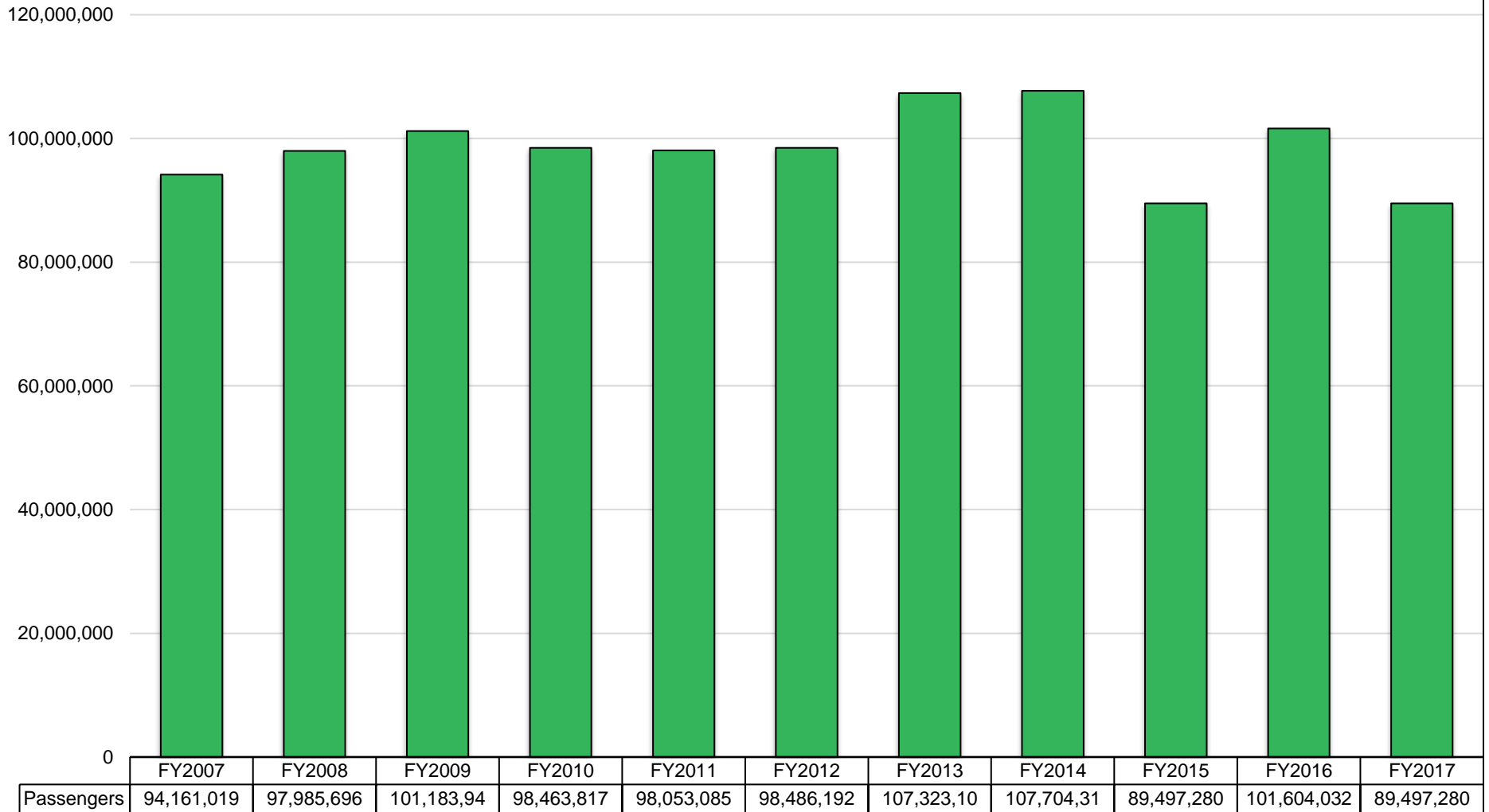
**Figure 5: Northern Virginia Metrorail Monthly
Unlinked Passenger Trips, FY2016-FY2017**



Source: WMATA. NVTC calculates Virginia Metrorail Unlinked Passenger Trips using station entries and exits.



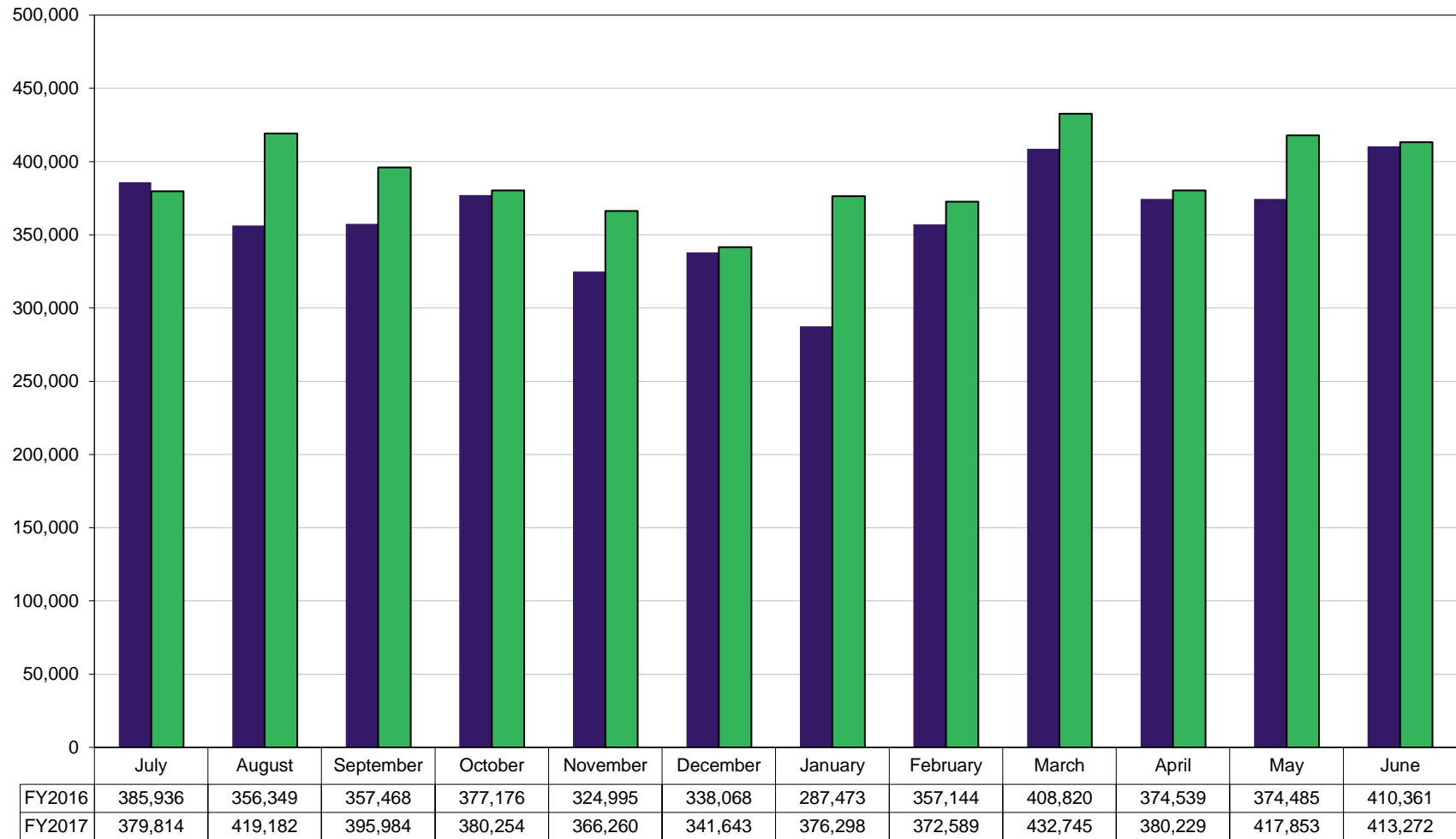
**Figure 6: Metrorail Northern Virginia
Unlinked Passenger Trips, FY2007-FY2017**



Source: WMATA. NVTC calculates Virginia Metrorail Unlinked Passenger Trips using station entries and exits.



**Figure 7: VRE Monthly Unlinked Passenger Trips,
FY2016-FY2017**

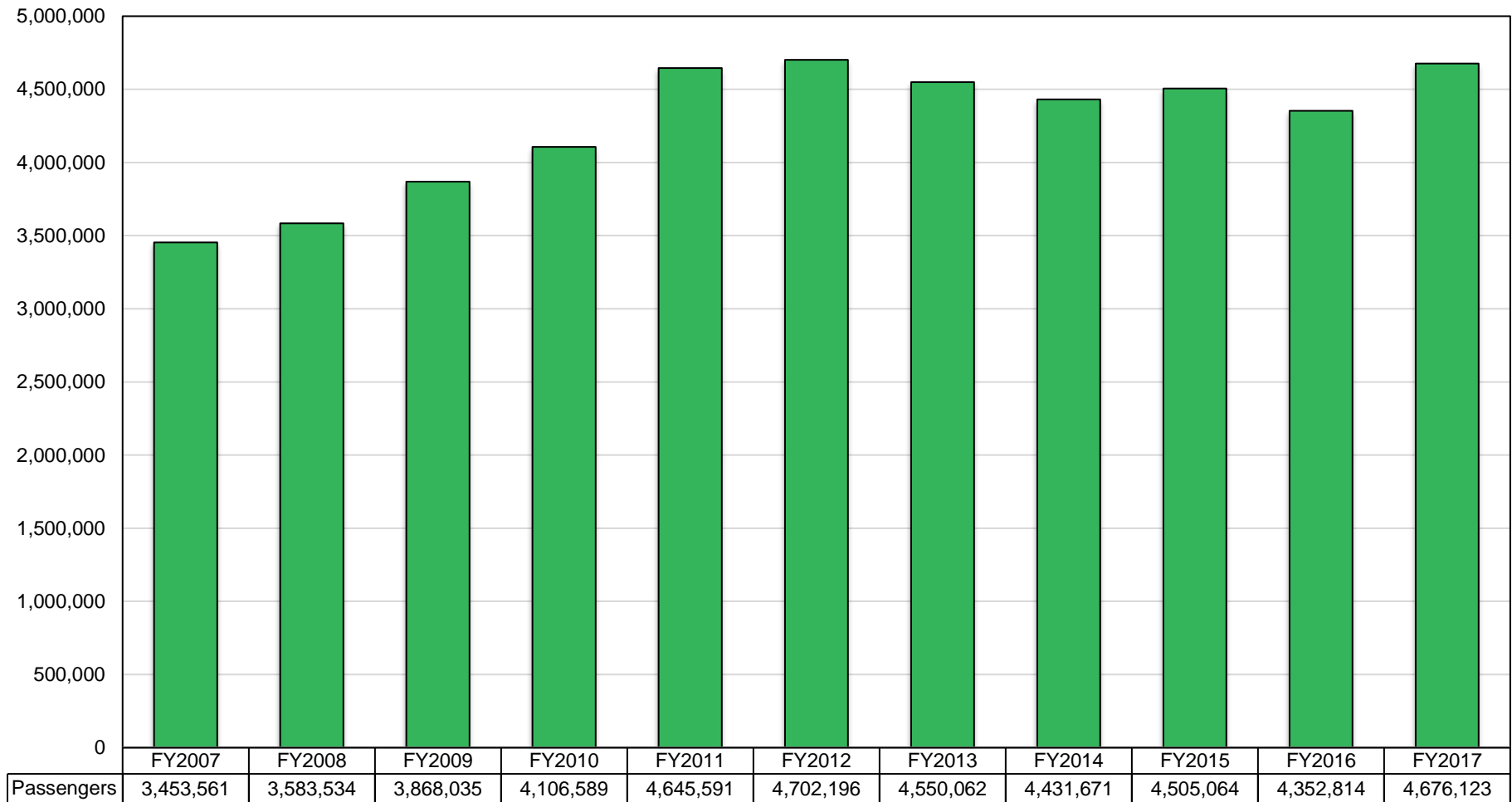


■ FY2016 ■ FY2017

Source: VRE



**Figure 8: VRE Unlinked Passenger Trips,
FY2007-FY2017**



Source: 2017 NTD Report



**Figure 9: Northern Virginia Metrobus Average
Daily Unlinked Passenger Trips, FY2016-FY2017**

	Weekday FY2016	Saturday FY2016	Sunday FY2016	Weekday FY2017	Saturday FY2017	Sunday FY2017
Western NOVA Services						
1A,B	3,481	2,345	1,624	3,258	2,295	1,520
1C	882	653	627	841	563	460
2A	2,342	1,381	726	2,365	1,337	701
2B	829	478	-	742	440	301
2T	449	424	230	391	400	228
3A	1,199	681	443	573	379	325
3T	547	178	-	282	79	-
3Y	463	-	-	510	-	-
4A,B	1,543	725	439	1,441	675	407
5A	888	487	531	912	535	530
15K	418	-	-	397	-	-
(15M)	235	-	-	-	-	-
23A,B,T	3,095	2,043	1,274	3,082	2,425	1,220
26A	549	-	-	688	-	-
38B	3,503	2,156	1,656	3,292	2,033	1,577
Subtotal	20,423	11,551	7,551	18,774	11,161	7,268
Central NOVA Services						
13Y	-	84	97	-	63	53
16A,B,E,J,P	5,148	4,207	2,969	4,744	4,024	2,756
16X	997	27	-	984	25	1
16G,H,K	3,432	2,545	1,475	3,355	2,585	1,501
16L	287	7	-	285	8	-
16Y	1,714	-	-	1,755	-	-
22A,B,C,F	1,816	494	266	1,740	453	265
25B	1,811	996	258	1,679	920	249
28A	4,742	4,616	3,606	4,817	4,499	3,471
28X	772	-	-	253	-	-
29C,G	896	24	-	935	32	-
29K,N	2,458	1,350	921	2,336	1,642	1,140
29W	208	-	-	258	-	-
Subtotal	24,283	14,350	9,593	23,140	14,250	9,435
Eastern NOVA Services						
7A,F,Y	3,136	1,369	878	2,854	1,267	811
7C,P,W,X	1,225	7	-	1,131	6	-
7M	1,393	-	-	1,245	-	-
8S,W,Z	1,040	13	-	1,033	10	-
(9A)	1,162	845	589	-	-	-
MW1	1,553	442	346	2,337	761	559
10A,E,N	1,991	1,170	740	2,360	1,504	753
10B	2,158	1,806	1,138	2,144	1,605	1,550
11Y	412	-	-	521	-	-
17B,M	353	7	-	333	8	-
17G,H,K,L	1,029	3	-	1,044	3	-
(18E,F)	162	-	-	-	-	-
18G,H,J	553	-	-	597	-	-
21A,D	408	10	-	669	9	-
28F,G	515	14	-	473	7	-
REX (R99)	2,916	2,031	902	2,744	1,913	854
TAGS (S80,91)	326	12	-	268	13	-
Subtotal	20,332	7,729	4,593	19,750	7,106	4,528
Metrobus Total-Virginia	65,038	33,630	21,737	61,664	32,517	21,231

Source: WMATA. Excludes Holidays

Services eliminated in FY2017: 15M, 9A, 18E&F



**Figure 10: Northern Virginia Metrobus
Annual Unlinked Passenger Trips, FY2016-FY2017**

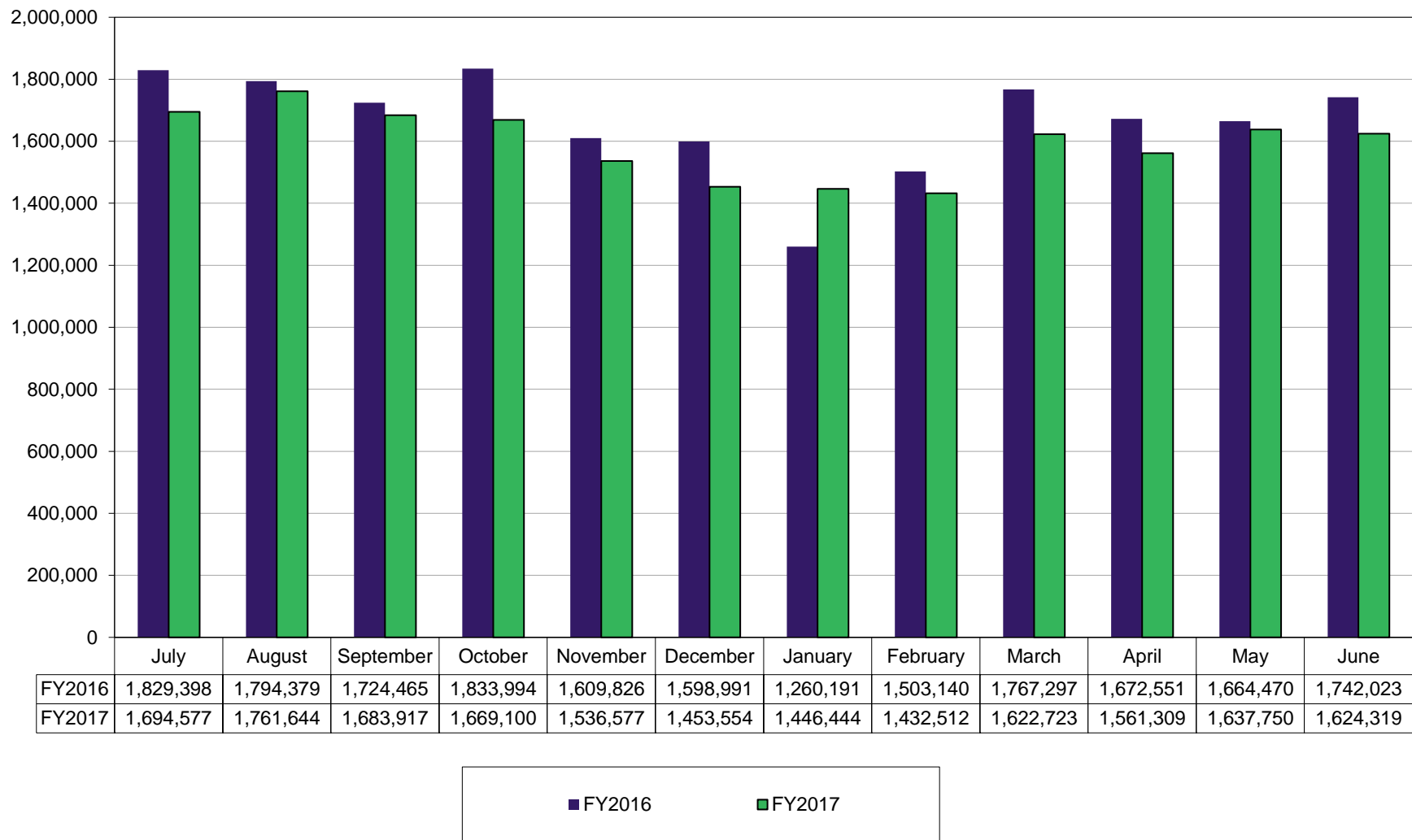
	Weekday FY2016	Saturday FY2016	Sunday FY2016	Weekday FY2017	Saturday FY2017	Sunday FY2017
Western NOVA Services						
1A,B	911,901	121,931	84,464	853,634	119,342	79,022
1C	231,103	33,938	32,622	220,328	29,279	23,895
2A	613,618	71,815	37,744	619,530	69,548	36,435
2B	217,327	24,843	-	194,422	22,857	15,626
2T	117,551	22,047	11,936	102,332	20,805	11,860
3A	314,200	35,418	23,053	150,173	19,722	16,885
3T	143,346	9,274	-	73,778	4,086	-
3Y	121,317	-	-	133,599	-	-
4A,B	404,246	37,690	22,851	377,591	35,123	21,161
5A	232,572	25,313	27,616	239,069	27,819	27,572
15K	109,422	-	-	104,130	-	-
(15M)	61,598	-	-	-	-	-
23A,B,T	810,933	106,249	66,239	807,542	126,087	63,453
26A	143,929	-	-	180,178	-	-
38B	917,842	112,120	86,101	862,547	105,725	82,016
Subtotal	5,350,905	600,638	392,626	4,918,853	580,393	377,925
Central NOVA Services						
13Y	-	4,367	5,042	-	3,264	2,739
16A,B,E,J,P	1,348,904	218,755	154,410	1,242,919	209,227	143,292
16X	261,233	1,380	-	257,791	1,319	48
16G,H,K	899,306	132,350	76,682	879,074	134,395	78,073
16L	75,241	372	-	74,624	410	-
16Y	449,198	-	-	459,784	-	-
22A,B,C,F	475,836	25,665	13,850	455,837	23,552	13,778
25B	474,540	51,799	13,414	439,927	47,817	12,938
28A	1,242,385	240,052	187,518	1,262,013	233,927	180,487
28X	202,221	-	-	66,368	-	-
29C,G	234,692	1,237	-	244,850	1,671	-
29K,N	643,991	70,198	47,900	611,912	85,408	59,290
29W	54,545	-	-	67,499	-	-
Subtotal	6,362,092	746,175	498,816	6,062,598	740,990	490,645
Eastern NOVA Services						
7A,F,Y	821,522	71,176	45,660	747,795	65,902	42,189
7C,P,W,X	321,065	379	-	296,206	307	-
7M	364,996	-	-	326,159	-	-
8S,W,Z	272,550	676	-	270,551	529	-
(9A)	304,313	43,950	30,630	-	-	-
MW1	406,874	22,993	18,001	612,263	39,548	29,085
10A,E,N	521,643	60,840	38,471	618,241	78,196	39,142
10B	565,334	93,928	59,172	561,715	83,453	80,621
11Y	107,939	-	-	136,550	-	-
17B,M	92,578	371	-	87,333	438	-
17G,H,K,L	269,474	143	-	273,452	155	-
(18E,F)	42,404	-	-	-	-	-
18G,H,J	144,922	-	-	156,369	-	-
21A,D	106,910	528	-	175,166	463	-
28F,G	134,976	707	-	123,822	383	-
REX (R99)	764,073	105,627	46,923	718,801	99,458	44,396
TAGS (S80,91)	85,494	609	-	70,179	678	-
Subtotal	5,483,784	402,508	238,857	5,347,808	369,781	235,433
Metrobus Total-Virginia	17,196,781	1,749,321	1,130,299	16,329,259	1,691,164	1,104,003

Source: WMATA. Excludes Holidays

Services eliminated in FY2017: 15M, 9A, 18E&F



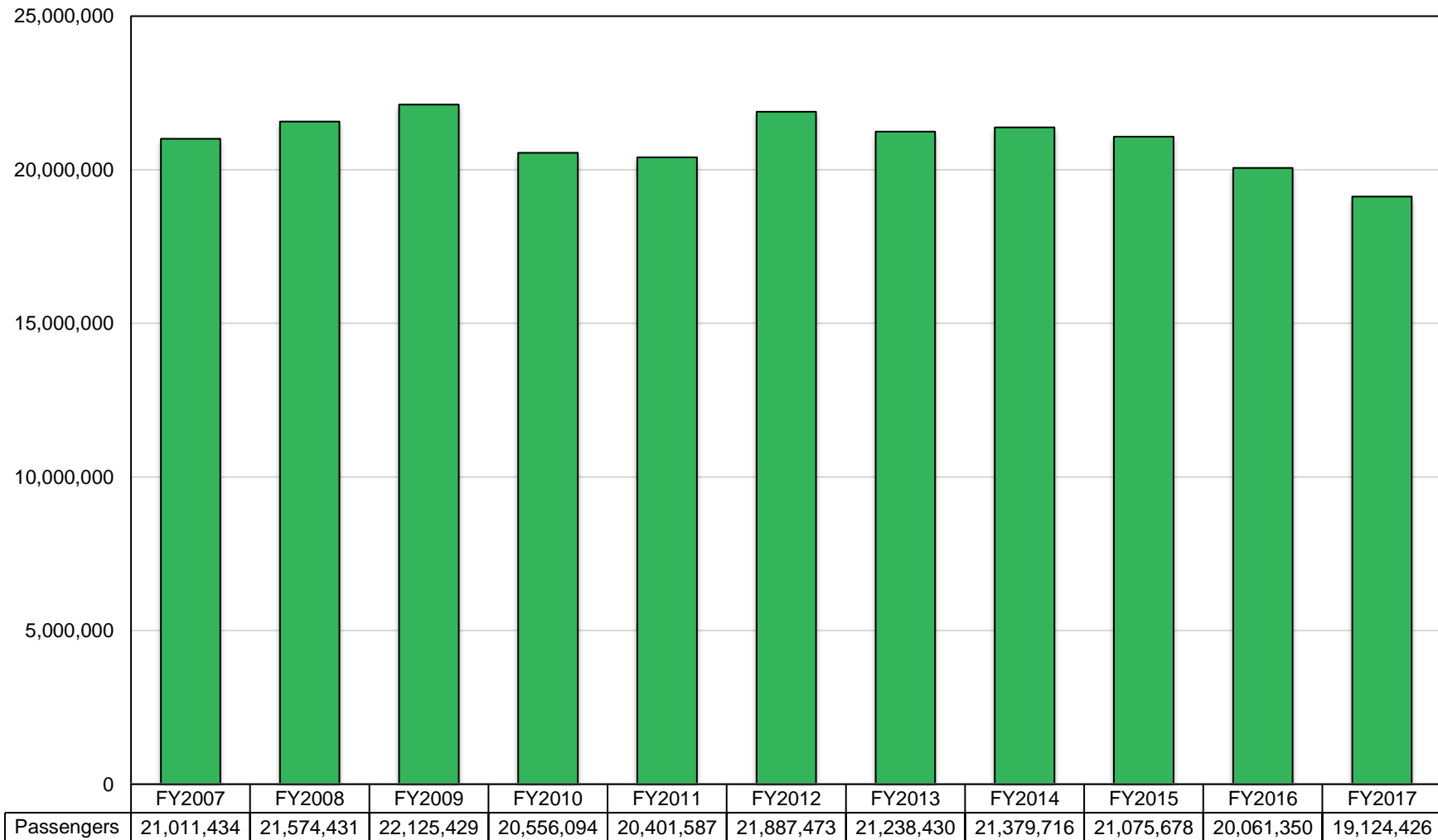
**Figure 11: Northern Virginia Metrobus Annual
Unlinked Passenger Trips by Month, FY2016-FY2017**



Source: 2017 NTD Report



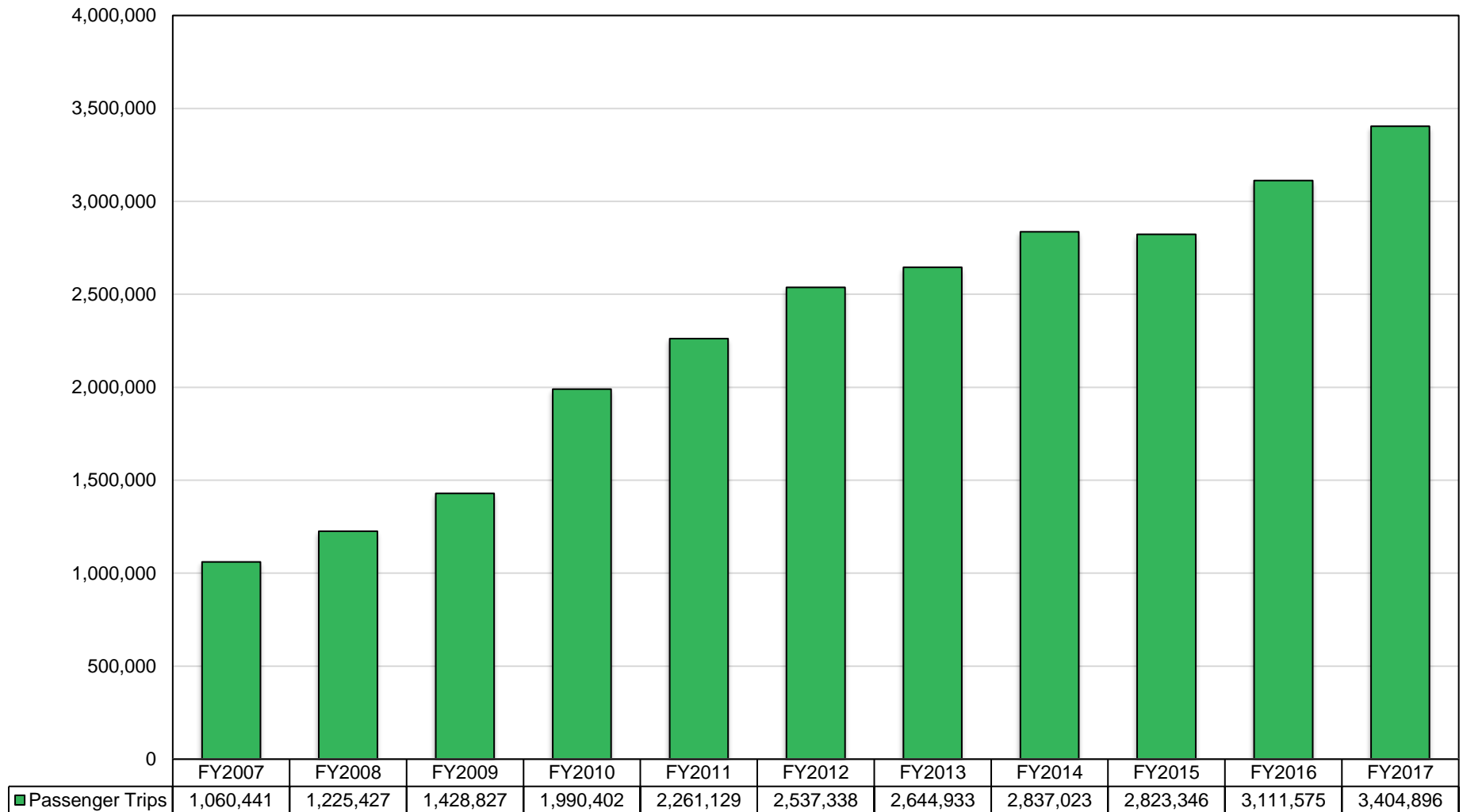
Figure 12: Northern Virginia Metrobus Annual Unlinked Passenger Trips, FY2007-FY2017



Source: 2017 NTD Report



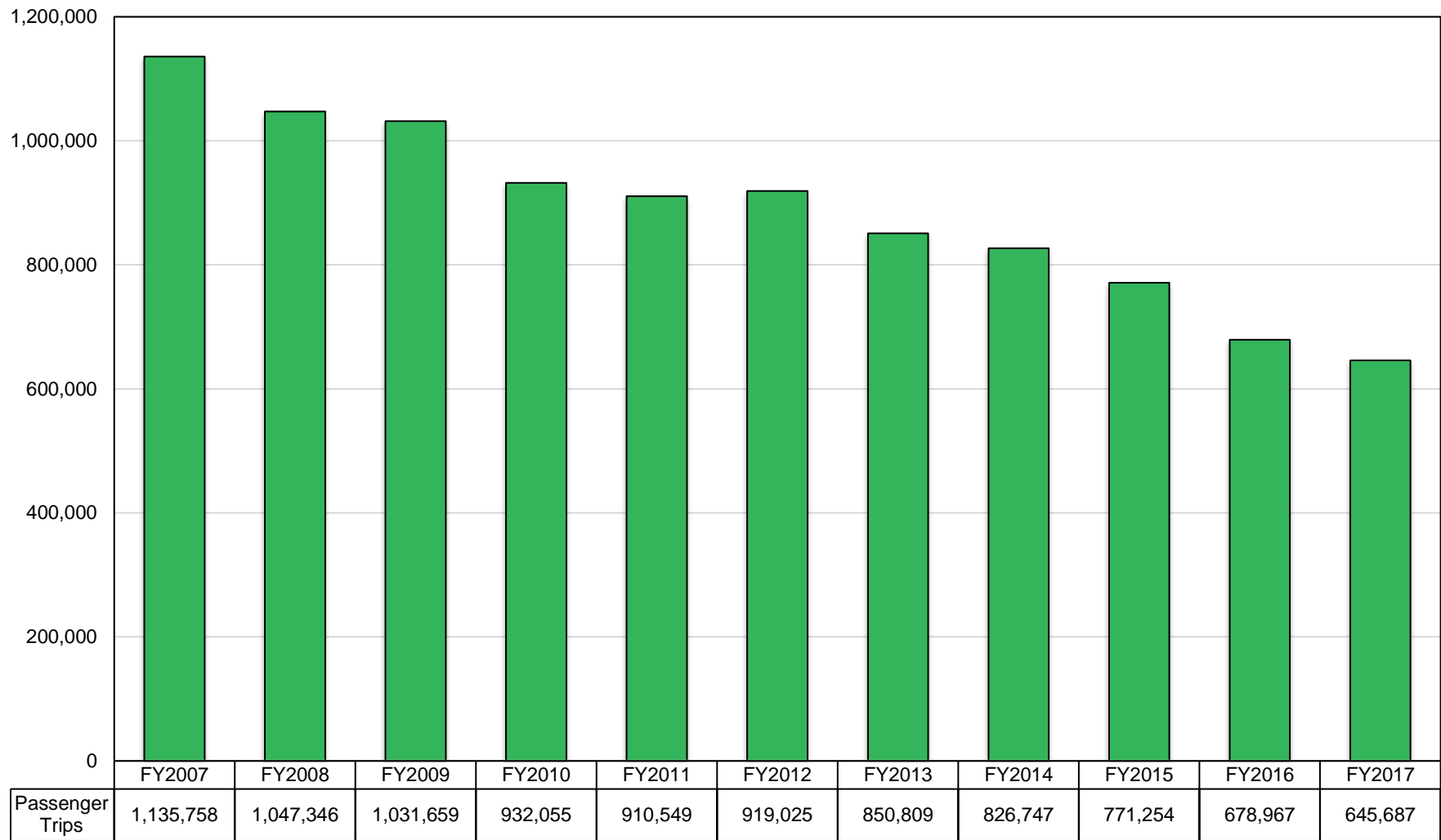
**Figure 13: ART Annual Unlinked Passenger Trips,
FY2007-FY2017**



Source: 2017 NTD Report



**Figure 14: CUE Annual Unlinked Passenger Trips,
FY2007-FY2017**



Source: 2017 NTD Report



Figure 15: DASH Annual Unlinked Passenger Trips, FY2007-FY2017



Source: 2017 NTD Report



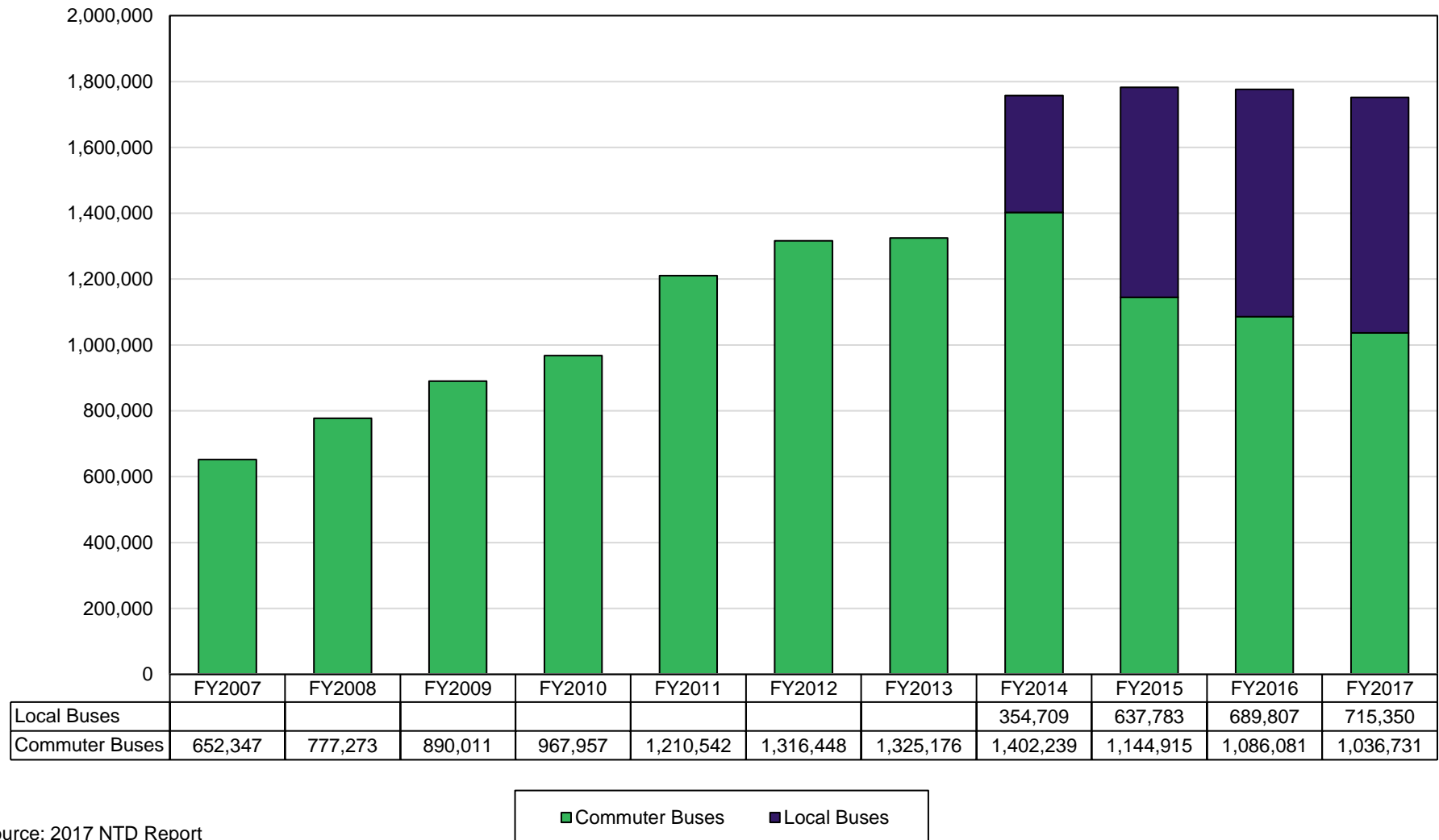
**Figure 16: Fairfax Connector Annual
Unlinked Passenger Trips, FY2007-FY2017**



Source: 2017 NTD Report

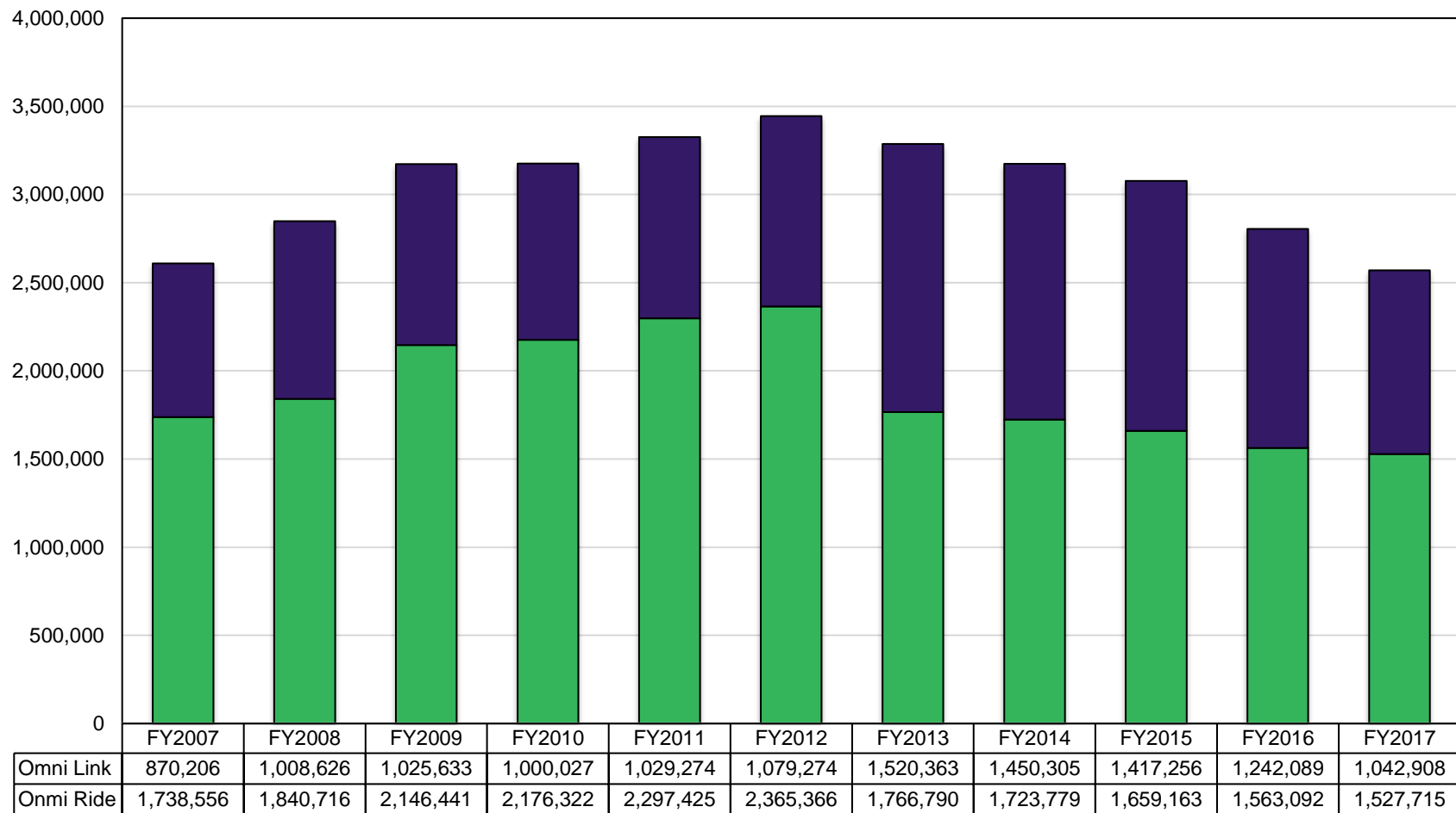


**Figure 17: Loudoun County Transit
Annual Unlinked Passenger Trips, FY2007-FY2017**





**Figure 18: PRTC Omni Ride / Omni Link Annual
Unlinked Passenger Trips, FY2007-FY2017**



■ Omni Link

■ Omni Ride

Source: 2017 NTD Report

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Agenda Item #9: Department of Rail and Public Transportation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Department of Rail and Public Transportation (DRPT)

At the November meeting DRPT Director Jennifer Mitchell will give her report. The monthly Department of Rail and Public Transportation (DRPT) Report is attached.

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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 Smedberg and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: October 24, 2018

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

General Update

At the CTB workshop on September 17, DRPT briefed the CTB on the proposed policy related to the implementation of state transit capital prioritization and proposed guidelines for urban transit agency strategic plans, both of which will be action items at the CTB's meeting on October 30. Both of these items are requirements of HB 1539 from the 2018 General Assembly session. DRPT worked with the Transit Service Delivery Advisory Committee (TSDAC) to develop both items. DRPT released its draft FY 20 grant application guidance to state grantees for comments on October 25. The guidance instructs state grantees on how to apply for capital grants under the new state transit capital prioritization program. The guidance will be finalized before the FY 20 grant application cycle opens on December 1, 2018.

The October 2018 CTB Workshop and Meeting will be held in Norfolk on October 29 & 30. The 2018 Governor's Transportation Conference and Innovation Summit will begin on the afternoon of October 30 after the CTB meeting and will end on November 2. Both the CTB meetings and the conference will be held at The Main (Norfolk Hilton) hotel. Information on the 2018 Governor's Transportation Conference and Innovation Summit can be found at: <http://www.cvent.com/events/governor-s-transportation-conference-2018-innovation-summit/custom-17-df40e9f30c414c3d9734a4fba74fe693.aspx>

The next meeting of the TSDAC is scheduled for 10:00 a.m. on Tuesday, November 13, 2018 at the DRPT Office at 600 East Main Street in Richmond (21st floor). The TSDAC will continue to discuss the revision of the state transit operating assistance allocation formula to a 100% performance based allocation formula. The revised state transit operating assistance formula will be presented to the CTB for consideration at its workshops on December 4 and January 15 with approval scheduled for the CTB meeting on February 20, 2019.

DRPT.Virginia.gov

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

The CTB will hold its Fall 2018 Transportation Public Meeting in Northern Virginia at 5:30 p.m. on Thursday, November 29 at the VDOT District Office at 4975 Alliance Drive in Fairfax. The meeting will be conducted in a Town Hall format and will be preceded by an Open House. The Open House will include information on various state and regional transportation programs and initiatives.

DRPT will host an FY 20 Grant Application Workshop on November 7 at the VDOT District Office in Fairfax from 9 a.m. to noon. DRPT's FY 20 Grant Application Cycle will open on December 1 and applications will be due to DRPT by February 1. Additional details on the workshop will be communicated to grants management staff at the local jurisdictions.

The Commonwealth received seven applications requesting approximately \$206 million in SMART SCALE funding from four Northern Virginia jurisdictions for which transit is the primary or only improvement by the August 8, 2018 application submission deadline. Several other applications were received for which transit would be a secondary beneficiary if those projects receive funding. Validation and final screening of applications will be complete by the end of October and evaluation and scoring will then commence. SMART SCALE application scores will be made available to the public on January 15, 2019. SMART SCALE awards will be incorporated into the FY 20-25 SYIP, which will be approved by the CTB in June 2019.

DRPT continues to work on moving various planning and pre-construction elements of the Atlantic Gateway Program forward, which will improve freight and passenger rail service in Northern Virginia, DC, and points south. This includes a third track project from Occoquan to Franconia, a fourth track in Alexandria and Arlington, and improvements to the Long Bridge, which will double train capacity over the Potomac. DRPT will provide updates on these projects as they become available.

DRPT continues to support the establishment of the Metro Safety Commission (MSC). The MSC is now meeting regularly at the MWCOC offices in Washington, DC. The MSC submitted all of the required certification documentation to the FTA by September 30, 2018 to allow for certification by the April 15, 2019 deadline.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Virginia Railway Express (VRE)

At the November meeting the VRE CEO will update the Commission on VRE activities and give a presentation on VRE and the role of the Commissions. There are no VRE action items for November.

A. VRE CEO Report and Minutes

VRE CEO Doug Allen will provide an update on VRE activities, including VRE's implementation of Positive Train Control (PTC). The [Minutes of the October 19th VRE Operations Board Meeting](#) and the [VRE CEO Report for October 2018](#) are attached.

B. Draft VRE 2019 Legislative Agenda

At its October 19th meeting, the VRE Legislative Committee updated the VRE Operations Board on the draft [2019 VRE Legislative Agenda](#), which includes both state and federal issues. The VRE Operations Board is expected at its November meeting to take action to recommend the agenda to the Commissions for their approval in December.

C. VRE and the Role of the Commissions

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

The [VRE Management Audit, Phase II Final Report](#), published January 9, 2015 ([excerpts attached](#)), recommended an annual training session for Commissioners on their roles and responsibilities with respect to their oversight of VRE.

The Management Audit also reviewed VRE's governance structure. The Commissions have delegated authority to the Operations Board to execute most contractual agreements, provided funding is included in the approved budget. Exceptions that require approval by the Commissions include CSX and Norfolk Southern operating access agreements, operating agreements, and insurance. In addition, several other items remain the responsibility of the Commissions and its Commissioners including:

- Amendments to the Master Agreement
- Hiring and termination of the Chief Executive Officer
- Statewide and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the Commissions' name
- Other major policies such as terms for new entrants
- Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans



**Virginia Railway
Express**

Martin E. Nohe
Chairman

Katie Cristol
Vice-Chairman

Maureen Caddigan
Secretary

John C. Cook
Treasurer

Sharon Bulova
Mark Dudenhefer
John D. Jenkins
Matt Kelly
Wendy Maurer
Jennifer Mitchell
Suhas Naddoni
Pamela Sebesky
Gary Skinner
Paul C. Smedberg

Alternates

Ruth Anderson
Pete Candland
Jack Cavalier
Hector Cendejas
Libby Garvey
Jason Graham
Todd Horsley
Jeanine Lawson
Tim Lovain
Jeff McKay
Michael McLaughlin
Cindy Shelton
Paul Trampe
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 October 19, 2018

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Katie Cristol (NVTC)	Arlington County
John D. Jenkins (PRTC)	Prince William County
Matt Kelly (PRTC)	City of Fredericksburg
Martin E. Nohe (PRTC)	Prince William County
Pamela Sebesky (PRTC)	City of Manassas
Paul Smedberg (NVTC)	City of Alexandria

Members Absent	Jurisdiction
Mark Dudenhefer (PRTC)	Stafford County
Wendy Maurer (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Gary Skinner (PRTC)	Spotsylvania County

Alternates Present	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Hector Cendejas (PRTC)	City of Manassas Park
Todd Horsley	DRPT
Mike McLaughlin	DRPT

Alternates Absent	Jurisdiction
Pete Candland (PRTC)	Prince William County
Jack Cavalier (PRTC)	Stafford County
Libby Garvey (NVTC)	Arlington County
Jason Graham (PRTC)	City of Fredericksburg
Jeanine Lawson (PRTC)	Prince William County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Cindy Shelton (PRTC)	Stafford County
Paul Trampe (PRTC)	Spotsylvania County
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Khadra Abdulle – VRE	John Kerins – Keolis
Doug Allen – VRE	Uriah Kiser – Potomac Local
Monica Backmon – NVTA	Cindy King – VRE
Nydia Blake – Prince William County	Mike Lake – Fairfax County DOT
Alexander Buchanan – VRE	Lezlie Lamb – VRE
Colin Burch – DRPT	Bob Leibbrandt – Prince William County
Rich Dalton – VRE	Steve MacIsaac – VRE Legal Counsel
Greg Deibler – VRE	Betsy Massie – PRTC
Joey de St. Aubim – NVTC	Kate Mattice – NVTC
Andrew D’huyvetter – NVTC	Becky Merriner – PRTC
John Duque – VRE	Zinash Nida – VRE
Jeremy Furrer – FTA	Kristin Nutter – VRE
Lucy Gaddis – VRE	Raymond Scarbrough – VRE
Chris Henry – VRE	Dr. Bob Schneider – PRTC
Christine Hoeffner – VRE	Mark Schofield – VRE
Pierre Holloman – Arlington County	Joe Swartz – VRE
Robert Hostelka – VRE	Ann Warner – Ann Warner, LLC

Chairman Nohe called the meeting to order at 9:11 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

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

Approval of the Minutes of the September 21, 2018 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, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Chairman's Comments –5

Chairman Nohe announced the Executive Committee nominates Bill Greenup as the 2019 recipient of the VRE Board Member Recognition Program whereby a VRE locomotive will be dedicated in his name. Mr. Kelly moved approval of the committee's nominee and Ms. Sebesky seconded the motion. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Chairman Nohe stated the Capital Committee meeting would take place following the regular Board meeting. He reminded Members they were welcome to attend but asked that anyone not staying for the meeting take conversations outside the boardroom after adjournment, so the committee can begin on time.

Chairman Nohe also reminded the Operations Board the Audit Committee is scheduled to meet concurrent with the November Executive Committee meeting to receive the Auditor's Report. The Audit Committee consists of the Executive Committee plus Member Dudenhefer.

Chief Executive Officer's Report –6

Mr. Allen reported VRE participation in two half-day seminars on Railroad Safety and Passenger Train Emergency Preparedness hosted by Fairfax County Fire and Rescue Academy. This training is a critical element for the ongoing education of regional fire and rescue personnel and supports the training VRE offers to first responders within the VRE service area.

Mr. Allen described a visit to lawmakers on Capitol Hill organized by APTA (American Public Transportation Association) in which Mr. Dalton participated. Mr. Dalton reported VRE is in the final phases of Positive Train Control (PTC) back-office communications testing and is preparing to begin dynamic testing. Mr. Dalton cautioned that industry-wide, technical resources are being constrained by high demand and when testing reveals a need, it takes time for technical solutions to be devised.

Mr. Allen reported some improvement to On-Time-Performance in September, but OTP is still down as compared with last year. The tie replacement project on the CSX line has now been completed, but it did impact the ability to recover from service disruptions in

September. The bridge damaged in the freight derailment in May has been replaced and work continues to bring that third track back into service.

Staff briefed the Arlington County Board on the Crystal City Station Improvement Project. The station concept design and feedback received during public outreach conducted over the summer was discussed. With that, VRE has completed the Alternatives Analysis and Concept Design phase of the project and is ready to move into Preliminary Engineering.

Staff held a meet and greet event at the Quantico Station on Wednesday morning to provide riders with information the upcoming station improvements project.

Mr. Allen introduced some new VRE staff members to the Board. Ray Scarbrough joins VRE as Senior Communications Specialist. Mr. Scarbrough has a bachelor's in Transportation and Logistics Management and extensive railroad operations experience. Zinash Nida joins VRE as Grant Accountant. Ms. Nida has a Bachelor's in Business Administration and an MBA in Finance. Jeremy Furrer is the Special Assistant to the Acting Federal Transportation Administrator and has just started a four-month detail with VRE to enhance his understanding of the industry and become familiar with all facets of VRE's operation.

Mr. Allen also introduced PRTC Director of Human Resources, Becky Merriner; who also provides human resources services for VRE staff as well.

Mr. Allen also reported he provided a presentation at an Industry Day at the French Embassy at the invitation of Keolis.

VRE Riders' and Public Comment – 7

There were no rider comments.

Authorization to Issue an Invitation for Bids for the Purchase of LED Light Fixtures – 8A

Without discussion, Mr. Kelly moved, with a second by Ms. Sebesky, to approve Resolution #8A-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Authorization to Amend the Blanket Purchase Order for Content Management, Website Design & Other IT Services – 8B

Mr. Allen stated the Operations Board is being asked to authorize him to amend the Blanket Purchase Order with the Redmon Group for content management, website design and other IT services.

Mr. Allen explained the additional funding will allow for development of more user-friendly navigation, utilizing modern responsive design techniques to enhance the experience and provide better real-time information to passengers who utilize the website.

Ms. Bulova moved, with a second by Ms. Caddigan to approve Resolution #8B-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Authorization to Execute a Contract for Passenger Railcar Truck Overhaul Services – 8C

Mr. Allen stated the Operations Board is being asked to authorize him to execute a contract with UTLRAS, Inc. for passenger railcar truck overhaul services.

Mr. Kelly moved, with a second by Ms. Bulova to approve Resolution #8C-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Draft VRE 2019 Legislative Agenda – 9A

Ms. Cristol, Chair of the VRE Legislative Committee, detailed the priorities developed for the draft VRE 2019 Legislative Agenda. She stated the chief emphasis should be on expressing to state legislators that VRE is off to a great start in programming the C-ROC funding in ways that are responsible and consistent with VRE's long-term goals; and defending against attempts to decrease the \$15 million dedicated funding annually allocated to C-ROC. Mr. Swartz added that while the committee felt it was important to remind State Legislators that \$15 million is insufficient to maintain current service in the future; this coming session was not the time to push for increased funding. Mr. Cook emphasized the need to address the funding gap with the Administration for consideration in future budgets.

Ms. Cristol stated the agenda also proposes VRE join other transit providers and stakeholders in seeking future sustainable funding sources to shore up the Commonwealth's Transit Capital Funding Program, which is facing a 40 percent decrease in revenues. This will leave an unfunded need of more than \$130 million annually in transit capital funding according to the Transit Capital Projects Revenue Advisory Board's recent Report to the General Assembly.

Ms. Cristol reported the final State issue addressed in the proposed Legislative Agenda is advocating for the Long Bridge Corridor Project. Expansion of the Long Bridge is a critical need and VRE is working closely along with other stakeholders on this project.

Mr. Swartz outlined the Federal Legislative goals in the proposed Legislative Agenda to include:

- Competing for discretionary grant programs such as BUILD, New Starts and Core Capacity
- Continue to monitor the Surface Transportation Board's decision in response to a petition filed by Chicago Metra over access to Chicago Union Station, which could set precedent that would impact VRE access agreements at Washington Union Station
- Advocate for appropriate FAST Act funding levels and policies to support commuter rail and mass transit
- Monitor other Federal issues and regulations for potential impacts to VRE.

Spending Authority Report –9B

Mr. Allen reported there were no purchase orders or task orders issued within the CEO's reportable spending authority in September.

Operations Board Member Time

There were no comments.

Adjournment

Without objection, Chairman Nohe adjourned the meeting at 9:49 A.M.

Approved this 16th day of November 2018.

Martin Nohe
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the October 19, 2018 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
8C-10-2018**

**Authorization to Execute a Contract for
Passenger Railcar Truck Overhaul Services**

WHEREAS, VRE has a need for Passenger Car Truck Overhaul Services; and,

WHEREAS, the VRE Operations Board authorized the CEO to issue a Request for Proposals for Passenger Car Truck Overhaul Services; and,

WHEREAS, VRE subsequently made the decision to advertise an Invitation for Bids rather than a Request for Proposals after review of the final specifications for the truck overhaul project; and,

WHEREAS, a competitive solicitation process was conducted; and,

WHEREAS it was determined UTCRAS, Inc. 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, Inc. of Morton, PA in the amount of \$2,939,146, plus a 10% contingency of \$293,915, for a total amount not to exceed \$3,233,061.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-10-2018**

**Authorization to Amend the Blanket Purchase Order for
Content Management, Website Design & Other IT Services**

WHEREAS, VRE passengers rely on timely and accurate website information; and,

WHEREAS, VRE operates a website to keep passengers abreast of operational and administrative information; and,

WHEREAS, content management, website design and other IT services were procured through a General Services Administration cooperative purchasing schedule in accordance with VRE Public Procurement Policies and Procedures; and,

WHEREAS, the effort to develop enhanced navigation, by applying modern responsive design techniques to provide a more user-friendly experience, has increased due to technical challenges and additional scope required;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the Blanket Purchase Order with the Redmon Group Inc. of Alexandria, VA for Content Management, Website Design and Other IT Services from the current amount of \$100,000, to an amount not to exceed \$150,000.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8A-10-2018**

**Authorization to Issue an Invitation for Bids for the
Purchase of LED Light Fixtures**

WHEREAS, VRE has determined that platform and station lighting upgrades are critical to delivering improvement in safety, security and passenger satisfaction; and,

WHEREAS, the existing contract for light fixtures has been largely exhausted by upgrade work at L'Enfant, Manassas and Fredericksburg as well as scheduled work at Rolling Road, Manassas Park and Burke Centre; and,

WHEREAS, additional LED Light Fixtures are needed for upgrades at the remainder of the stations in the system; and,

WHEREAS, program funding has been provided through Federal Transit Administration grants for lighting improvements and State of Good Repair funds;

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 Purchase of LED Light Fixtures.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

CEO REPORT

OCTOBER 2018



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 | OCTOBER 2018

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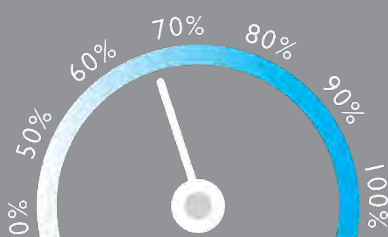
RIDE MAGAZINE, OCTOBER 2018 ISSUE.....23



VIRGINIA RAILWAY EXPRESS
A better way. A better life.

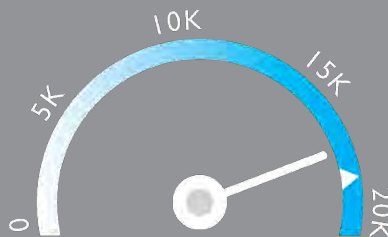


S



PARKING UTILIZATION

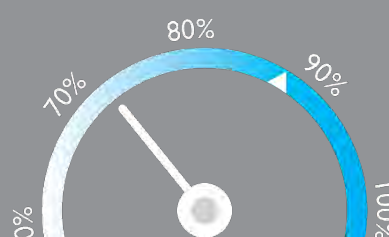
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

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

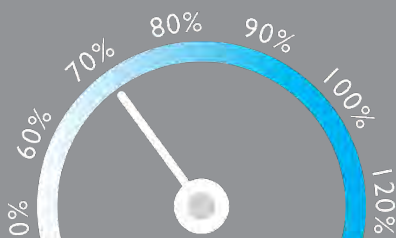
▲ Same month, previous year.



ON-TIME PERFORMANCE

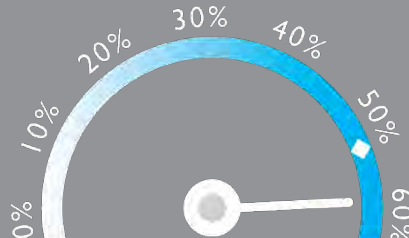
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

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

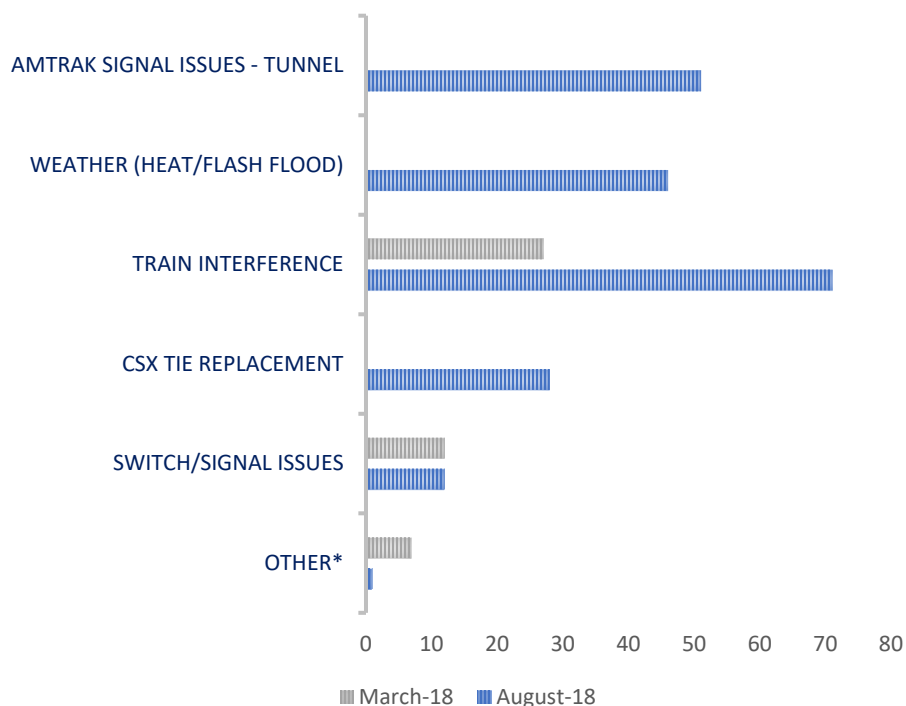
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	August 2018	July 2018	August 2017
Manassas Line	62%	77%	92%
Fredericksburg Line	81%	75%	84%
System Wide	72%	76%	88%

REASONS FOR DELAYS



*Includes those trains that were delayed due to operational testing and passenger handling.

VRE operated 733 trains in August. Our on-time rate for August was 72%.

Two hundred ten of the trains arrived more than five minutes late to their final destinations. Seventy-two of those late trains were on the Manassas Line and one hundred thirty-eight of those late trains were on the Fredericksburg Line.

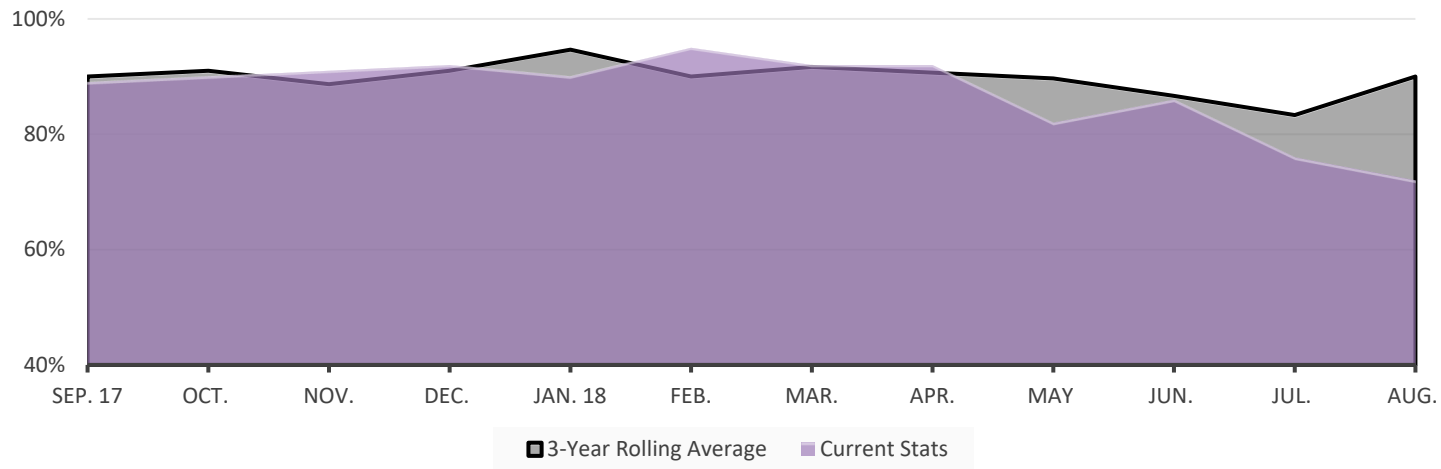
There were significant issues that negatively impacted August on-time performance (OTP). The chart contrasts March and August of this year. March represents a typical month with 92% OTP. With the chart, you can see what affected August performance. Amtrak signal issues in the tunnel, weather, and CSX tie replacement had a direct correlation to the lower OTP. These issues also caused congestion, which related to more instances of train interference. Please see page two of the attached October RIDE magazine for more information.

LATE TRAINS

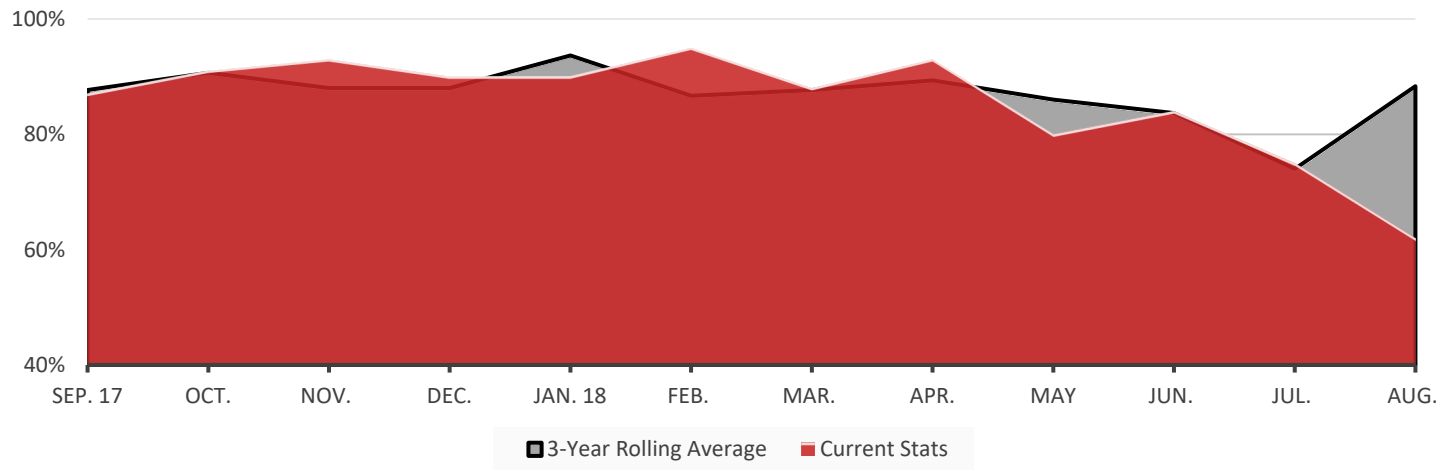
	System Wide			Fredericksburg Line			Manassas Line		
	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.
Total late trains	92	161	210	54	84	138	38	77	72
Average minutes late	14	21	21	15	19	21	13	23	21
Number over 30 minutes	4	40	31	1	19	22	3	21	9
Heat restriction days / total days	8/21	7/21	7/23						

ON-TIME PERFORMANCE

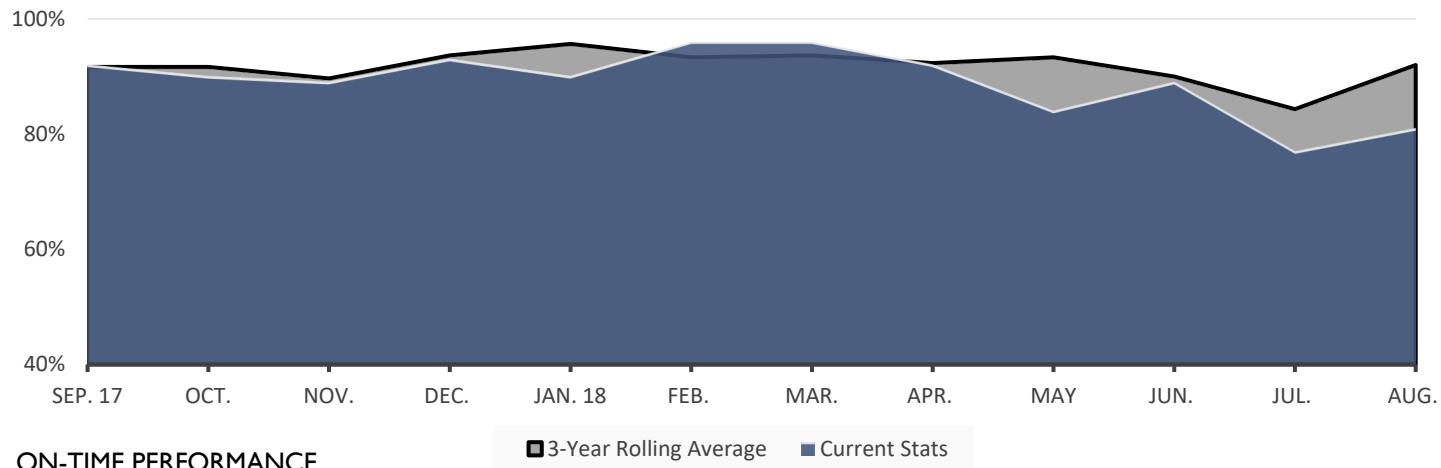
VRE SYSTEM



FREDERICKSBURG LINE

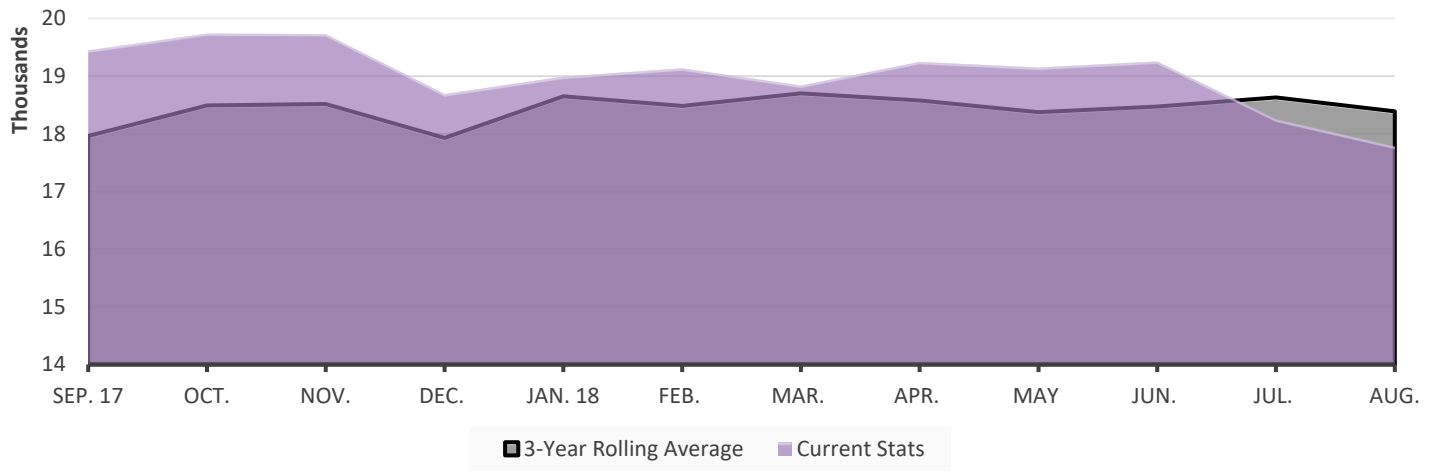


MANASSAS LINE

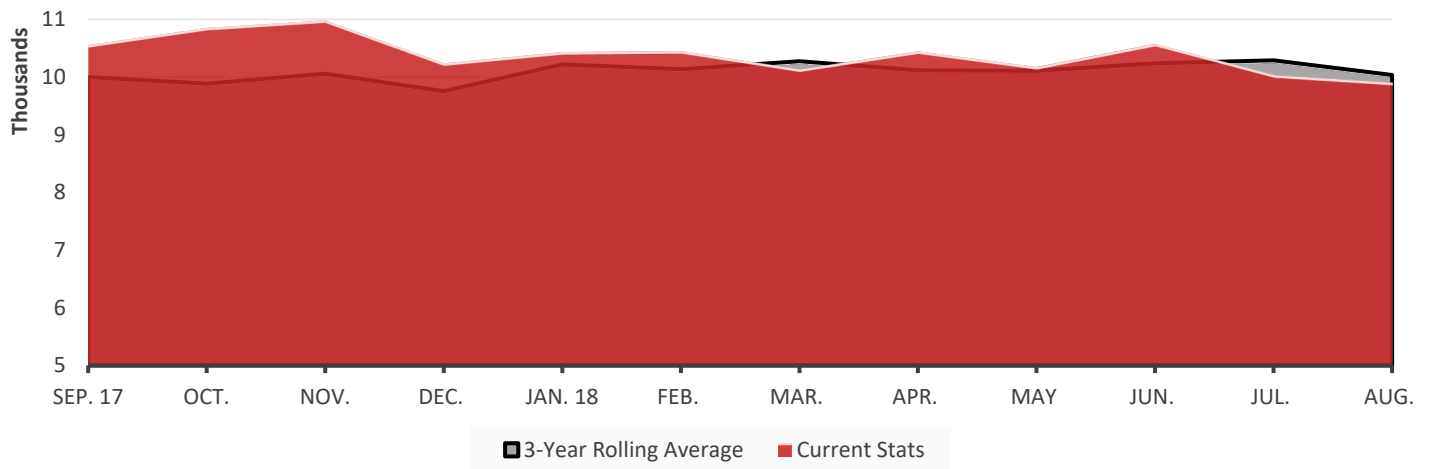


AVERAGE DAILY RIDERSHIP

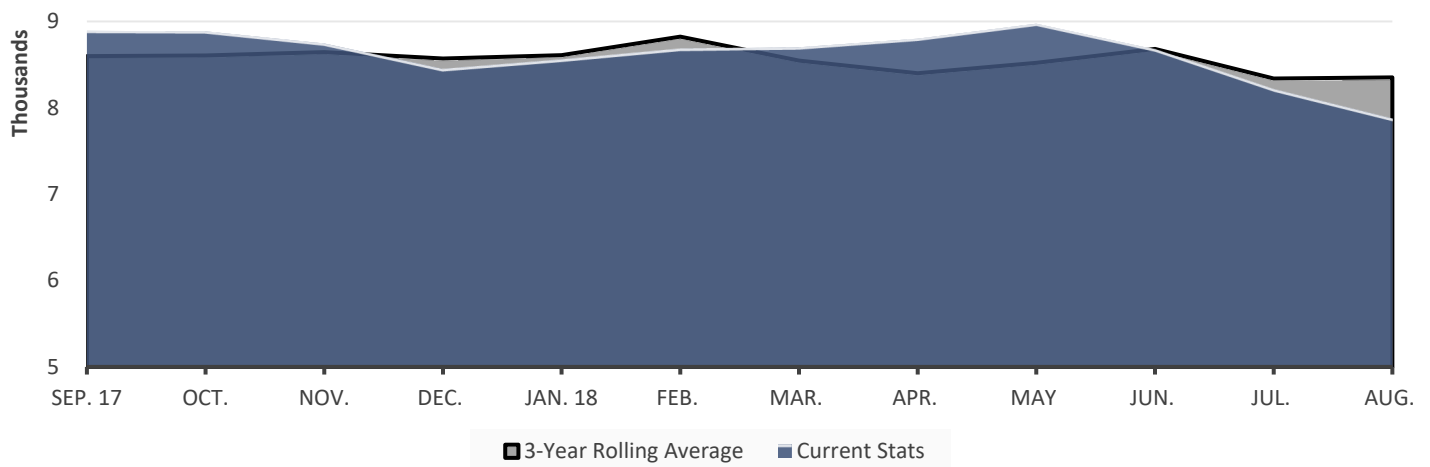
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



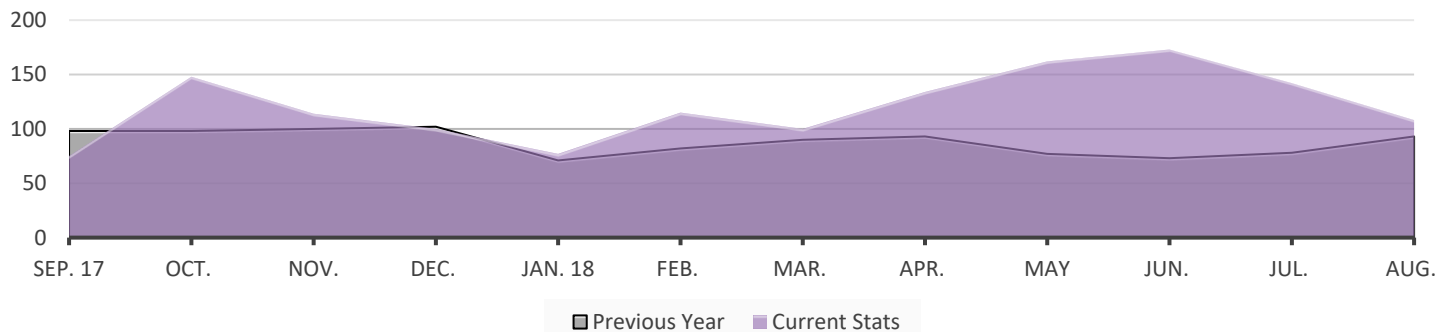
RIDERSHIP UPDATES

Average daily ridership (ADR) in August was approximately 17,780.

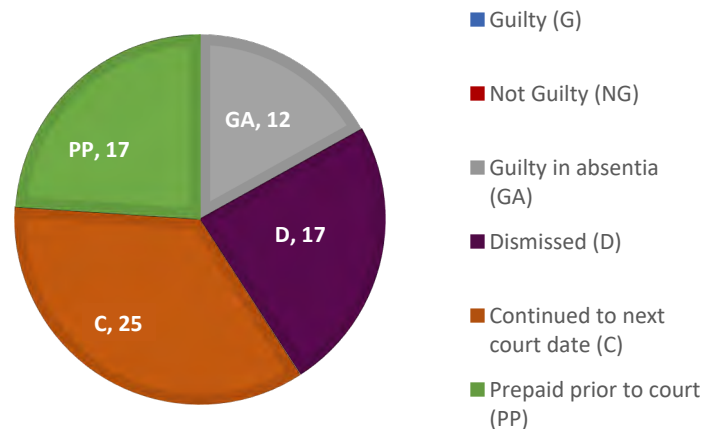
	August 2018	July 2018	August 2017
Monthly Ridership	414,912	388,306	435,839
Average Daily Ridership	17,779	18,251	18,950
Full Service Days	23	21	23
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

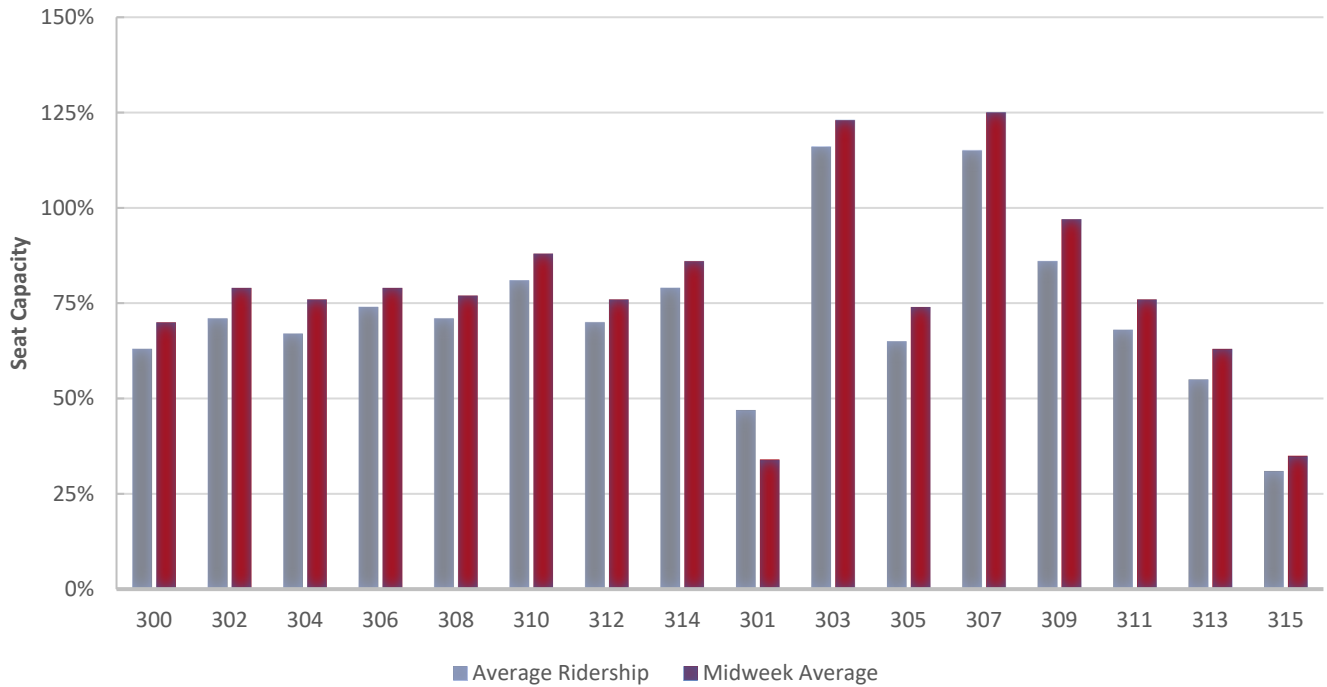
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	15
One-time courtesy	6
Per the request of the conductor	34
Defective ticket	0
Per Ops Manager	1
Unique circumstances	0
Insufficient information	5
Lost and found ticket	0
Other	1
Total Waived	62

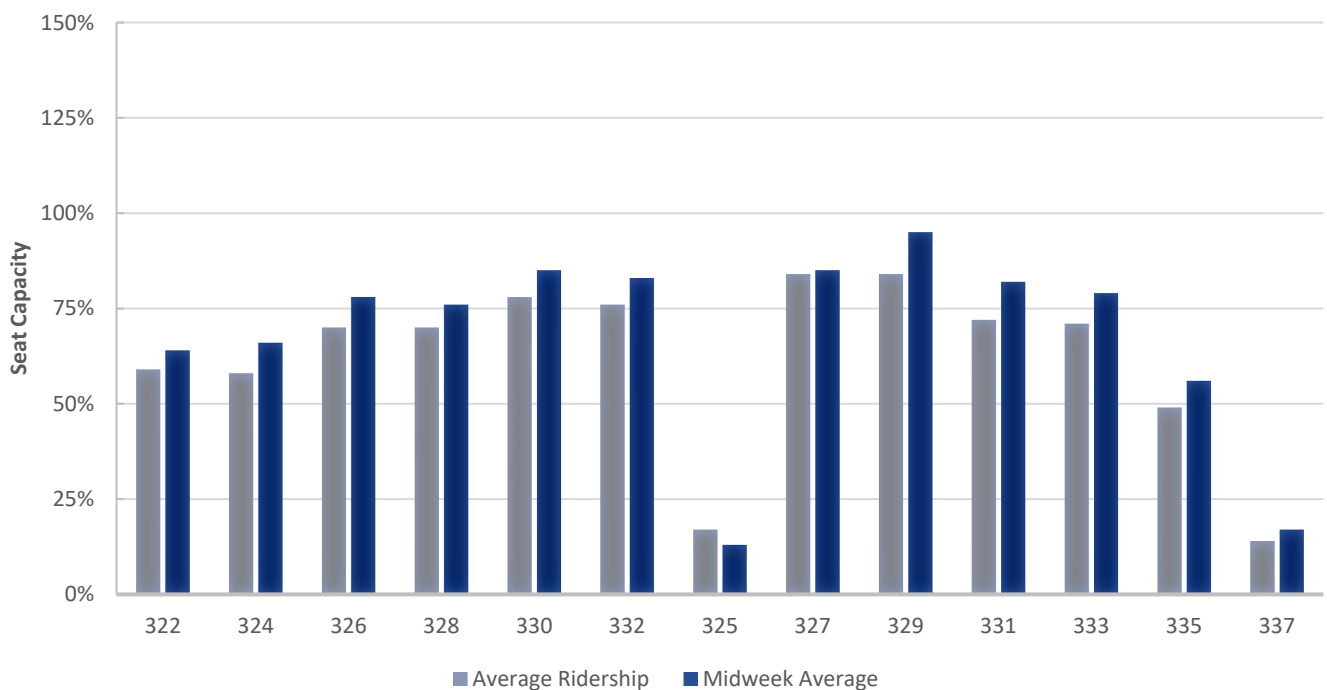
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

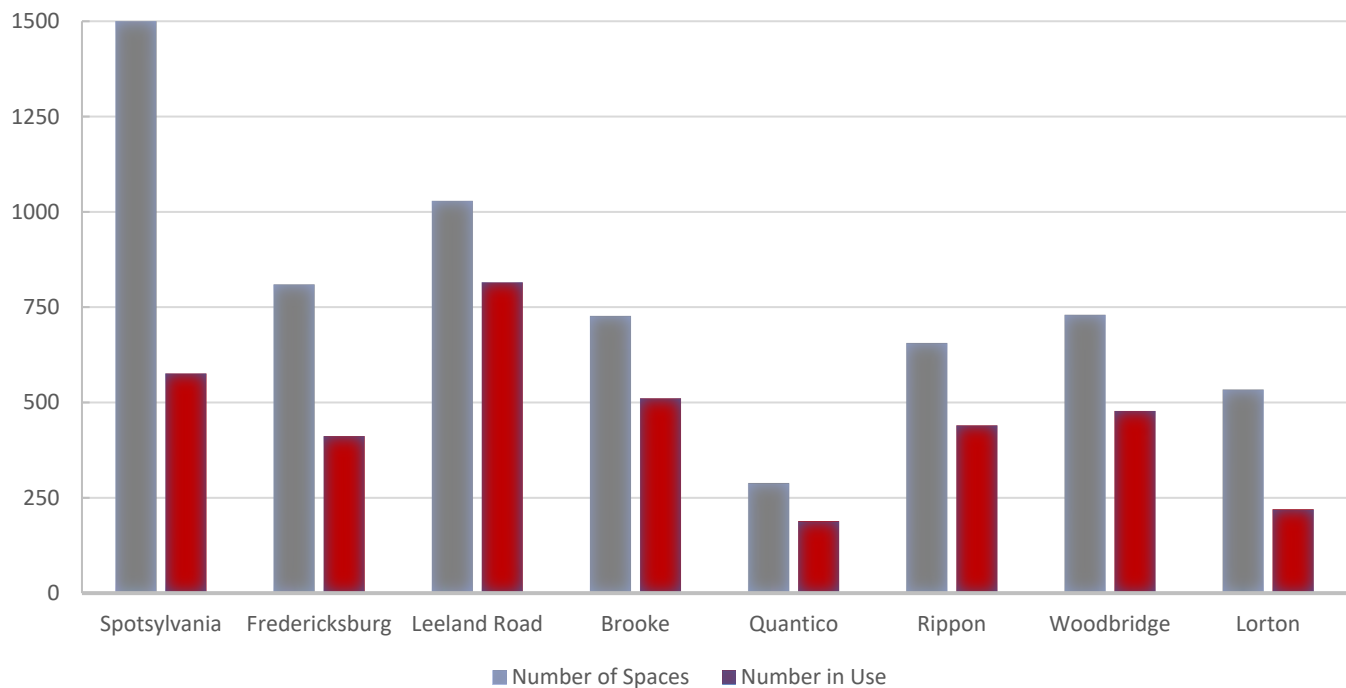


MANASSAS LINE

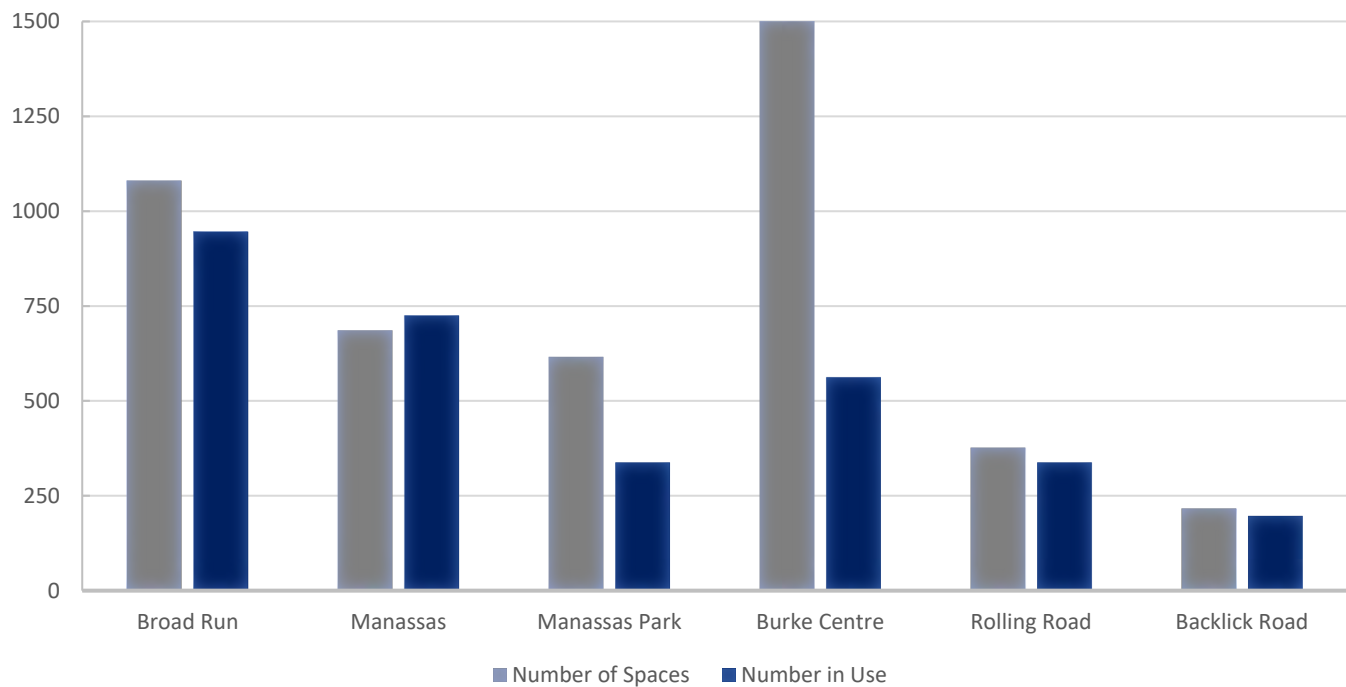


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the second month of FY 2019 is approximately \$275,000 below budget (an unfavorable variance of -3.7%) and is up 1.0% compared to the same period in FY 2018.

VRE's annual liability insurance premium was accounted for in full in July, resulting in an actual operating ratio of 45%. Absent this premium, the operating ratio would have been 59%. VRE's budgeted operating ratio for the full twelve months of FY 2019 is 52%.

A summary of the FY 2019 financial results through August follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report							
Month Ended August 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,542,477	3,900,800	7,187,427	7,462,400	(274,973)	-3.7%	42,400,000
Other Operating Revenue	6,100	20,700	8,405	39,600	(31,195)	-78.8%	225,000
Subtotal Operating Revenue	3,548,577	3,921,500	7,195,832	7,502,000	(306,168)	-4.1%	42,625,000
Jurisdictional Subsidy (1)	-	-	9,119,260	9,062,209	57,051	0.6%	13,336,628
Federal/State/Other Jurisdictional Subsidy	2,666,821	2,678,051	5,240,489	5,254,210	(13,721)	-0.3%	31,371,051
Appropriation from Reserve/Other Income	-	91,080	-	174,240	(174,240)	0.0%	990,000
Interest Income	93,437	18,400	182,215	35,200	147,015	417.7%	200,000
Total Operating Revenue	6,308,835	6,709,031	21,737,796	22,027,859	(290,063)	-1.3%	88,522,679
Operating Expenses							
Departmental Operating Expenses	6,056,419	6,936,750	15,886,290	17,208,222	1,321,932	7.7%	81,761,809
Debt Service	518,776	559,573	1,037,442	1,119,145	81,703	7.3%	6,714,870
Other Non-Departmental Expenses	43	4,232	11,737	8,096	(3,641)	0.0%	46,000
Total Operating Expenses	6,575,238	7,500,555	16,935,469	18,335,463	1,399,994	7.6%	88,522,679
Net income (loss) from Operations	(266,403)	(791,523)	4,802,327	3,692,396	1,109,931		0
Operating Ratio							
			45%	44%		Goal	50%

(1) Total jurisdictional subsidy is \$17,767,748. Portion shown as budgeted is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Brush clearing at Lorton Station
2. Removal and replacement of pedestrian grade crossings at Rippon, Quantico, Brooke and Leeland Road Stations to accommodate CSX tie replacements

Projects scheduled to be completed this quarter:

1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to fascia and soffit at Woodbridge Station east building
3. Painting of Woodbridge Station
4. Cleaning of glass at Woodbridge Station elevator/stair towers
5. Striping of Rolling Road Station parking lot
6. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
7. Repairs to potholes at Manassas Park Station
8. Repairs to platform lighting and replacement of electrical and communications conduits at Manassas Park Station
9. Repairs to platform concrete at Manassas Station
10. Installation of automated parking count system at stations with parking lots

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at additional stations (locations TBD)
3. Replacement of parking lot entrance signs at majority of stations
4. Replacement of waste and recycling receptacles throughout VRE system



Lorton Station Before Brush Clearing



Lorton Station After Brush Clearing



Woodbridge Station Painting and Glass Cleaning

Ongoing projects:

1. Renovations to Alexandria Headquarters (leased Suite 201, adjacent to current VRE offices)
2. Weed control at L'Enfant storage track
3. Development of specifications for modernization of Woodbridge Station east elevator
4. Development of IFB for Canopy Roof Replacement at the Backlick Road Station and second station (TBD)
5. Replacement of station posters throughout VRE system

UPCOMING PROCUREMENTS

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension
- Platform Lighting Installation Services
- Construction of L'Enfant South Storage Track Wayside Power
- Variable Messaging System Replacement

CAPITAL PROJECTS UPDATES

AS OF September 5, 2018

Broad Run Expansion Study (BRX)

- Preliminary engineering (PE) design underway for maintenance and storage facility (MSF) expansion, platform modifications, 3rd track and tunnel
- VRE Operations Board selected “North” parking alternative as preferred location for Broad Run Station parking expansion on July 20th
- Meeting with Prince William County and VDOT staff on August 31st to discuss the Residency Rd. VRE parking lot design and trail connection between Route 28 and the proposed parking lot
- Draft agreement between VRE and Prince William County regarding Broad Run parking expansion funding and other responsibilities under development
- Bi-weekly Project Management Team (PMT) meetings with BRX consultant
- Weekly schedule review meetings with BRX consultant

Crossroads Real Estate Acquisition

- Appraisals under review and reconciliation

Long Bridge Expansion Study

- Facilitated internal discussions and response to Department of Rail and Public Transportation's (DRPT) Long Bridge Governance paper
- Conceptual engineering to start and expect to be completed late Summer

Rolling Road Platform Extension

- Final plans pending Host Railroad review and approval
- VRE Operations Board authorized Invitation for Bids (IFB) for construction, pending completion of final design package
- Construction Management (CM) GEC task order pending notice to proceed (NTP)

Quantico Station Improvements

- Progress Meeting held at Quantico Station July 10th
- Potomac Avenue signal coordination meeting held with CSX July 25th
- Monthly Arkendale to Powells Creek conference call held August 7th

Franconia-Springfield Station Improvements

- Preliminary engineering/30% design plans and environmental documents are currently under review by CSXT

Lorton Station Improvements (Second Platform)

- Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT

Rippon Station Improvements

- Draft preliminary engineering/30% design plans and NEPA documents have are complete for review by CSXT pending a final design review agreement

Leeland Road Station Improvements

- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Brooke Station Improvements

- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Alexandria Pedestrian Tunnel Project

- Investigating alternative construction strategies
- Coordinating with FRA

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Property negotiations continue to acquire property needed to the east and south of existing Crossroads Yard
- Continue Spotsylvania County permit extensions

L'Enfant (South) Storage Track Wayside Power

- Final design has been completed
- Invitation for Bids (IFB) for construction of wayside power approved June 2018
- IFB package is being prepared
- Pending amended agreement with CSX

Slaters Lane/Alexandria Track 1 Access

- Construction pending assignment of CSXT resources

Manassas Park Station Parking Expansion

- Received revised proposal and estimate for final design, procurement support and construction administration services
- Internal meeting held to discuss recommendations of Value Engineering study and given direction to proceed
- Coordinated with CenturyLink/L3 about fiber optic lines in the project vicinity. Identified 5 potential lines that we will have to be aware of for the project
- Received and reviewed PHAs on 30% Design Engineering from K&J

Crystal City Station Improvements

- Concept Design briefing to be provided to Arlington County Transportation Commission and Arlington County Board at their September 2018 meetings
- Comments received and VRE responses posted to the project website
- Cost estimate is being updated

L'Enfant Track and Station Improvement

- Phase I: Background Information technical memorandum is being finalized
- Scope of Work for continued project development, including preliminary engineering and environmental review, under development
- Task Order to conduct additional right-of-way and background research being prepared
- Initiation of additional work pending REF grant agreement

VRE Transit Development Plan Update

- Bi-weekly progress meetings with TDP consultant
- Service Plan analysis presentation to VRE staff
- Performance Measures being developed to comprehensively show progress towards TDP Goals and Objectives
- TDP document in progress

NOTES

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Projects Progress Report to Follow

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Alexandria Station Improvements	Eliminate at-grade track crossing, and pedestrian tunnel to METRO.	◆	◆	◆	N/A	●	
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●	
	Extend and widen 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	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		
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		
L'Enfant Track and Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A		

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

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

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

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
26,674,365	26,674,365	-	1,814,559	1,714,242	60%	4th QTR 2020	60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	4th QTR 2018	Construction start pending assignment of CSXT resources.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	337,165	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,150,000	16,150,000	-	*	414,788	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,632,716	16,632,716	-	*	328,521	20%	4th QTR 2022	Preliminary engineering is anticipated to be complete in 2nd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
18,350,745	18,350,745	0	-	-	30%	TBD	Completion of FD & construction pending excution of IPROC grant by DRPT.
23,390,976	23,390,976	-	*	259,910	20%	4th QTR 2022	Completion of PD & EC pending excution of REF grant by DRPT.
15,527,090	15,527,090	-	*	258,881	20%	4th QTR 2022	Completion of PD & EC pending excution of REF grant by DRPT.
25,983,000	25,983,000	0	665,785	606,411	30%	4th QTR 2022	Preliminary engineering plans complete. Awaiting proposal for final design.
2,000,000	2,000,000	-	442,900	320,562	50%	3rd QTR 2020	Invitation for Bids (IFB) for construction pending completion of final design package
41,810,000	5,410,000	36,400,000	370,285	373,396	10%	2nd QTR 2023	Completion of PD & EC pending excution of REF grant by DRPT.
70,650,000	3,226,000	67,424,000	2,980,000	58,793	10%	2nd QTR 2023	Completion of PD & EC pending excution of REF grant by DRPT.

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

L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	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.	◆	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	◆	●










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

Total ¹	ESTIMATED COSTS (\$)				COMPLETION		STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	3rd QTR 2018	 Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,672,293	50%	3rd QTR 2018	 Invitation for Bids (IFB) for construction of wayside power approved June 2018.
38,183,632	38,183,632	-	3,176,039	2,126,399	90%	TBD	 Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	95%	TBD	 FTA approved appraisal; offer package under legal review.
89,666,508	89,666,508	-	3,588,305	1,491,586	25%	4th QTR 2018	 Site survey underway to confirm conceptual layout; Conrail appraisal completed and under legal review.
75,264,693	75,264,693	-	69,457,809	47,915,644	95%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,984,451	80%	4th QTR 2018	 Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,208,845	3,990,226	22%	4th QTR 2022	 PD for expansion of existing Broad Run complex and 3rd main track is underway, including preliminary engineering and NEPA review.
3,510,307	3,510,307	-	3,510,627	2,168,462	65%	2nd QTR 2019	 Rate My Ride is live in app. Big Commerce/Moovel collaboration underway for web based ticketing portal.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

OCTOBER 2018

IN THIS ISSUE:

A DEEPER LOOK INTO RECENT DELAYS (p2)

PUBLIC HEARINGS (p7)



VIRGINIA RAILWAY EXPRESS

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09 | PUZZLES & CARTOON



ATTENTION NEW RIDERS

New to VRE? Welcome aboard! This magazine is distributed on our trains monthly, and offers our riders insight on our current projects as well as information on area happenings. In addition to signing up for Train Talk alerts at vre.org, please use this magazine to stay informed.



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Editor in Chief: Cindy King

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Access RIDE online at
VRE.org/RIDE



FROM THE CEO

YES, WE ARE PUBLIC TRANSPORTATION



DOUG ALLEN
Chief Executive Officer

We are public transportation, and as such, we actively work with and receive regulatory oversight from several Federal agencies including the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Transportation Security Administration (TSA), and Occupational Safety and Health Administration (OSHA).

Much of our work with these agencies is focused on safety and security, and is supported by a two-way dialogue. Sometimes we are responsible for reporting information to an agency, as with the FTA's National Transit Database (NTD). The NTD serves as the American transit system's repository of financial data including funding source information, as well as the repository of data pertaining to agency operating and asset conditions. NTD Data Reports – Agency Profiles and Summaries and Trends – are available at transit.dot.gov/ntd. NTD's reports provide a great level of visibility and in pertaining to VRE, offer a snapshot of our annual passenger miles, weekday trips, and more.

As we are public transportation, we follow many standardized procedures and you have visibility into our activities. Coupling our team's strong belief in customer service and transparency of performance results – we serve you, the rider. We're always available for questions, and encourage you to reach out to us through our website, on our monthly Online Forum, or by giving us a call.

Sincerely,

DOUG ALLEN

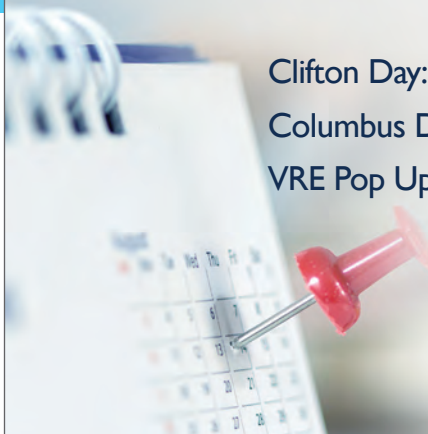
Chief Executive Officer
Virginia Railway Express

DATES TO REMEMBER

Clifton Day: October 7th

Columbus Day (No VRE Service): October 8th

VRE Pop Up Event at Quantico: October 17th



THIS SUMMER'S ON-TIME PERFORMANCE CHALLENGES

As all VRE riders are aware, we have faced some major challenges in maintaining our high standard of On Time Performance (OTP) for the past few months. The environment in which we operate presents some unique conditions and we have built a reputation on being able to navigate those conditions and deliver a safe trip, while getting passengers to their destinations on time. We understand the frustration of our riders and continue to work with our host railroads to manage some of the causes of these delays.

On September 21st, we presented a summary of the delays along with the primary causes to the VRE Operations Board. The intent was not to make excuses, but to share the information simply to keep everyone better informed. We fully understand our riders generally do not care about the reasons why we are late, they just want to get to and from work on time. However in the interest of full disclosure, we thought sharing this information here may be beneficial.

We looked at March 2018 as an example of an average month. We had 47 delayed trains in March (delayed meaning more than five minutes late to their final destinations), resulting in a system OTP of 92%. The delayed trains were a reflection of the normal things we see on the railroad including some train interference from Amtrak and freight trains, a few signal and switch issues, and a few other minor routine issues.

Contrasting an average month (March) with July and August, we see the summer months with a spike in train interference, major issues with signals getting through the Amtrak tunnel into and out of Union Station, weather related delays, and speed restrictions due to track work. Please see the full list of delay causes below, and the number of corresponding late trains.

Cause of Delays	# Trains Delayed		
	March	July	August
Amtrak Signal Issues-Tunnel	0	67	51
Weather (Heat/Flash Flood)	0	36	46
Train Interference	27	35	71
Switch/Signal Issues	12	13	12
Brush Fire	0	7	0
CSX Tie Replacement	0	0	28
KRSV (Keolis)	1	2	1
Medical/Police	1	1	1
Testing	2	0	0
Passenger Handling	4	0	0
Total Trains Delayed	47	161	210
On Time Performance	92%	76%	71%



Once again, this information is being provided simply as information. VRE continues to work daily with our host railroads to help minimize these delays and get back to the reliability we have all come to expect. We would like to thank all of our riders for their patience and understanding as we work through these issues.

Amtrak Signal Issues

The summer's storms led to saturated electrical and signal equipment in the tunnel leading to Union Station. The water caused improper Track Occupancy Lights to appear in the signal system. Those improper indications simulated the presence of a train, which required trains to be given permission by the signals, and to proceed at an extremely slow speed. This resulted in delays and congestion coming in and out of Union Station. Amtrak is working to solve the issue with the signal system.

Weather

Speed restrictions due to heat are not unusual during the summer, but this year has also seen multiple occurrences of flash flood speed restrictions, and high wind warnings which require trains to stop completely.

Train Interference

As mentioned previously, there will always be some level of interference from other trains. However, the delays VRE has experienced recently are largely attributable to two factors.

First, is the ongoing impact of a CSX derailment south of Alexandria back in May. While the loss of track one south of Alexandria to Springfield does not directly impact VRE's ability to operate, the railroad's inability to put freight trains on track one in Springfield has meant freight trains crossing in front of VRE trains at the Alexandria/Franconia (AF) interlocking. AF is also the point where VRE's Fredericksburg and Manassas Lines merge. Adding the freight trains to the mix there has added to congestion and has limited the railroad's ability to recover from disruptions which do occur. CSX continues to work on restoring track one and the bridge which was damaged by the derailment, and anticipates having work completed at the end of the year.

The second factor in the summer's raised train interference numbers was the derailment in the Amtrak tunnel on August 2nd. The incident occurred just prior to our afternoon service, and impacted nearly every VRE train because we were unable to get the trains from the storage yard north of Union Station and pass to head south. We were also unable to stop most trains at the platforms in Union Station, so many riders who typically board at Union had to get to L'Enfant. The number of trains delayed and the length of those delays combined to make August 2nd VRE's worst day ever for total delay minutes.



Image: Damage from CSX's freight train derailment near Alexandria in May.

CSX Tie Replacement

Fredericksburg riders have seen the many ties stacked along the railroad. This particular project is much larger than most we have seen, with CSX replacing over 30,000 ties in a 30 mile stretch of railroad. Once the ties and ballast are replaced, speed restrictions are placed on the specific track until a set tonnage passes over the area to allow the area to settle properly. The work is completed overnight so the tracks are available for VRE trains in the morning, but the speed restrictions remain in place until enough traffic can be routed over those tracks. The challenge for VRE is most of our platforms are on track 2, and the initial phase of the project was done on track 2, requiring VRE trains to abide by the speed restrictions. That's why some passengers may have seen other trains running on Track 3 at regular speed.

2018 CLIFTON DAY FESTIVAL

One of Northern Virginia's favorite fall events, the Clifton Day Festival, will take place on Sunday, October 7th from 9 am to 5 pm in the scenic town of Clifton.

Vendors & Activities

Under the theme "Small-town charm, big-time fun," the 2018 festival will feature a marketplace with around 150 artisans, antique dealers, vintage sellers and other vendors. Live music, children's activities, pony rides, a beer & wine garden and other delicious food and beverage choices will add to the fun.

This year's festival will also include a display of LOVEwork letters provided by the Virginia Tourism Corporation. Visitors can take selfies with the eight-foot-tall LOVE letters, which will be located on Ayre Square at the corner of Main Street and Chapel Road.

Festival History

The Clifton Day Festival, hosted by the Clifton Betterment Association (CBA), arose from a 1960s revitalization effort for the historic town of Clifton, which had fallen into a state of disrepair since its incorporation in 1902. Residents decided to hold a festival in 1967 as a way to attract the public to the place they called home. The annual festival, now in its 51st year, has been going strong ever since on the Sunday before Columbus Day.

Each year, Clifton Day raises funds for the Girl and Boy Scouts, Clifton Lions Club, Acacia Lodge, the Clifton Presbyterian Church and other nonprofit groups. Sponsors for 2018 include F.H. Furr Plumbing, Heating, Air Conditioning & Electrical; Norfolk Southern; Ourisman Fairfax Toyota; Peterson Companies; Republic; United Bank; Villagio Hospitality Group; and VRE.

Admission & Getting There

Admission is free. Parking starts at five dollars per car. VRE will provide roundtrip train service to Clifton from all stops between Manassas and Rolling Road. The train ride to Clifton is free, and the return trip costs \$5 per person (children under age two ride free).

For more information about Clifton Day, visit cliftonday.com or the festival's Facebook page.



Clifton Day is the only day of the year when the VRE stops in the town.



Like the festival on Facebook for more great pictures.



BURKE VOLUNTEER FIRE & RESCUE DEPARTMENT

Each Wednesday, Regular BINGO sessions start at 7:45pm
9501 Old Burke Lake R, Burke, VA 22015

Doors open at 5:30 p.m. and Early Bird games begin at 7:00 p.m. The Regular session follows and typically begins between 7:45 pm – 8:00 pm. In addition to 10 Early Bird games and 21 regular session bingo games during the evening, the department also plays a Progressive game, Pick 7, and a end of the night, cover-all Jackpot for \$1,000.

36TH ANNUAL MANASSAS FALL JUBILEE

October 6, 10:00 am – 5:00 pm
Historic Downtown Manassas
Center Street, Manassas, VA 20110

This year's Jubilee will include an assortment of fun for both kids and adults with over 100 crafter and community booths, live music and entertainment, and more! The Fall Jubilee is free to the public. Bring the family out for a day of fun – play games, shop at unique crafter booths, and so much more!

23RD ANNUAL ART SAFARI

October 13, 12:00 pm – 4:00 pm
Torpedo Factory Art Center, 105 N. Union St.
Alexandria, VA 22314

An Alexandria tradition for more than two decades, Art Safari returns for a day of hands-on activities for kids and families. Dozens of artists lead budding arts enthusiasts in hands-on projects throughout the building. Children should wear clothing that can get a little dirty. Most activities are appropriate for ages 5 – 11. Some parental participation may be required.

UMW PHILHARMONIC FIDDLESTIX INSTRUMENT PETTING ZOO

October 27, 3:00 pm – 5:00 pm
Dodd Auditorium, 1301 College Ave
Fredericksburg, Virginia 22401

The Fiddlestix Instrument Petting Zoo will be a Halloween event on Saturday, Oct 27, 2018 from 3:00 pm – 5:00 pm in Dodd Auditorium. Kids and families will meet the principal players of the Philharmonic orchestra up close and personal. The musicians will demonstrate each instrument for the kids, who will get a chance to try them out. Dr. Bartram will also be giving conducting lessons on stage! There will be games and lots of fun. The event will conclude with a brief concert for the kids. No reservation or tickets required.



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Prince William County Absentee Vote Center Locations:

Main Office of Elections

9250 Lee Avenue, Suite 1, Manassas, VA 20110

DMV Office of Elections

2731 Caton Hill Road, Woodbridge, VA 22192

Haymarket Gainesville Community Library

14780 Lightner Road, Haymarket, VA 20169

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NEXT SUMMER'S PROPOSED FARE INCREASE

Each summer, we begin preparing the budget for the following fiscal year based on known factors and educated forecasts. In order to sustainably and equitably support the costs of providing our service, the VRE Operations Board has directed that passenger fares and jurisdictional subsidy contributions should be increased in alternating years. Following a jurisdictional subsidy increase in Fiscal Year 2019, we are proposing a 3% average fare increase for Fiscal Year 2020. This proposed increase will help VRE continue to meet its requirement of covering at least 50% of our operating costs through ticket sales.

Any increases will not go into effect before July 1, 2019, which is the beginning of our next fiscal year.

50% FAREBOX RECOVERY

VRE must maintain a 50% farebox recovery ratio in accordance with our Master Agreement. This means that fare revenues must cover at least 50% of all operating costs. The remaining operating costs are covered by jurisdictional subsidies and other grants.

OPERATING BUDGET & OUTSIDE FACTORS

We carefully develop our budget each year and look for ways to reduce costs while still delivering safe and reliable service. However, there are factors beyond our control that tend to increase our costs each year. These factors include implementation of the federally-mandated Positive Train Control (PTC) system as well as contractual increases in track access fees and train operations.

WHAT WILL A FARE INCREASE LOOK LIKE?

For most riders, the proposed fare increase over a one month period equates to less than the cost of one fast food meal.

For the complete proposed fare chart, visit: vre.org/proposedfares



PUBLIC COMMENTS PROCESS

VRE HOLDS PUBLIC HEARINGS.

VRE COLLECTS PUBLIC COMMENTS.

VRE COMPILES ALL COMMENTS.

VRE PRESENTS TO THE OPERATIONS BOARD.

PUBLIC COMMENTS

VRE will hold a series of public hearings starting this month on the proposed 3% average fare increase. VRE staff will review the proposed fare increase in the context of VRE's preliminary Fiscal Year 2020 budget, and members of the public will have an opportunity to provide comments. These public comments will be compiled along with written comments that VRE receives. The members of the VRE Operations Board will be provided the comments prior to a decision on the final Fiscal Year 2020 budget in December. A full date and location list is available on our website at: vre.org/publiccomment

For those who are unable to attend a public hearing but would like to learn more, a copy of the presentation is also available on our website.

Written comments will be accepted through Friday, November 23, 2018. Mail written comments to: Public Comment, 1500 King Street, Suite 202, Alexandria, Virginia 22314. Comments may also be submitted to: publiccomment@vre.org or via fax at (703) 684-1313.

Example Ticket	Current	Proposed	Difference
Monthly Pass: Spotsylvania to Union	\$327.60	\$336.80	\$9.20
Monthly Pass: Broad Run to Union	\$268.60	\$277.20	\$8.60
Monthly Pass: Backlick to Union	\$209.60	\$216.20	\$6.60
Single Ride: Spotsylvania to Union	\$11.90	\$12.15	\$0.25
Single Ride: Broad Run to Union	\$9.80	\$10.00	\$0.20

BACKPACK, OR SMACK-ATTACK?

Backpacks are common with commuters as backpacks naturally make it easy to carry everything needed for the ride. You may be surprised however that while your backpack is convenient for you, it may be inconvenient for your fellow riders at times.

We receive requests each month to remind riders to be mindful of their backpacks. It seems too often, unsuspecting riders are bumped and knocked by a backpack being hurriedly thrown on or quickly spun around.



Additionally, backpacks and other bags should not be placed in empty seats while new riders are boarding, unless there is a corresponding (second) validated ticket.

Please note we appreciate you and your backpack, and appreciate that you have chosen us for your commute ... but we do ask that all backpack wearers make sure they are considerate of fellow riders.



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PUZZLE SOLUTIONS



3	2	7	5	6	4	8	1	9
1	5	4	3	9	8	6	7	2
8	9	6	1	2	7	5	4	3
2	1	9	6	4	3	7	8	5
4	6	8	9	7	5	3	2	1
7	3	5	2	8	1	4	9	6
9	7	2	4	3	6	1	5	8
5	8	3	7	1	2	9	6	4
6	4	1	8	5	9	2	3	7

RAIL TIME PUZZLES

ACROSS

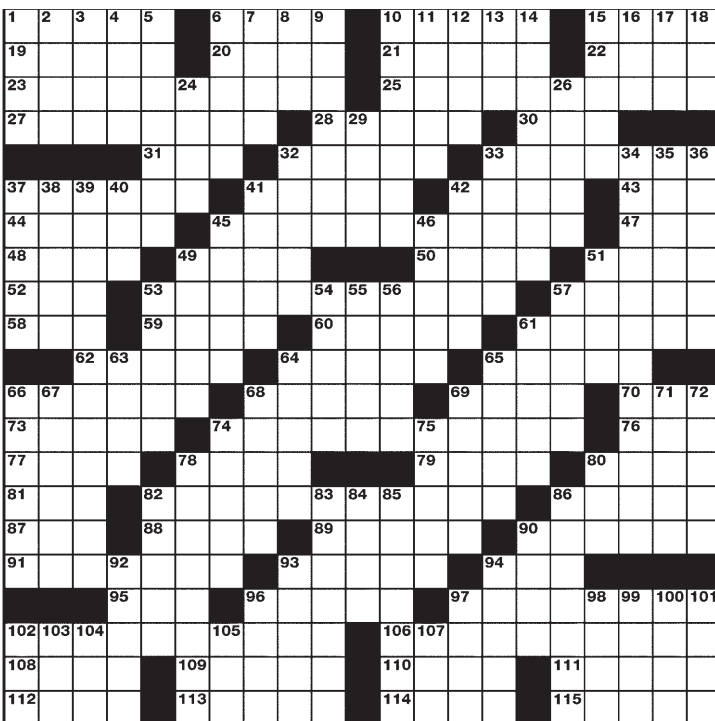
- 1 Elegant quality
6 Six-Emy Alan
10 Socially unacceptable
15 Poet Angelou
19 Strive for
20 County of Hawaii
21 Online payment option
22 Highest level
23 Scott Adams job before *Dilbert*
25 John Adams' new home in 1800
27 One way to leave the airport
28 Sunshade
30 Musical talent
31 Telltale sign of a shark
32 Building supports
33 They're essential to email addresses
37 Aggregated
41 Cuban "line" dance
42 HS exam
43 "Alley _!"
44 Construction 32 Across
45 Ansel Adams' field
47 Wall St. takeover
48 Squarish
49 "Mötley" rock group
50 Is in debt
51 Middle of the fifth century
52 Unrefined
53 John Quincy Adams' post-presidential job
57 Shape of some cheeses
58 Eroded
59 Betting stats
60 Citi Field player
61 Ctr. of many small towns
62 Flatten
64 Congestion setting
65 On the way out
66 Had discussions

DOWN

- 68 Preliminary races
69 Very much
70 _ cit. (footnote notation)
73 Lois Lane colleague
74 "Audience" for Douglas Adams' . . . *Guide to the Galaxy*
76 Yoko _
77 Two state trees
78 Innate talent
79 Four and five
80 Genesis shepherd
81 Relaxing resort
82 Edie Adams' spouse and partner in comedy
86 Unhandy
87 Vb. designation
88 Obscure, with "up"
89 Written permanently
90 Twitches
91 Curt denial
93 Thug
94 "Mamma _!"
95 Harry Potter pal
96 _ nova (Brazilian dance)
97 Library endower
102 _ Institute (Patch Adams medical facility)
106 Character in John Adams' opera *Nixon in China*
108 Metal in magnets
109 Be melodramatic
110 Just hanging around
111 Smoothie flavor
112 Stare (at)
113 Poet Mark Van _
114 Auction signals
115 Beasts of burden

ACROSS

- 5 Attacks from above
6 Mideast capital
7 Mary follower
8 Expected soon
9 Circulation aid
10 *Time*, for one
11 Spanish figure-skating figures
12 India-born director
13 Winter hrs. in Oregon
14 Spotted speedsters
15 New Zealand native
16 *Simpsons* shopkeeper
17 "May I help you?"
18 Firefighting tool
24 Corrosive
26 Too fast
29 Shakespearean schemer
32 Unhappy spectator
33 Rocky Mountain resort
34 Two film awards won by Amy Adams
35 Bluebloods
36 Went bad, in Britain
37 Only inanimate zodiac sign
38 WWII sub
39 Don Adams' TV spy role
40 Be too interested
41 Steam engine sounds
42 Handle roughly
45 Gearshift letters
46 Apples for baking
49 Needing deciphering
51 Facial feature
53 Assembly of witches
54 1940s computer
55 Electronic instrument, for short
56 Crumple up, so to speak
57 Bides one's time
61 "And to all a good-night!" poet



- 63 Scrapes (out)
64 Number of hills of Roma
65 Secluded valleys
66 Hammers at an angle
67 NFLer's honor
68 Stereo systems
69 Get _ out of (savor)
71 Early afternoon
72 Stallions-to-be
74 Depend (on)
75 Making no sense

- 78 Sensible and well-balanced
80 Santa _, CA
82 Actor Zac
83 New York senator
84 Gillibrand
85 Difficult duty
86 Thiamine, for instance
86 Beach of Rio
90 Gents
92 Main stem of a sycamore
93 Nightclub

- 94 Matching socks
96 "To _ not to . . ."
97 How gazpacho is served
98 Pilot projections
99 Revs
100 *Bus Stop* dramatist
101 What flattery feeds
102 Band's date
103 Span of history
104 Farm female
105 Managed care grp.
107 Fuss

SUDOKU

		1		5			3	
5		3	7			9		
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		5				4	9	
4			9		5			1
	1	9				7		
8	9		1					
		4			8	6		2
	2			6		8		



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State Legislative Issues:

Commuter Rail Operating and Capital (C-ROC) Fund/Dedicated Funding

- The creation of the C-ROC fund and annual \$15 million allocation of regional gas tax revenue was a clear acknowledgement of the critical role VRE plays in the regional transportation system and is an important first step in securing long term, dependable funding to maintain and increase commuter rail service.
- Staff is conducting an in-depth financial analysis that will inform how much additional funding is needed for VRE's financial security and which capital projects would best be considered for C-ROC funding in VRE's Capital Improvement Program.

Action:

- Communicate to key legislators, administration officials, and staff members our appreciation for the creation and funding of C-ROC along with explaining how C-ROC funding is likely to be used in the short term based on the financial analysis.
- Defend against any attempts to decrease the \$15 million annually allocated to C-ROC.

Future Transportation Funding

- The Commonwealth's Transit Capital Funding Program is facing a 40 percent decrease in revenues leaving an unfunded need of more than \$130 million annually in transit capital funding according to the Transit Capital Projects Revenue Advisory Board's recent report to the General Assembly. VRE relies on the Transit Capital Funding Program to match Federal funding for state-of-good-repair and expansion projects.
- VRE has developed a Financial Plan for implementation of its System Plan 2040 that identifies future capital and operating requirements needed to implement the plan. A key finding in the Financial Plan is the need for increased funding, even without any major expansion of service.
- VRE has developed a Financial Plan for implementation of its System Plan 2040, which is currently being updated, that identifies future capital and operating requirements needed to implement the plan. A key finding in the Financial Plan is the future need for increased funding, beyond the new \$15M in C-ROC, especially for any major expansion of service.
 - Note: the new financial analysis referenced above in State Legislative Issues is currently underway and will include updated assumptions and elements not present in the original analysis (e.g. C-ROC, SmartScale, I-66 Concessionaire funding, etc.) An updated Financial Plan will be available in the Fall allowing us to update the "needs" above.

Action:

- VRE will join other transit providers and stakeholders in seeking future sustainable funding sources to shore up the Commonwealth's Transit Capital Funding Program.
- Stress the necessity that the General Assembly identify and secure long-term, dependable, state-wide funding sources for future commuter rail operating and capital costs.
- Advocate for the creation of an informal working group of House Appropriations and Senate Finance staff to investigate possible revenue sources for future additional dedicated commuter rail funding.



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Long Bridge Corridor Project

- The expansion of the Long Bridge is critical not just to VRE's future, but to the long-term operation of freight and intercity passenger rail along the East Coast. VRE is working closely with other stakeholders – including CSX, DRPT, DDOT, and federal agencies on this project.
- Preliminary design and environmental work on the Long Bridge Corridor project is nearing completion and work on final design, which is already partially funded, will soon begin.
- Federal funding for the construction phase of the project will be an essential component of a complete funding package. It is critical for stakeholders to formulate a management and funding plan for the construction and operation of an expanded Long Bridge corridor as part of any request for federal funding.

Action:

- Support and participate in the coalition of public and private stakeholders in the formulation of a management and funding plan for the expanded Long Bridge corridor.



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Federal Legislative and Regulatory Issues:

Federal Grant Programs

- Congress continues its support of Federal programs that fund transit capital investments, including commuter rail projects, through the Appropriations process.
- These discretionary programs include BUILD (formally TIGER) grants and Capital Investment Grants such as New Starts and Core Capacity.

Action:

- Work with USDOT, U.S. Congressional delegation, relevant U.S. Congressional Committees, and regional stakeholders to educate and secure Administration and Congressional support for discretionary grant applications submitted by VRE.

Surface Transportation Board (STB) Authority

- In August 2018, the STB issued its Decision in response to Chicago Metra's Petition filed in April 2018 confirming that the: 1) Board's jurisdiction extends to railroad properties previously owned by Chicago Union Station (CUS) and 2) Board may prescribe terms for Metra's use of CUS and mediate disputes concerning the use of CUS between Metra and the current owner of CUS, Amtrak. The Board, however, denied part of the Petition requesting current relief (in Metra's negotiations with Amtrak on a new lease/access agreement), determining that such an action would be premature. The Board, however, also stated it will provide guidance to the affected parties on issues that they should address in the event a similar petition is filed in the future.
- This ongoing matter could set precedent that would impact VRE's access agreements at Washington Union Station.

Action:

- VRE submitted a letter of support for Metra's petition.
- Educate Congress and the Administration on the imperative of preserving STB's jurisdiction over VRE, and other common carrier commuter railroads.
- Monitor industry, Congressional and Administration efforts affecting the ability of VRE, and similar commuter railroads, to seek relief from the STB when negotiating with Amtrak.

FAST Act Reauthorization

- The Fixing America's Surface Transportation Act (FAST Act), enacted in 2015, provides policies and funding levels for our nation's Federal-aid Highway (and Mass Transit) programs including passenger rail, highway safety, motor carrier safety, and hazardous materials programs. The FAST Act expires September 30, 2020.

Action:

- VRE will partner with other stakeholders to advocate for appropriate funding levels and policies to support commuter rail and mass transit.



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Watchlist: the following issues are being monitored for potential impacts to VRE.

Positive Train Control (PTC) Implementation

- The Surface Transportation Extension Act of 2015 provides railroads an extension until at least December 31, 2018, to implement PTC systems.

FAST Act Rulemaking

- On December 4, 2015, the FAST Act was signed into law which includes new policies and programs, and changes to existing programs, that require various agencies to go through the federal rule making process.

System Safety Program Final Rule

- Passenger rail service providers have until December 4, 2018 to develop and implement a system safety program. This deadline extension announced on November 29, 2017, was the fifth issued by the Federal Railroad Administration and it's possible there will be another. There is still not clear guidance on how to deal with aspects related to host/tenant relationships.

USDOT Rulemaking

- On August 15, 2017, the President signed an Executive Order on "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure." VRE will track and comment on proposed guidance, rulemakings, or requests for comment from USDOT helping to advance regulatory reforms applicable to VRE's operations and Capital Improvement Program.

Amtrak On-Time-Performance

- The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 Sections 207(a) and 213(a), intended to improve the on-time performance (OTP) of Amtrak passenger trains by allowing host freight railroads to be fined if found responsible for Amtrak delays.
- In service areas where host freight railroads have both Amtrak and commuter rail tenants, the host railroads could prioritize Amtrak trains over commuter rail trains to avoid fines. In doing so, commuter services like VRE face the possibility of substantial degradation of service due to these dispatching decisions.
- Rulemaking continues for PRIIA of 2008 Section 207(a), including who has the authority to set OTP metrics and enforcement of the regulation.



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**Excerpts from
Northern Virginia Transportation Commission / Potomac and Rappahannock
Transportation Commission / Virginia Railway Express**

**Management Audit Phase II Final Report
January 9, 2015**

VRE Organizational Structure and Practices (p.2)

Relationship Between Commissions and VRE: VRE is a unique transit entity, existing as a transportation partnership of the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). The audit team recommends an annual training session for Commission members on their roles and responsibilities with respect to their oversight of VRE. The audit team recommends regular meetings between the Commission Executive Directors, VRE CEO, and Operations Board and Commission chairs to coordinate issues jointly concerning VRE and the two Commissions. In addition, the audit team recommends that the Commissions serve as lead planning agency when a mode has not been selected, and VRE serve as lead planning agency when commuter rail has been selected. The audit team recommends that the Commissions continue to serve as the locus for discussions of regional funding—balancing the needs of VRE with other agencies in their districts—while VRE advocate for funding for its particular capital projects and transit services, in coordination with the Commissions.

Division of Responsibility Between Commissions and VRE (pp.28-29)

There are certain functions that are of concern to the Commissions as well as affecting VRE, such as planning and transportation funding.

Funding is a significant concern of the NVTC in particular, which serves a clearinghouse for regional fuel tax revenues and other transit funds to agencies throughout the NVTC District, and must balance the needs of VRE, the Washington Metropolitan Area Transit Authority (WMATA), and local transit agencies. PRTC plays a similar role in its district. This includes decisions regarding the amount, type, and timing of funds that each agency's priorities will receive, and given resource limitations, often involve trade-offs and compromise. In these deliberations, VRE's status as an entity jointly-owned by each Commission should give it no greater priority than other transit providers in each district.

VRE advocates for funding for specific commuter rail projects, seeking the support of NVTC and PRTC for funding from the federal government, the Commonwealth, the Northern Virginia Transportation Authority, and individual cities and counties. At times, it must make the persuasive case for funding alongside other transit agencies competing for the support of NVTC and PRTC. In some cases, however, there are funds for which VRE is eligible that other transit agencies in the region are not—particular state and federal rail funds. For these sources, the Commissions are free to join VRE in advocating for funding of its projects.

In the area of planning there is natural overlap in staff capabilities and responsibilities among VRE and the Commissions. In general, the Commissions' interests are long-range and strategic, and may focus on multiple modes of transit and multiple corridors across their entire territory. VRE's planning is focused on commuter rail in its specific corridors.

A key consideration is the degree of involvement by VRE prior to and following decisions regarding selection of mode (or technology) for a particular corridor, and its role as lead or supporting agency for project implementation. In general, VRE, the Commissions, and other agencies engaged in transportation planning in the region have successfully worked this out for past planning studies, but it would help to have clear guidance that is understood by all.

The audit team believes that the Commissions play a key role coordinating regional issues, including transportation funding and general systems planning. The purview of VRE, meanwhile, is to plan, advocate and secure funding for commuter rail-specific projects and service. It is important that each entity play to its strengths in executing these missions. Clarifying roles and responsibilities will facilitate the allocation of responsibility when future issues arise.

Therefore, the audit team recommends that the Commissions—or other regional planning entities (when appropriate)—serve as the lead planning agency when a mode has not been selected, and that VRE only serve as a lead planning agency once the appropriate planning agencies have made a decision to invest in commuter rail in a particular corridor. However, as the sole commuter rail agency in Northern Virginia, VRE planning staff should provide technical support to any planning studies that could result in commuter rail being selected as a preferred mode. This ensures that planning studies benefit from the mode-specific expertise of VRE planning professionals.

For example, a corridor study or alternatives analysis in which commuter rail is one of several modal options under consideration (along with bus, bus rapid transit, and/or other types of rail) is best handled by an agency that does not have a modal focus (like VRE—or for that matter, other transit operators in the region). However, should a corridor study or alternatives analysis point to commuter rail as the appropriate mode, and the project is officially adopted into regional plans, VRE would be the appropriate agency to manage environmental clearance, permitting, development of grant applications, and similar project planning activities, with appropriate advice and approvals from the Commissions as concepts advance.

The 2040 System Plan was the product of planning efforts led by VRE staff and the Operations Board and endorsed by the Commissions. As the System Plan is focused squarely on regional commuter rail investments, the audit team believes VRE's leadership in producing this plan appropriate. However, the Commissions will play a significant role in deliberations regarding elements of the System Plan, especially the later phases which will require policy decisions regarding new service types and features.

With respect to transportation funding, the audit team recommends that the Commissions continue to serve as the locus for discussions of regional funding, including new broad-based funding sources for all transit modes, and will continue to balance the funding needs of VRE with other transit providers in each Commission's district. Meanwhile, VRE should continue to advocate for funding for its particular capital projects and transit services. To the extent that the VRE Operations Board wishes to weigh in on general, regional funding approaches, it should coordinate its activities with the Commissions. The audit team recommends that VRE and the Commissions actively identify opportunities for the Commissions to ally with VRE to secure new funding for VRE that does not compete with the needs of other transit agencies.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Executive Director Report

At the November meeting the executive director will give an update on Commission and staff activities that occurred during the last month, as well as upcoming meetings and events.

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 (TPB) and the Northern Virginia Transportation Authority.

This month's newsletter highlights the TPB's adoption of Visualize 2045, the recent meeting of the General Assembly's Joint Commission on Transportation Accountability, and Metro's Regional Bus Passenger Survey.

B. NVTC Financial Report

The [September 2018 Financial Report](#) is provided for your information.

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Executive Director Newsletter

November 2018



As NVTC prepares to expand its Commuter Choice program, there is much work to be done and many exciting projects ready to launch. Our recently released [I-66 Commuter Choice Annual Report](#), which we have shared with Virginia's Secretary of Transportation and the Commonwealth Transportation Board (CTB), shares the successes of the initial 10 projects the Commission selected in June 2016. These multimodal projects are playing a pivotal role in improving travel in the corridor.

In the coming months, as a result of the new I-395/I-95 Annual Transit Payment program, NVTC will work with PRTC/OmniRide to begin funding transit and related projects in that interstate corridor. A forthcoming Memorandum of Agreement (MOA) between our organizations, which the two Commissions will be asked to approve in December, will guide NVTC's administration of the Annual Transit Payment, to be marketed as part of our Commuter Choice brand. In advance of the MOA, NVTC has been meeting with staff from the Virginia Department of Transportation and Department of Rail and Public Transportation to ensure a successful launch of the I-395/I-95 program. We are working to confirm the project launch timeline and mechanisms for identifying high performing projects.

Meanwhile projects in the I-66 corridor, funded in the second round, are gearing up. Of the 15 approved by the Commission last year, Loudoun County Transit's new bus service between Purcellville and the Wiehle-Reston East Metrorail is the first to be implemented. This nonstop service, which began October 1, operates in both directions on the half hour during morning and evening rush hours. Other projects will become operational in the coming weeks and months. Keep an eye out for our plans next year to celebrate these projects.

A proposed third call for projects under I-66 Commuter Choice will come before the Commission in November. Following the Commission's approval, online applications will be accepted via the NVTC website from November 2, 2018 through January 16, 2019. After that, eligible projects will be evaluated using a revised selection process that the Commission also will be asked to approve in November. As with their predecessors, all projects must move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options – all of which will benefit the toll payers on I-66 inside the Beltway.

Executive Director

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Northern Virginia Transportation Commission
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Key Dates

Nov 1	NVTC Monthly Meeting
Nov 1	WMATA Board Meeting
Nov 8	NVTC Interim WMATA Committee Meeting
Nov 8	NVTA Monthly Meeting
Nov 15	WMATA Board Meeting
Nov 16	TPB Monthly Meeting
Nov 16	VRE Operations Board Meeting
Nov 29	CTB Fall Transportation Meeting
Dec 4-5	CTB Monthly Meeting
Dec 6	NVTC Monthly Meeting

Transportation Planning Board Adopts Visualize 2045

Visualize 2045, the region's long-range transportation plan, received the approval of the Transportation Planning Board (TPB) on October 19. The plan contains more than 600 highway, transit, bicycle, and pedestrian projects, totaling \$291 billion, that the region expects to fund over the next 27 years. It includes the cost of new projects as well as operations and maintenance of the current system. WMATA improvements include added capacity to the Metrorail system, such as running only eight-car trains during peak periods. Transit projects in Northern Virginia include enhanced bus service and new park-and-ride lots in the I-66 and I-95/I-395 corridors, and reduced headways for VRE trains along both the Fredericksburg and Manassas lines.

The plan also includes a set of aspirational initiatives that the board identified for their potential to address some of the region's biggest transportation challenges in the future. Transportation agencies in the region are urged to develop projects, programs, and policies to advance these initiatives. The seven initiatives are to:

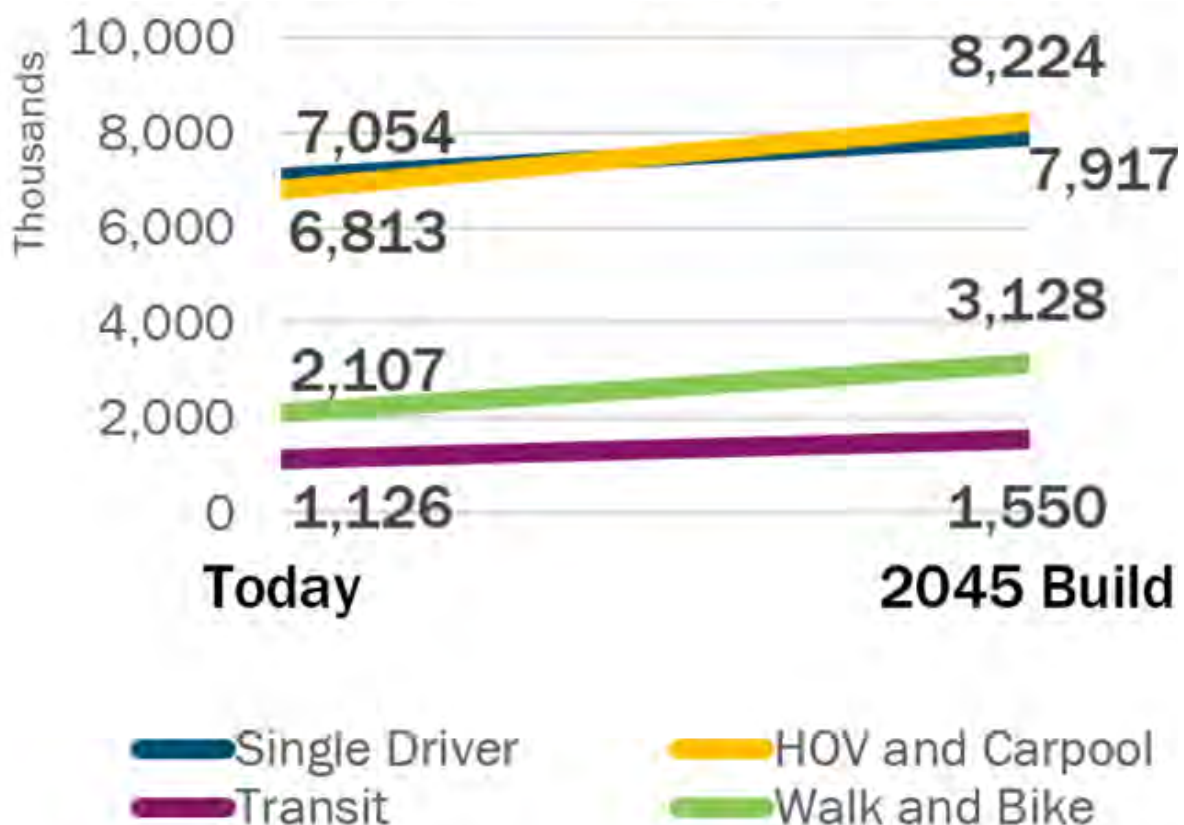
- Bring jobs and housing closer together
- Expand bus rapid transit and transitways

- Move more people on Metrorail
- Increase telecommuting
- Expand the express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail

"Over the last four years, members of the TPB, transportation agencies, and the Washington Metropolitan Council of Governments have worked hard to put together Visualize 2045, a long-range plan that aims to provide affordable, sustainable, and multimodal transportation options for the residents and businesses of this region," said TPB Chair Charles Allen. "The plan goes above and beyond previous plans by also featuring unfunded initiatives that have the potential to significantly improve the region's transportation system and that the region agrees are worth pursuing."

Many board members commended the extensive public outreach by staff about Visualize 2045 and the new features of the plan through surveys, forums, and community events across the region, which generated input from more than 6,000 people.

All Trips by Mode



Northern Virginia Jurisdictions Undertake Transportation Studies

Several NVTC jurisdictions are moving forward with transportation plans and studies. The City of Alexandria held two open houses in October to discuss its Transit Vision Plan and Choices Report. The report is the first step toward an [Alexandria Transit Vision Plan](#), which is intended to “develop a data-driven future bus transit network that will reflect the needs and priorities of city residents, workers and visitors.”

In Arlington, county officials are beginning the second phase of the [Core of Rosslyn Transportation Study](#) by collecting public comment during October. The study is aimed at improving the safety and accessibility of the Rosslyn business district for all users and transportation modes. The study is scheduled to wrap up in 2019.

Studies pertaining to electrified rental scooters are underway in two Northern Virginia municipalities. The City of Fairfax is evaluating how shared e-scooters could be



incorporated as a travel option, [hosting an on-line survey](#) to gauge resident’s opinions. In Arlington, officials approved a nine-month demonstration intend-

ed to study the use and safety of e-bikes and e-scooters. Rental companies must sign a memorandum with the county and meet safety requirements in order to obtain a permit to operate. Arlington officials will join their transportation colleagues from the District, Montgomery County and City of Baltimore to discuss their dockless bike- and scooter-share pilot programs. The [event is free and open to the public](#), but advance registration is required. It takes place Wednesday, October 31 from 12:30-3:30 p.m. at the Metropolitan Washington Council of Governments offices, 777 North Capitol St. NE, Suite 300, Washington, D.C.

Metro Undertakes Regional Bus Passenger Survey

Used to determine funding allocations, [Metro’s 2018 Bus Passenger Survey](#) also will provide data on ridership and travel characteristics. That data will help support Metro’s planning efforts and provide general demographic information as required by federal regulations. Because Metro’s funding from local jurisdiction is based, in part, on jurisdiction of residence, the survey is used to determine how transit funding is allocated based among the cities and counties that Metro services. Metro conducts a Bus Passenger Survey once every four years.

From October 2018 to February 2019, surveys will be distributed and collected aboard buses by trained research contractors throughout the Metrobus service area. Importantly, customers are asked to complete the survey each time they receive one. Customers can re-

main anonymous if they wish. However, address information is key to determining jurisdiction of residence for funding purposes.



Understanding the Current State of Commuter Tax Benefits

Arlington Transportation Partners will explain how tax changes may impact local businesses and funding for commuting options, and share information about various multimodal projects at its upcoming Lunch and Learn on Wednesday, November 7. After the Tax Cuts


and Jobs Act went into effect this year, many businesses have struggled to figure out what these changes mean for their operations. This free event will help organizations navigate the tax changes and, in particular, their impact on commuter programs. [Registration is required](#).

JCTA Northern Virginia Meeting Includes WMATA Update

Members of Virginia's [Joint Commission on Transportation Accountability](#) (JCTA) were briefed by Washington Metropolitan Area Transit Authority (WMATA) General Manager Paul Wiedefeld and Department of Rail and Public Transportation Director Jennifer Mitchell [on October 10](#). Wiedefeld thanked the senators and delegates for their support of dedicated funding and spoke to recent improvements in customer satisfaction. He also assured JCTA members that the transit agency is cooperating with NVTC on its legislatively mandated report on Metro's performance. The report is due to the Governor and General Assembly by November 1. Mitchell's briefing also touched on NVTC's new responsibilities in regard to WMATA. She also shared the Commonwealth Transportation Board's new policy and guidelines that govern the circumstances under which Virginia would withhold funding from WMATA, as prescribed in the [2018 omnibus transit funding bill](#). The Commission [endorsed the policy and guidelines](#) in September.



I-66 Commuter Choice Second Round Projects Underway

 Loudoun County [launched new bus service](#) between Purcellville and the Wiehle-Reston East Metrorail station on October 1. It is the first of 15 projects funded earlier this year in the second round of NVTC's [I-66 Commuter Choice](#) program to be implemented. Meanwhile, two other second-round projects caught the attention of the National Center for Mobility Management. [An article on the group's website](#) looks at PRTC/OmniRide's flexible vanpool program and on-demand commuter lot shuttles. Noting that Prince William County's "population is growing, its behavior is changing, and the area's infrastructure is strained to capacity, especially during rush hour," the piece goes on to say that "leadership within the organization is aware that some of the challenges that are ris-

ing to the forefront cannot be addressed with traditional options. The agency is actively working to do something about it."



DRPT Creates Webpage for Virginia Transit Ridership Data

As part of its effort to ensure performance data is open and transparent, the Virginia Department of Rail and Public Transportation (DRPT) has created a [performance data section on its webpage](#). Additional data may be added in the future. DRPT will post monthly ridership on the 23rd of each month.

Grantees will receive an email around the 10th of each month as a reminder that the prior month's ridership should be submitted no later than the 20th.



NVTC Hosts National Transit Database Training

To help local transit agencies meet their federal reporting requirements, NVTC coordinated and hosted a two-day training session October 2-3 on the [National Transit Database](#). Those receiving grants from the Urbanized Area Formula Program or Rural Formula Program are required to submit certain data to the Federal

Transit Administration (FTA). The reporting requirements have allowed the FTA to make information – such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees – available to the public.

Public Hearings on Proposed VRE Fare Increase

The Virginia Railway Express (VRE) will hold [10 public hearings this fall on its proposed fare increase](#), which if approved would take effect in July 2019. The first hearing is October 30 in Arlington and the last is November 15 in Fredericksburg. Public hearings also will be held in Alexandria, Burke, Manassas, Stafford, Woodbridge, and Washington, D.C. The increase is, on average, about 3 percent above current fares. VRE's Master Agreement requires the railway to cover 50 percent of its operating expenses through fares. Public comments may be submitted via [email](#) or fax (703-684-1313). The VRE Operations Board will decide whether to include the proposed increase in the fiscal year 2020 budget on December 21. NVTC and PRTC/OmniRide will consider the Operations Board's recommended budget on January 3.

Example Ticket	Current	Proposed	Difference
Monthly Pass: Spotsylvania to Union	\$327.60	\$336.80	\$9.20
Monthly Pass: Broad Run to Union	\$268.60	\$277.20	\$8.60
Monthly Pass: Backlick to Union	\$209.60	\$216.20	\$6.60
Single Ride: Spotsylvania to Union	\$11.90	\$12.15	\$0.25
Single Ride: Broad Run to Union	\$9.80	\$10.00	\$0.20

NVTC Supports VRE's Annual Master Agreement Survey

NVTC staff joined their colleagues from PRTC/OmniRide and Virginia Railway Express to administer the railroad's Master Agreement Survey on October 3. NVTC uses residency data from the annual survey to help VRE determine jurisdictional subsidies. VRE receives funds from Arlington, Fairfax, Prince William, Stafford and Spotsylvania counties and the cities of Alexandria, Fredericksburg, Manassas, and Manassas Park. The survey is conducted on both the Fredericksburg and Manassas lines. Staff from the three organizations served as on-board survey collectors on 14 morning inbound VRE and four Amtrak trains.



VRE Updates Passengers on Quantico Station Improvements

Virginia Railway Express (VRE) was at the Quantico station on October 17, sharing information about [planned improvements](#). The project includes construction of an island platform and pedestrian bridges; extension of the existing platform; and track modifications. VRE has received funding for this project through the Smart Scale Program for the remaining funding necessary for construction. The Quantico station, which sits on VRE's Fredericksburg Line, is also served by Amtrak.



WMATA



On October 15, [Metro \(@wmata\) tweeted](#), “Some good news on a Monday: Metrorail on-time performance in September was the highest in more than 7 years (since at least Jan 2011), driven by strong railcar reliability & a 60 percent reduction in track problems. OTP for the month was 90% overall and 93% in rush hours.”



Mobility Lab



A new [study by Mobility Lab](#) finds a high level of customer satisfaction at Arlington County's Commuter Stores. Nine out of 10 customers are likely to recommend The Commuter Store to others. That's up 3 percent from 2012, the last time the study was conducted. The study also found that 60 percent of The Commuter Store's customers exclusively purchase their bus, Metrorail, and commuter rail tickets at the stores. More than 80 percent of customers can be considered “loyal,” which means that they are highly likely both to return to the stores and recommend them to others. Only 7 percent of Commuter Store customers report driving alone to work and 30 percent say they changed the way they travel to work after visiting a Commuter Store. Arlington has five Commuter Stores and four “Mobile Stores” that visit the county's neighborhoods and shopping centers.



Customer Satisfaction Rates at Commuter Stores in Arlington, Virginia
Executive Summary

Virginia Railway Express



Tickets for [VRE's annual Santa Train](#) go on sale November 19 at 9 a.m. Tickets, which are [available online](#) and at select locations, generally sell out in under five minutes. The December 8 excursion will give kids and parents an opportunity to ride the train in the company of Santa and friends. The event also teaches kids about rail safety and promotes Operation Life-saver's “Look, Listen, and Live” campaign. The Marine Corps will collect toys for its Toys for Tots program at select VRE stations following the train ride.



Washington Area Bus Transformation Project



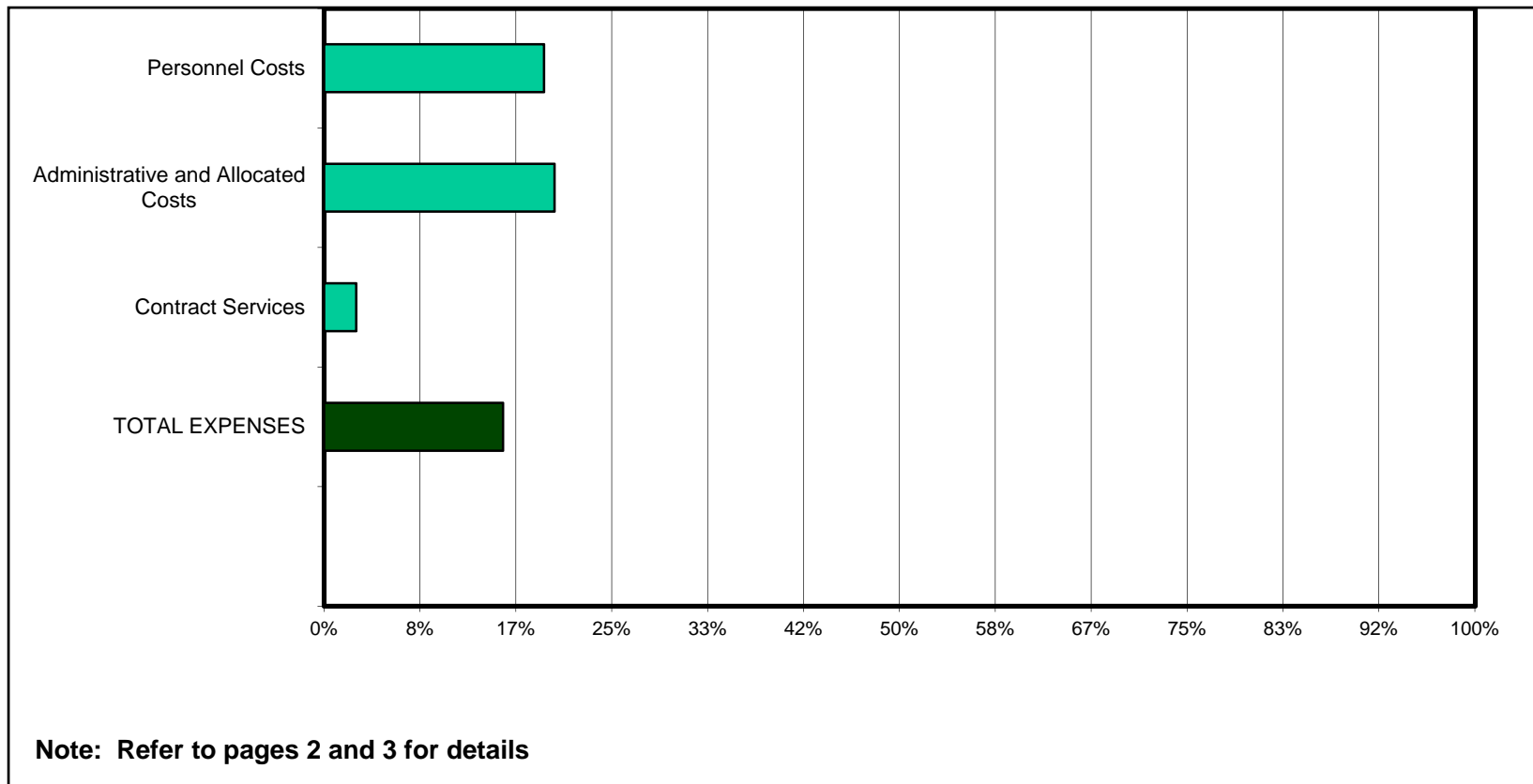
The [Washington Area Bus Transformation Project](#), a regional effort to identify ways to make local bus service a more attractive transportation option, is urging riders and non-riders to take its survey. NVTC is supporting the project, with staff serving on the technical team and executive director on the strategic advisory panel. Data from [the five-part survey](#) — which includes sections on current travel, travel preferences, and travel budget — will be used to help reimagine the region's bus network.



Northern Virginia Transportation Commission

Financial Reports
September, 2018

Percentage of FY 2019 NVTC Administrative Budget Used
September 2018
(Target 25% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2018

	<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	\$ 95,170.80	\$ 304,643.95	\$ 1,634,700.00	\$ 1,330,056.05	81.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>95,170.80</u>	<u>304,643.95</u>	<u>1,634,700.00</u>	<u>1,330,056.05</u>	<u>81.4%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,295.70	24,598.66	110,300.00	85,701.34	77.7%
Group Health Insurance	9,285.20	27,436.79	157,300.00	129,863.21	82.6%
Retirement	10,596.00	31,788.00	126,900.00	95,112.00	75.0%
Workmans & Unemployment Compensation	101.25	303.75	5,600.00	5,296.25	94.6%
Life Insurance	331.22	1,311.46	6,200.00	4,888.54	78.8%
Long Term Disability Insurance	1,005.26	1,529.14	7,900.00	6,370.86	80.6%
Total Benefit Costs	<u>31,614.63</u>	<u>86,967.80</u>	<u>414,200.00</u>	<u>327,232.20</u>	<u>79.0%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,150.00	2,400.00	13,700.00	11,300.00	82.5%
<i>Rents:</i>	<i>21,946.30</i>	<i>63,510.56</i>	<i>256,000.00</i>	<i>192,489.44</i>	<i>75.2%</i>
Office Rent	20,361.95	58,851.61	236,300.00	177,448.39	75.1%
Parking & Transit Benefits	1,584.35	4,658.95	19,700.00	15,041.05	76.4%
<i>Insurance:</i>	<i>533.35</i>	<i>1,265.35</i>	<i>7,000.00</i>	<i>5,734.65</i>	<i>81.9%</i>
Public Official Bonds	100.00	100.00	2,200.00	2,100.00	95.5%
Liability and Property	433.35	1,165.35	4,800.00	3,634.65	75.7%
<i>Travel:</i>	<i>1,614.83</i>	<i>3,182.13</i>	<i>35,900.00</i>	<i>32,717.87</i>	<i>91.1%</i>
Conference / Professional Development	779.52	2,203.52	19,800.00	17,596.48	88.9%
Non-Local Travel	111.34	111.34	4,300.00	4,188.66	97.4%
Local Travel, Meetings and Related Expenses	723.97	867.27	11,800.00	10,932.73	92.7%
<i>Communication:</i>	<i>1,036.84</i>	<i>2,810.18</i>	<i>14,700.00</i>	<i>11,889.82</i>	<i>80.9%</i>
Postage	158.10	174.00	1,500.00	1,326.00	88.4%
Telephone and Data	878.74	2,636.18	13,200.00	10,563.82	80.0%
<i>Publications & Supplies</i>	<i>635.00</i>	<i>1,778.65</i>	<i>32,000.00</i>	<i>30,221.35</i>	<i>94.4%</i>
Office Supplies	129.40	316.46	2,700.00	2,383.54	88.3%
Duplication and Paper	505.60	1,462.19	9,300.00	7,837.81	84.3%
Public Engagement	-	-	20,000.00	20,000.00	100.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2018

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	922.83	2,768.79	36,800.00	34,031.21	92.5%
Furniture and Equipment (Capital)	-	812.28	20,100.00	19,287.72	96.0%
Repairs and Maintenance	135.00	357.00	1,000.00	643.00	64.3%
Computer Operations	787.83	1,599.51	15,700.00	14,100.49	89.8%
<i>Other General and Administrative:</i>	404.75	3,336.50	8,700.00	5,363.50	61.6%
Memberships	-	486.50	1,400.00	913.50	65.3%
Fees and Miscellaneous	404.75	1,390.00	5,800.00	4,410.00	76.0%
Advertising (Personnel/Procurement)	-	1,460.00	1,500.00	40.00	2.7%
Total Administrative Costs	<u>28,243.90</u>	<u>81,052.16</u>	<u>404,800.00</u>	<u>323,747.84</u>	<u>80.0%</u>
<u>Contracting Services</u>					
Auditing	-	-	31,200.00	31,200.00	100.0%
Contract Services and Support	3,750.00	11,250.00	647,800.00	636,550.00	98.3%
Legal	<u>2,916.67</u>	<u>8,750.01</u>	<u>35,000.00</u>	<u>26,249.99</u>	<u>75.0%</u>
Total Contract Services	6,666.67	20,000.01	714,000.00	693,999.99	97.2%
 Total Gross G&A Expenses	<u><u>\$ 161,696.00</u></u>	<u><u>\$ 492,663.92</u></u>	<u><u>\$ 3,167,700.00</u></u>	<u><u>\$ 2,675,036.08</u></u>	<u><u>84.4%</u></u>

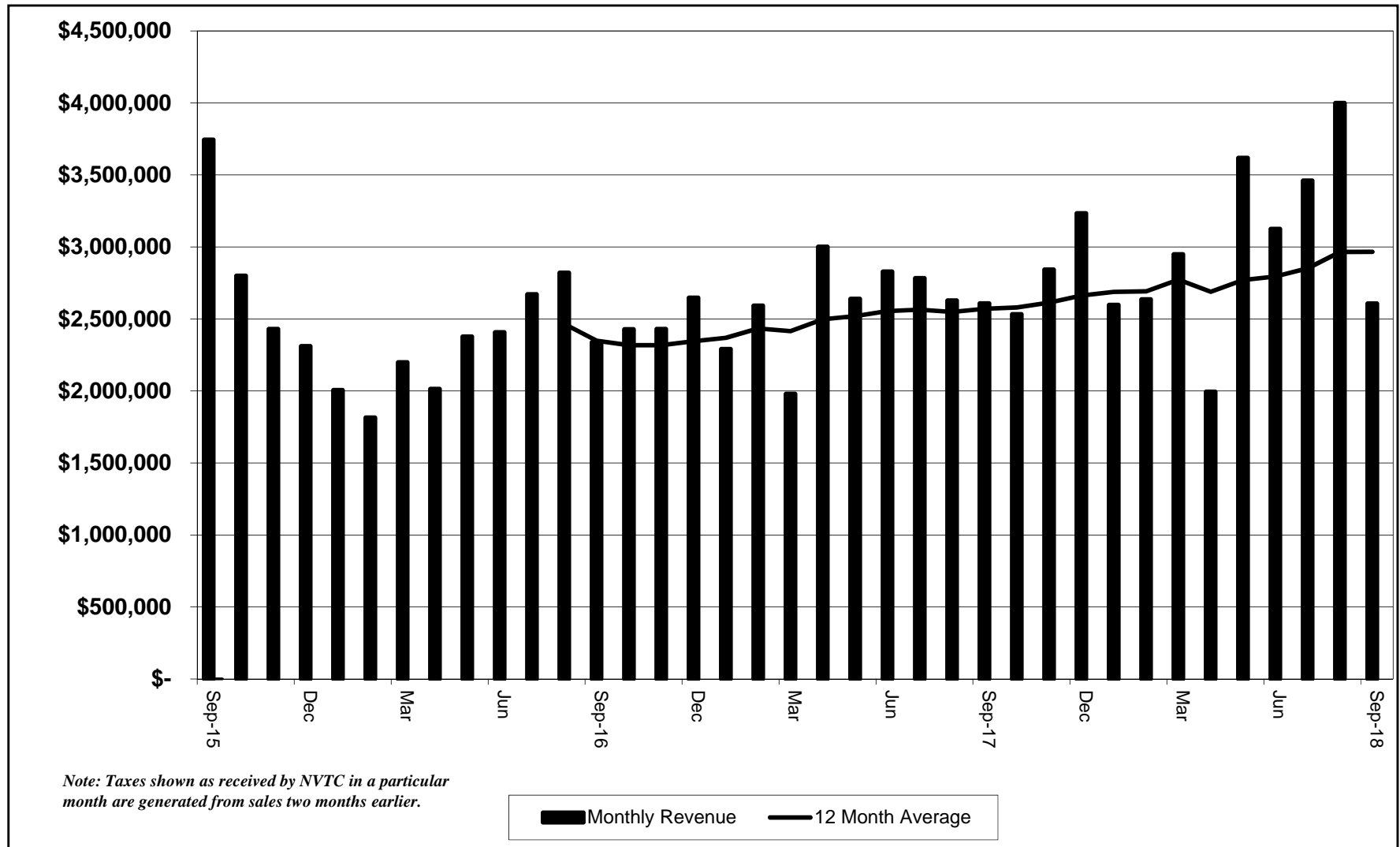
NVTC
RECEIPTS and DISBURSEMENTS
September 2018

Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	Virginia LGIP G&A / Project	Trusts
RECEIPTS						
6	DRPT	Capital grants receipts - Arlington				\$ 313,858.00
6	VRE	Staff support		7,168.29		
6	Loudoun	New fare collection project contribution		3,113.15		
6	PRTC	New fare collection project contribution		6,394.72		
10	DRPT	Capital grant receipt - Arlington				6,062.00
10	DRPT	Capital grant receipt - Fairfax				130,429.00
12	DRPT	Capital grant receipt - Arlington				117,747.00
19	FTA	Grant receipt - Alexandria			38,340.00	
20	DRPT	Grant receipt - New fare collection project			10,758.00	
20	DRPT	Capital grant receipt - Fairfax				451,880.00
21	DRPT	Capital grants receipts - Fairfax				130,396.00
26	DRPT	Capital grant receipt - Arlington				14,219.00
26	Fairfax	G&A contribution		169,598.00		
26	Arlington	G&A contribution		14,453.75		
30	Banks	Investment earnings		14.22	25,949.85	186,971.86
			-	200,742.13	75,047.85	1,351,562.86
DISBURSEMENTS						
1-30	Various	G&A expenses	(145,865.10)			
11	Fairfax	Other capital				(11,319.97)
20	Stantec	Consulting - NTD project	(1,690.18)			
20	Alexandria	Costs incurred			(38,340.00)	
20	Kimley-Horn	Consulting - New fare collection project	(21,516.29)			
27	Stantec	Consulting - NTD project	(1,126.79)			
30	Banks	Service charges	(64.07)	(7.66)		
			(170,262.43)	(7.66)	(38,340.00)	(11,319.97)
TRANSFERS						
16	Transfer	Savings to checking	50,000.00	(50,000.00)		
17	Transfer	LGIP to checking	100,000.00		(100,000.00)	
20	Transfer	LGIP to LGIP - NTD project			1,690.18	(1,690.18)
27	Transfer	LGIP to LGIP - NTD project			1,126.79	(1,126.79)
			150,000.00	(50,000.00)	(97,183.03)	(2,816.97)
NET INCREASE (DECREASE) FOR MONTH			\$ (20,262.43)	\$ 150,734.47	\$ (60,475.18)	\$ 1,337,425.92

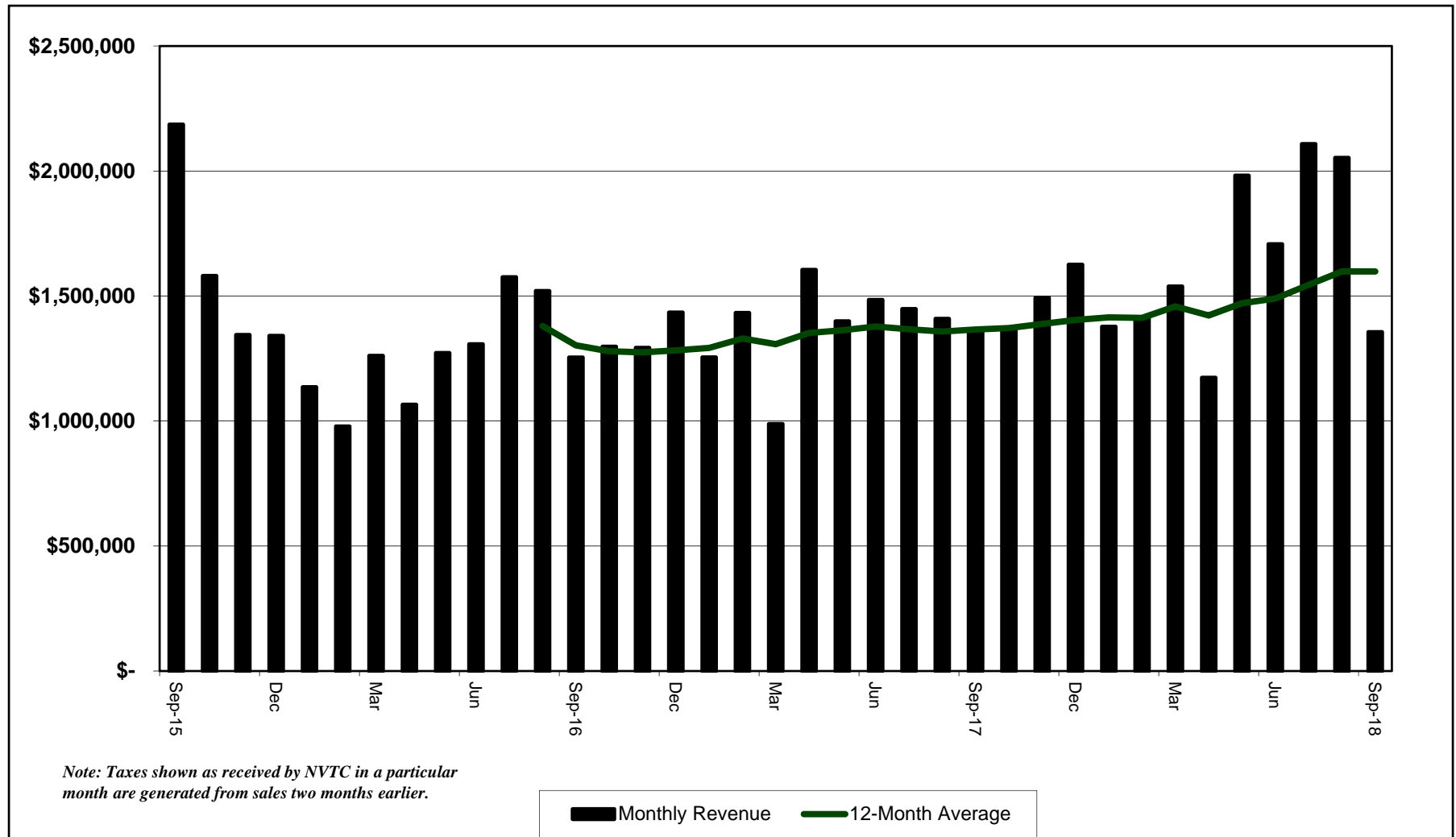
**NVTC
INVESTMENT REPORT
September 2018**

Type	Rate	Balance 8/31/2018	Increase (Decrease)	Balance 9/30/2018	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 112,996.86	\$ (20,262.43)	\$ 92,734.43	\$ 92,734.43	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	60,073.36	150,734.47	210,807.83	210,807.83	-	-
<u>Investments</u>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	2.190%	118,882,878.05	1,276,950.74	120,159,828.79	14,539,250.39	81,813,313.10	23,807,265.30
		<u>\$ 119,055,948.27</u>	<u>\$ 1,497,847.01</u>	<u>\$ 120,463,371.05</u>	<u>\$ 14,842,792.65</u>	<u>\$ 81,813,313.10</u>	<u>\$ 23,807,265.30</u>

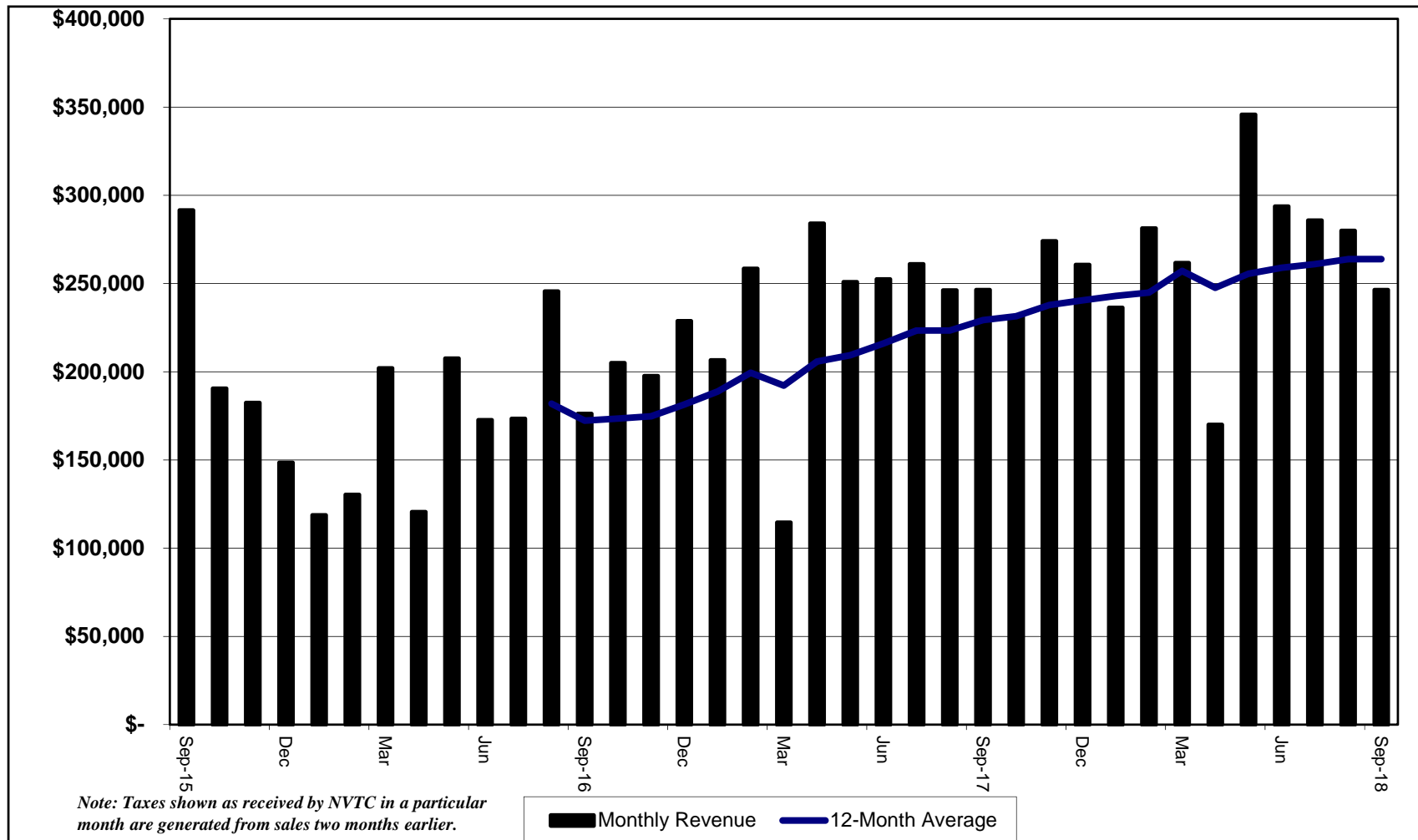
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2016-2019



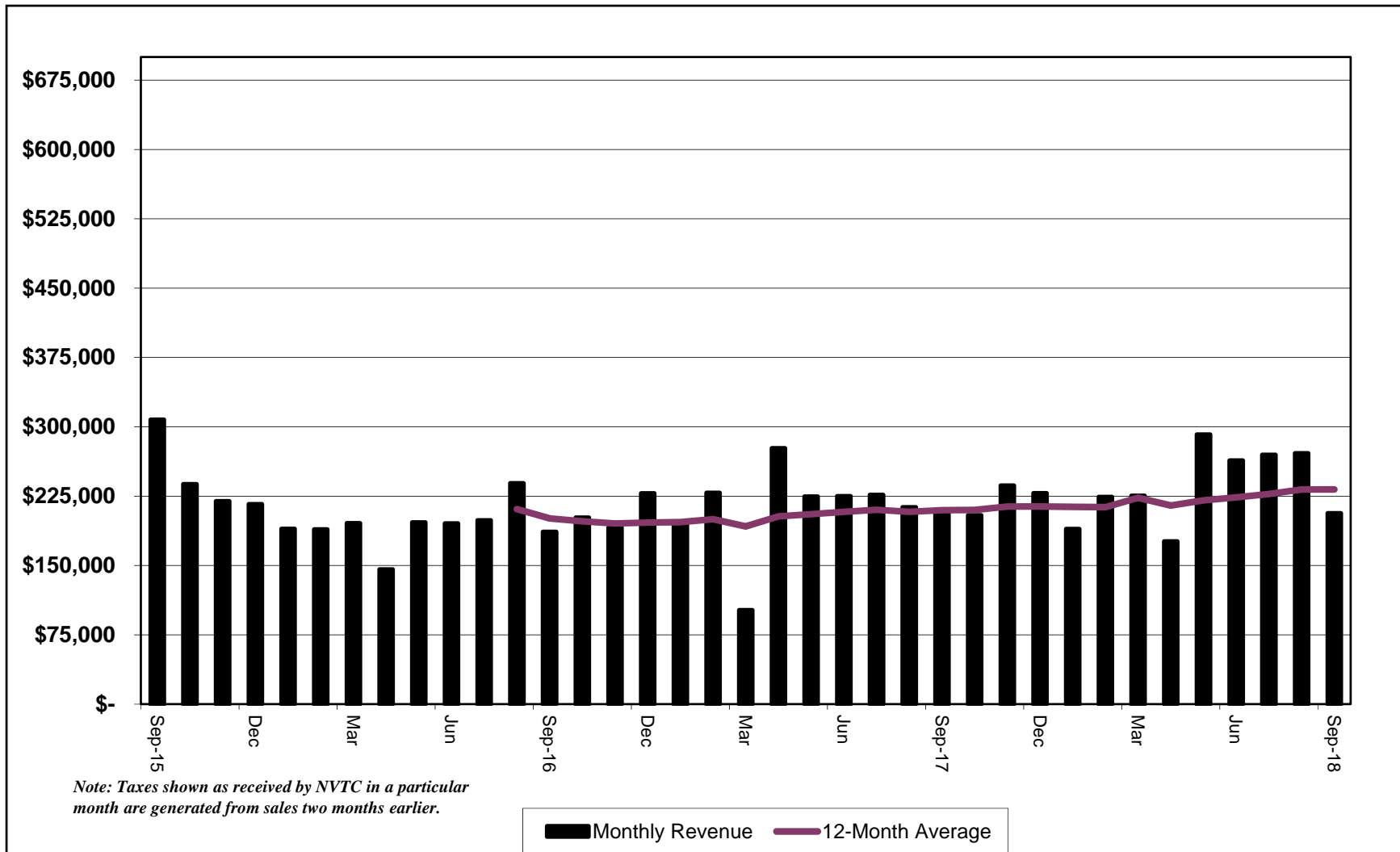
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2016-2019



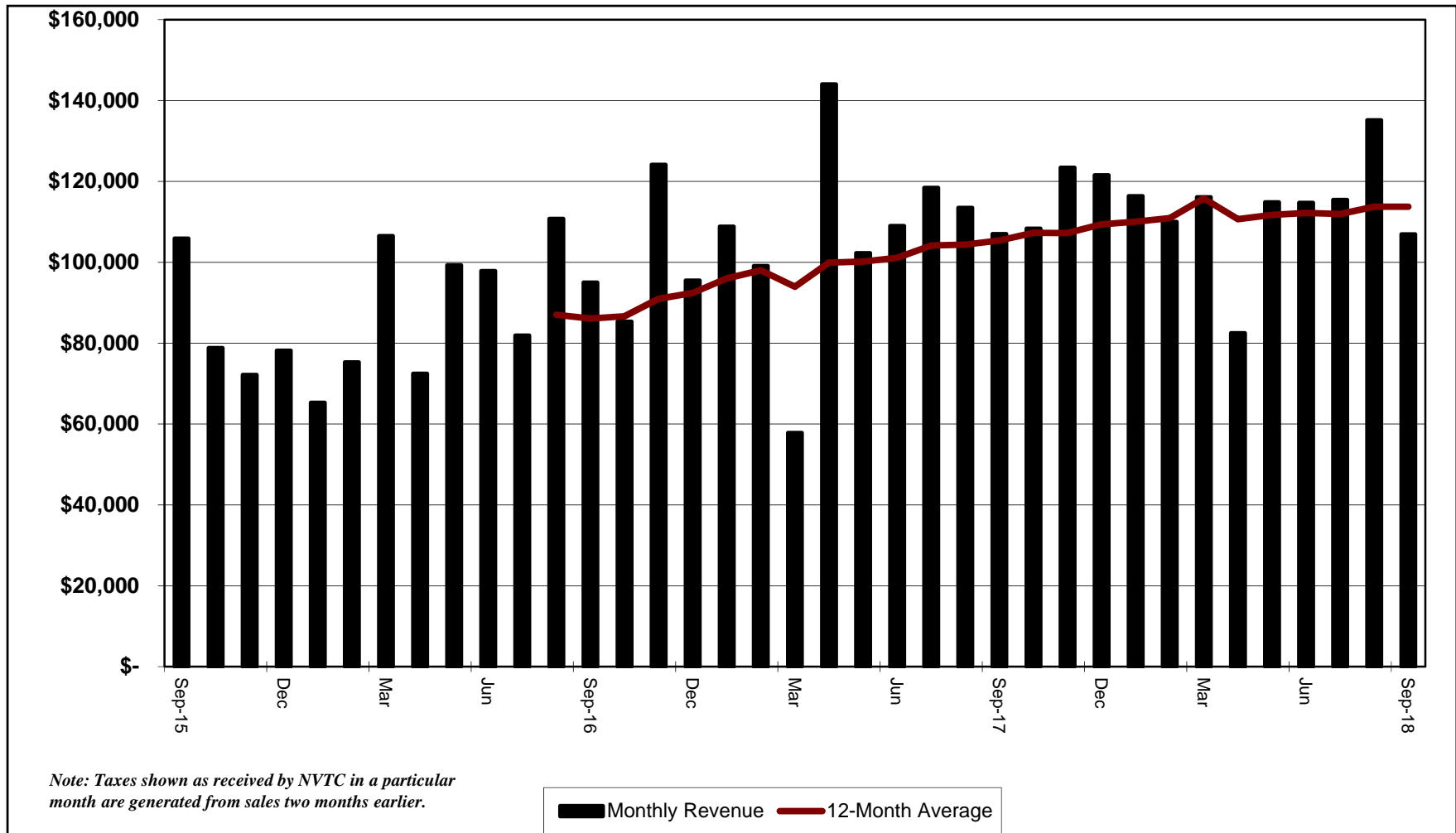
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2016-2019



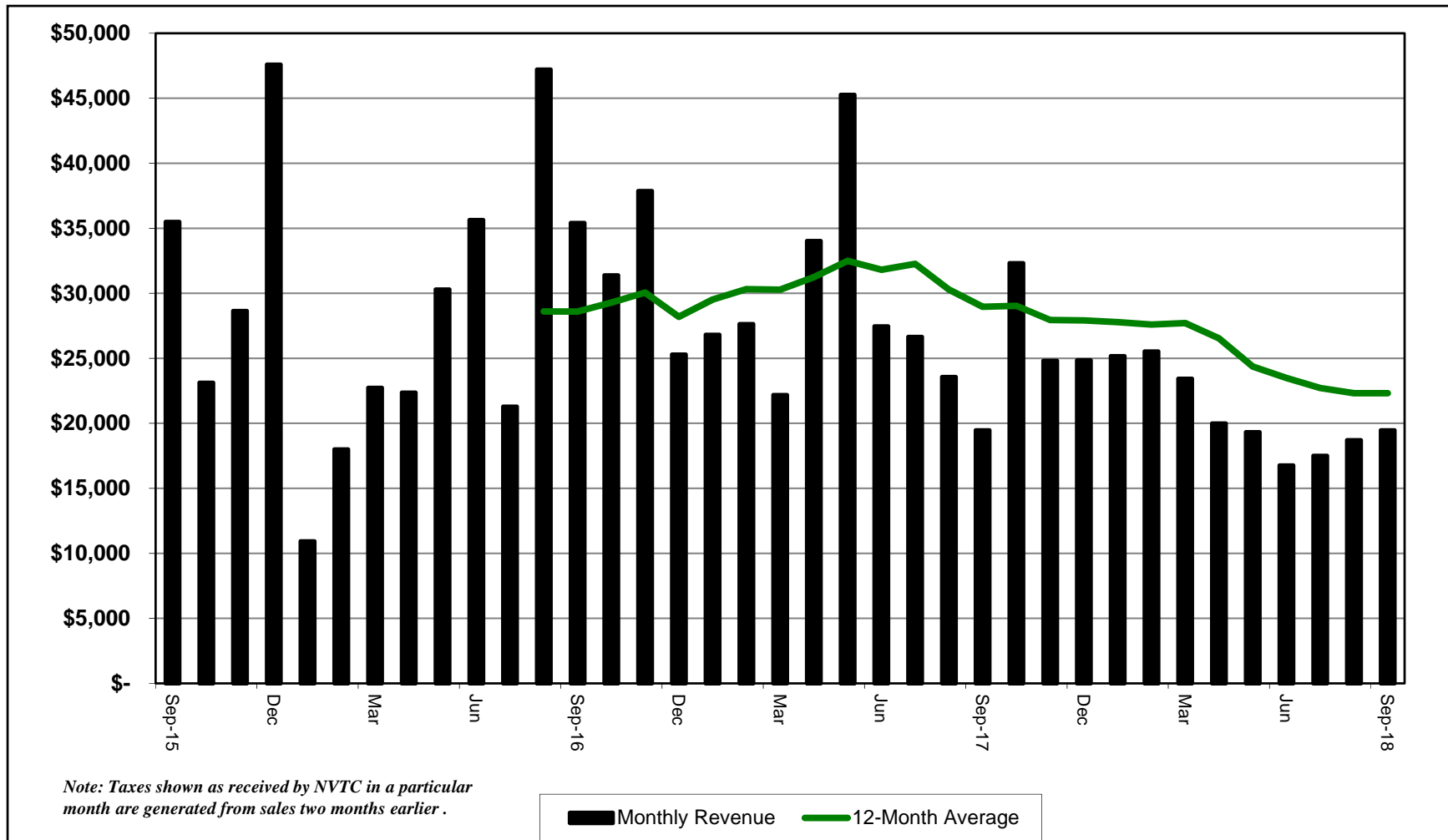
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2016-2019



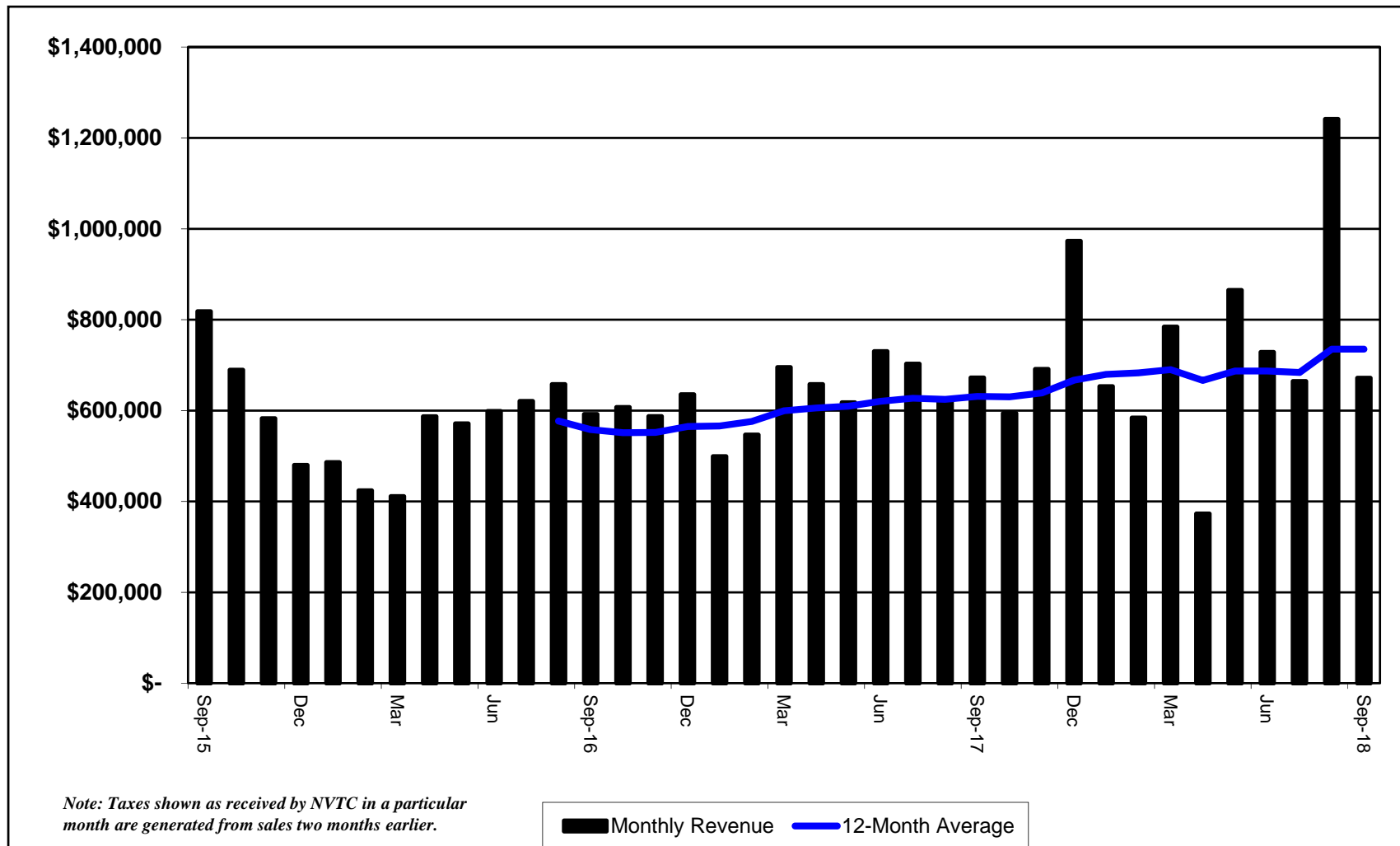
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2016-2019



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2016-2019



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2016-2019



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Agenda Item #12: Closed Session – VRE CEO's Performance Evaluation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: October 25, 2018

SUBJECT: Closed Session – VRE CEO's Performance Evaluation

At the November meeting the Commission will discuss VRE CEO Doug Allen's annual performance evaluation in Closed Session.

Motion to enter:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel matter.

Certification following:

The Northern Virginia Transportation Commission 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 the Freedom of Information Act were discussed; and
- 2) Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.