



MONTHLY COMMISSION MATERIALS

February 2018

MEETING OVERVIEW – February 8, 2018

Action Items Include:

- Minutes of January 4, 2018 Meeting
- FY2019 State Transit Assistance Applications

Other Meeting Highlights:

- Report from the Commonwealth by Secretary of Transportation Shannon Valentine and DRPT Director Jennifer Mitchell
- Report from Co-Chairs of Legislative and Policy Committee
- Report from the Virginia Railway Express (VRE)

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

**NVTC COMMISSION MEETING
THURSDAY, FEBRUARY 8, 2018
Patrick Henry Building, East Reading Room (1035)
1111 E. Broad Street, Richmond, VA 23219**

4:00 P.M

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the January 4, 2018 NVTC Meeting**
3. **ACTION ITEM: Approve Resolution #2355: FY2019 State Transit Assistance Applications**
4. Report from the Commonwealth of Virginia
 - Shannon Valentine, Secretary of Transportation
 - Jennifer Mitchell, Director, Department of Rail and Public Transportation
5. Report from the Co-Chairs of the Legislative and Policy Committee
6. Report from the Virginia Railway Express

Written Reports:

7. I-66 Commuter Choice Program
8. Washington Metropolitan Area Transit Authority
9. Department of Rail and Public Transportation
10. Executive Director Report

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MINUTES
NVTC COMMISSION MEETING – JANUARY 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 McKay at 7:42 P.M.

Members Present

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

Members Absent

Jennifer Wexton

Staff Present

Matt Cheng
Karen Finucan Clarkson
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Patricia Happ
Scott Kalkwarf
Kate Mattice
Steve Maclsaac (counsel)
Doug Allen (VRE)
Mark Schofield (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman McKay announced that there is a full agenda, including election of officers; recognition of departing Commissioners; discussion on I-66 tolling issues and amendments to the Transform66: Inside the Beltway MOA; public comment on NVTC's Work Plan followed by approval of the FY2019 Budget and Work Plan; and several important VRE action items.

Chairman McKay thanked Deputy Secretary of Transportation Nick Donohue for attending to discuss I-66 tolling issues.

Meeting Summary of the December 4, 2017 Joint NVTC-PRTC Legislative Briefing

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

Minutes of the December 7, 2017 NVTC Commission Meeting

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

Annual Leadership and Governance

Election of NVTC Officers for 2018. Mr. Cook, chairman of the Governance and Personnel Committee (serving as the Nominating Committee), announced that the committee recommends the following slate of officers for 2018:

Chairman: Paul Smedberg
 Vice-Chairman: Matt Letourneau
 Secretary-Treasurer: Katie Cristol

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

Chairman McKay administered the oath of office to the new officers. Chairman McKay passed the gavel to newly elected Chairman Smedberg, who began chairing the meeting.

Recognition of 2017 Chairman. Chairman Smedberg recognized Mr. McKay's outstanding service in 2017 as chairman. He noted that under Mr. McKay's leadership,

NVTC had many milestones including the implementation of the first 10 projects funded through the I-66 Commuter Choice program; approval of a 70-year agreement with the Commonwealth for the I-395 Express Lanes Multimodal program; and adoption of two NVTC resolutions articulating NVTC's priorities and principles for WMATA governance and reform. Chairman McKay helped solidify NVTC as a source for regional transit analysis through the release of a first-of-its-kind study quantifying the value of Metrorail and VRE to the Commonwealth's general fund, publication of NVTC's Regional Bus Analysis, the first in-depth analysis of Virginia's Metrorail ridership characteristics, and the launch of NVTC's T-BEST transit service optimization planning tool for use by NVTC's transit providers.

Chairman Smedberg read aloud the resolution of commendation prepared for Mr. McKay and presented him with the resolution and an award trophy. Mr. McKay thanked the Commission and stated he is most proud of NVTC's work over the last year on WMATA reform. Commissioners came together as one body to reach consensus on some important issues. None of NVTC's accomplishments last year would have been possible if Commissioners had not collaborated and worked together. He was honored to serve as chairman during this important year.

Recognition of Departing Commissioners. Chairman Smedberg announced NVTC wants to recognize the service of departing Commissioners Minchew, LeMunyon and Albo. Mr. Albo, who left the Commission earlier in 2017, was unable to attend the meeting so his resolution and award will be mailed to him.

Chairman Smedberg recognized the outstanding service of Delegate Minchew, who has served on NVTC since 2014 and was a member of the Executive Committee. Delegate Minchew was instrumental in helping get the Metro Safety Commission legislation passed that brought NVTC to the table to participate in the discussion of WMATA reforms. His friendly amendment to Delegate LeMunyon's HB2136 legislation helped bring about compromise. Delegate Minchew also patroned HB181 increasing the number of Loudoun County representatives on NVTC from one to two members. Chairman Smedberg presented Delegate Minchew with a resolution of commendation and an award trophy.

Delegate Minchew stated it has been an honor to serve as a member of both NVTC and the Northern Virginia Transportation Authority (NVTA). He observed there really is a difference between these two organizations and what they do. He stated NVTC has been a place where civil dialogue could occur, which was productive. He is pleased with the work done by NVTC, through the Governance and Personnel Committee, to reach agreement on language pertaining to needed reform at WMATA. He encouraged NVTC to continue to play a key role in WMATA reforms and getting Metro back to good and staying good.

Chairman Smedberg recognized the outstanding service of Delegate LeMunyon, who joined NVTC at the same time as Delegate Minchew in 2014. Last year, Delegate LeMunyon patroned HB2136 authorizing Virginia to become a signatory to the Washington Metrorail Safety Commission Interstate Compact, which establishes a state safety oversight authority for the Washington Metropolitan Area Transit Authority (WMATA) Rail System, pursuant to the mandate of federal law, to review, approve, oversee, and enforce the safety of the WMATA Rail System. HB2136 included language

that brought NVTC to the table to participate in the discussion of WMATA reform. Also, his HB599 legislation established responsibilities for various entities for long-range transportation planning for the Northern Virginia Transportation District; and now requires projects to be rated and evaluated for congestion reduction among other measures. Finally, as a strong advocate for transparency in all aspects of government, Delegate LeMunyon brought a greater awareness to NVTC on Freedom of Information Act (FOIA) related issues. Chairman Smedberg presented Delegate LeMunyon with a resolution of commendation and an award trophy.

Delegate LeMunyon stated that he will continue to be a toll paying traveler on I-66 and a fare paying traveler on Metro, so he is counting on NVTC to spend his money wisely.

Senator Ebbin expressed his appreciation to Delegate LeMunyon and Delegate Minchew for their effective leadership and diligence as legislators. The collective brain power of these two gentlemen will be missed in the General Assembly.

On a motion by Mr. Letourneau, and a second by Mr. Meyer, the Commission approved the resolutions of commendation. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder. Delegate LeMunyon and Delegate Minchew abstained.

Board and Committee Appointments. Ms. Mattice reviewed the committee membership of NVTC's Executive Committee, Legislative and Policy Committee, and Governance and Personnel Committee. NVTC's By-Laws determine the membership of the Executive Committee, and NVTC's chairman selects the members of the other committees. Committee membership is as follows:

NVTC EXECUTIVE COMMITTEE

Paul Smedberg, Chairman/WMATA Board
 Matt Letourneau, Vice-Chairman
 Katie Cristol, Secretary-Treasurer
 Jim Corcoran, WMATA Board
 Christian Dorsey, WMATA Board
 Catherine Hudgins, WMATA Board
 Adam Ebbin, General Assembly
 Sharon Bulova, Fairfax Co. Board Chair
 Jeff McKay, Immediate Past Chair

NVTC LEGISLATIVE AND POLICY COMMITTEE

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

NVTC GOVERNANCE AND PERSONNEL COMMITTEE

John Cook, Chairman
 Jim Corcoran
 Christian Dorsey
 Adam Ebbin
 Libby Garvey
 Jeff McKay
 Ron Meyer
 Jennifer Mitchell
 Paul Smedberg
 Dave Snyder

Chairman Smedberg stated NVTC appointments to serve on the WMATA Board of Directors, the VRE Operations Board, and the Virginia Transit Association Board of Directors are listed in Resolution #2350. WMATA Board members are appointed by NVTC on staggered terms. Mr. Corcoran's current term expires on January 9, 2018, but the Commission is being asked to reappoint him to the WMATA Board to serve until Governor Northam appoints his representative from the Commonwealth. VRE Operations Board members are selected by the individual jurisdiction and then appointed by NVTC. Ms. Mattice noted that some of these actions may be contingent on subsequent action by local boards and councils as their nominees may not be known by January 4, 2018.

NVTC'S WMATA BOARD OF DIRECTORS

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

NVTC'S VRE OPERATIONS BOARD

| Principals: | Alternates: |
|--------------------|--------------------|
| Sharon Bulova | Jeffrey McKay |
| John Cook | |
| Katie Cristol | Libby Garvey |
| Paul Smedberg | Tim Lovain |

NVTC'S VTA BOARD OF DIRECTORS

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

Mr. McKay moved, with a second by Ms. Bulova, to approve Resolution #2350 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Smedberg and Snyder. Mr. Corcoran abstained.

Signatories and Pension Trustees. Mr. McKay moved, with a second by Senator Ebbin, to approve Resolution #2351, which adds Ms. Cristol, as the newly elected Secretary-Treasurer, as a NVTC signatory and pension trustee. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Smedberg and Snyder. (A copy of the resolution is attached.)

Consent Agenda

Delegate LaRock requested Item #4F be pulled from the Consent Agenda. Mr. Dorsey then moved, with a second by Ms. Bulova, the following Consent Agenda items:

- A. Authorize the Chairman to Send a Letter of Support for WMATA's Transit Project Applications for NVTA Funding
- B. Authorize the Chairman to Send a Letter of Support for the City of Alexandria's Transit Project Applications for NVTA Funding
- C. Authorize the Chairman to Send a Letter of Support for Arlington County's Transit Project Applications for NVTA Funding
- D. Authorize the Chairman to Send a Letter of Support for City of Fairfax's Transit Project Applications for NVTA Funding

E. Authorize the Chairman to Send a Letter of Support for Fairfax County's Transit Project Applications for NVTA Funding

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

Letter of Support for City of Falls Church's Transit Project Applications for NVTA Funding

Mr. Snyder moved, with a second by Ms. Bulova, to authorize the chairman to send a letter of support for the City of Falls Church's transit project applications for NVTA funding.

Mr. Foust stated he will abstain from this vote because one of the projects being proposed by Falls Church is partially located in his district and he would like to learn more about the project before taking a position.

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

Public Comment on NVTC's FY2018-2019 Work Plan

Chairman Smedberg opened the meeting for public comment.

Rob Whitfield of Reston and the Fairfax County Taxpayers Alliance, commended NVTC for its spirit of cooperation last year under the leadership of Chairman McKay. He observed that WMATA is facing huge challenges, in particular in leadership. He stated it is important to look at the taxpayers' interests. There needs to be fair play and a fair shake for taxpayers and too often at WMATA Board meetings over the last decade, the riders dominate in the decision-making process, resulting in fares not being raised at the same rate as expenses are increasing.

Mr. Whitfield stated that in his opinion NVTC has fallen short on what is needed for WMATA reform. He stated for 2018, WMATA needs to be the number one priority, followed by tolls on I-66, which in his view are a deterrent to the economic growth in the I-66 corridor. Finally, he asked NVTC's executive director to speak to when the full report of *The Value of Metrorail and the Virginia Railway Express to the Commonwealth of Virginia* will be available since she had previously stated it would be available on the website by the end of December.

There were no more speakers. Chairman Smedberg thanked Mr. Whitfield for his comments and closed the public comment period.

NVTC FY2019 G&A Budget and Work Plan

Ms. Mattice stated that the FY2019 G&A Budget and Work Plan are being presented for action. The budget has been reviewed by jurisdiction staff, and was presented to the full Commission at its December 7th meeting. The proposed FY2019 G&A Budget includes resources to accomplish the NVTC Work Plan, including the administration of the I-66 Commuter Choice program.

Ms. Mattice reviewed NVTC highlights for 2017 and a look forward to 2018. On behalf of its jurisdictions, NVTC managed more than \$260 million in grant funds to support transit in Northern Virginia. NVTC continued its record of clean audit reports on its financial reporting, internal controls and compliance with federal program requirements. As NVTC continues to support its jurisdictions, it will continue to coordinate the implementation of new farebox technologies and set the stage for the region to embrace advances in fare payment technologies. NVTC research and analysis included the Regional Bus Analysis and the production of the first-ever in-depth analysis of Virginia Metrorail riders, allowing a better understanding of the geographic and demographic composition of Virginia's Metro riders. NVTC's analysis of the *Value of Metrorail and VRE to the Commonwealth*, was released and presented to the Commission.

In response to Mr. Whitfield's question, Ms. Mattice stated that the Commission was briefed on the *Value of Metrorail and VRE to the Commonwealth of Virginia* last fall and the intent was to have the technical appendices available online by the end of December. However, there was a delay due to staff illness in December. In response to a question from Delegate LaRock, Ms. Mattice stated that the full report should be available on the website within two weeks.

Ms. Mattice reviewed other NVTC accomplishments for 2017. Through the Governance and Personnel Committee, NVTC spent over six months examining opportunities for governance and operational reforms at WMATA. As a result, the Commission came together and issued two resolutions articulating the region's priorities for reforming and restoring WMATA to a world class transit system. Also in 2017, NVTC began implementation of its newest program, the I-66 Commuter Choice program with the launch of 10 new transit and multimodal projects aimed at helping commuters along the I-66 Inside the Beltway corridor.

Looking to the coming year, Ms. Mattice stated NVTC will continue to perform its solid financial management and analytical work; manage the second round of I-66 Commuter Choice project selection; and establish a formal agreement with PRTC on the joint administration of I-395 Express Lane multimodal projects. All of NVTC's proposed projects and activities are included in the Work Plan that was posted for public comment.

In response to a question from Ms. Garvey, Ms. Mattice explained that new technologies, such as phone apps and fare passes, are being explored for new fare payment technology. Mr. Cook stated he is glad to see emergency planning included in the Work Plan and asked for a briefing at the appropriate time during the year.

Mr. Dorsey moved, with a second by Mr. Meyer, to approve the FY2019 G&A Budget and Work Plan. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol,

Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Minchew, Smedberg and Snyder. Delegate LeMunyon voted no.

Discussion of I-66 Tolling Operations

Deputy Secretary of Transportation Nick Donohue apologized for missing last month's Commission meeting due to illness. He stated that he is here this month to give an update on the project and an overview of the first two weeks of tolling (weeks of December 4th and December 11th). Since the last two weeks of December were during the holiday period, vacations and school closings, conclusions should not be drawn from that data. VDOT will be posting regular information about travel times, travel speeds, HOV usage, toll rates, etc. on the I-66 website. The Commonwealth wants this to be a transparent process. He understands there are strong opinions on both sides of this issue, just as there have been since the 1970's when the first lawsuit was filed regarding I-66.

Mr. Donohue gave some history and background of the project, including the compromise that was reached during the 2016 General Assembly Session. Before this project was first proposed in 2015, there were a host of changes that would need to take place regardless of tolling, including increasing HOV requirements from HOV-2 to HOV-3, as well as eliminating hybrid vehicles because the roadway was degraded and not meeting federal performance requirements.

Mr. Donohue reported that the Commonwealth is seeing some promising trends, but continued monitoring and evaluating is needed to make sure the toll road is providing benefit as intended. The materials provided to Commissioners show a comparison of two typical Mondays in December 2016 and December 2017. Data for 2016 shows operations stayed degraded (travel below 45 mph) for much of the rush hour period and was not meeting federal requirements (travel in excess of 45 mph for 90 percent of the time). For December 4, 2017 (Toll Day One) performance standards were met and maintained (above 45 mph) during the rush hour. There were several drops in speed and that's when the tolling prices increased. He explained that tolls rise to ensure continued travel speeds of at least 45 mph. Performance standards were met for all the days during the first two weeks of tolling.

Mr. Donohue stated VDOT will continue to monitor the arterial roads. Data is showing that parallel routes in the morning and evening are seeing the same or slightly improved travel times. He stated that it is important to gather up to six months of data to make an honest determination about changes in travel patterns.

Mr. Donohue explained how the toll rates work, which are the same as how they work for I-95, I-395 and I-495. They vary based on demand. The federal requirements are explicit in that travel speeds must be maintained over 45 mph for 90 percent of the time to ensure bus riders and carpoolers have free flow travel to incentivize people to consider these options, which will ultimately move more people through the corridor.

Mr. Donohue stated that the average toll for the first two weeks of tolling was \$13.48 roundtrip (\$8.88 average eastbound toll; \$4.60 average westbound toll). This is \$3.52 less than the estimated average projected toll cited at the 2015 public hearings. He admits

there were some extremely high tolls during the first week. The tolls went up to \$40 for six minutes on December 5th around 8:30 A.M. Twenty-nine people made the choice to pay that amount to use the road. It is important to note that the top posted toll rate is very different than the toll most people paid. The following Thursday, tolls reached \$44. He explained that when it reaches this level, it really is saying that the road is close to becoming congested. Seventeen people found value and paid the \$44 to use the road. Free flow was maintained during these times.

Mr. Donohue noted that at last month's NVTC meeting, there were concerns raised that the Commonwealth stated the maximum toll rate would not exceed \$17 roundtrip. He stated that the VDOT 2015 public meeting materials listed \$17 as an average toll amount, with a bullet noting that tolls may be higher or lower based on demand. Regarding the issue of expanded hours of operation, he gave an overview of how congested the roadway was before tolling. On most days, drivers trying to beat the HOV requirements would jam the roadway and it would become extremely congested, reducing average travel speed down to 25 mph and it would stay congested for 45 minutes or longer. Travel speeds would then degrade near the end of HOV restrictions. Expanding the hours, which were proposed in the McDonnell administration's multimodal study, is necessary to make sure the roadway does not become severely congested. When it becomes congested it is extremely difficult to recover.

Mr. Donohue noted there are alternate routes for drivers. For a driver in December 2016 at 6:00 A.M. it took 20 minutes to travel from Nutley Street to the Roosevelt Bridge using I-66. In December 2017 after implementation of tolling, the same driver could have used I-66, exited on the Beltway and used Route 50 and would've reached the bridge in the same amount of time. He stated that there are viable route alternatives, as well as transit and slugging options.

Mr. Donohue noted there is a relationship between I-66 Inside the Beltway and I-66 Outside the Beltway projects. The deal the Commonwealth made for the public-private partnership procurement (signed in November 2017) for the Outside the Beltway project includes a \$578.9 million concessionaire payment, which has already been transferred to the Commonwealth. The Outside the Beltway P3 contract includes a provision that would create a compensation event if the I-66 Inside the Beltway tolling hours or requirements are different than what was agreed to in the 2016 General Assembly compromise. This would likely impact the concessionaire payment. He noted that the provision was made public before final bids were received.

Mr. Donohue reviewed what could happen if tolls were suspended. It would eliminate a travel choice for solo drivers, and carpoolers and buses would experience slower speeds. Hybrid vehicles would still not be allowed to use the roadway, and funding would be eliminated for improvements along the corridor. And as stated previously, it would also likely trigger a compensation event for the Outside the Beltway contract.

Mr. Letourneau thanked Mr. Donohue and his staff for responding quickly to his concerns about signage westbound near the Roosevelt Bridge. Mr. Letourneau stated he would like to see more data on how other routes are performing. He has been using I-66 for almost 12 years and there are differences now, including back-ups on Route 267 approaching Route 123 and I-495. Mr. Donohue stated data is being captured for Route

123 and can be provided. Data is showing it is tracking about the same or better. Mr. Letourneau asked about enforcement, because he is aware of solo drivers travelling I-66 for free with a E-ZPass Flex transponder switched to HOV. It has always been his contention that one of the reasons the corridor was seeing degradation was the high number of violators. He asked if there is new technology that can catch HOV violators.

Mr. Donohue stated the Commonwealth does not condone any driver breaking the law. Prior to tolling, violation rates were at 45 percent and now they are at about five percent. There is technology at the toll gantries to make it easier for state troopers to identify HOV violators. The Commonwealth is also continuing to monitor new technology options. Mr. Letourneau stated he wishes the Commonwealth had taken steps to reduce violation rates before they initiated tolling.

Mr. Meyer referenced page 44 of a 2015 VDOT report and a 2016 CTB report regarding VDOT's projected average toll for a full-length trip. He expressed his opinion that the idea that the Commonwealth is representing that it is beating its projections, as opposed to what was pledged to the General Assembly and the public, is duplicitous.

Mr. Donohue stated that the average toll is about \$6.50 per trip, which is slightly higher than the projected \$6.00. He acknowledged the VDOT document Mr. Meyer quoted does include an inaccurate statement. He apologized and explained there was one toll consultant preparing the work and a different consultant summarizing it. However, accurate information was presented at the 2015 public hearings, which was presented to hundreds of people versus a handful of people who saw the inaccurate report language. He stated that the Commonwealth would not intentionally mislead the public. He apologized again and stated that the Commonwealth has always been clear I-66 would operating in the same manner as the I-495, I-95 and I-395 express lanes.

In response to a question from Mr. Meyer, Mr. Donohue confirmed that HOV drivers are not being included in the average toll prices.

Mr. Cook asked if the Commonwealth is setting the tolls based on trying to achieve a 55 mph speed. Mr. Donohue stated that it is not the target in the algorithm. There are a host of factors inputted into the algorithm. The Commonwealth will review after more data is captured to see if some of the inputs can be adjusted. It would not be appropriate to manipulate the algorithm until more data is captured. Mr. Cook stated he is glad to hear that because the perception is that the Commonwealth is aiming for 55 mph. Mr. Cook also noted that although the public hearing information was correct, the average person would not anticipate a toll of \$40 or more. He stated it would be helpful for the Commonwealth in its review to acknowledge a \$40 toll is a problem and there should be some mechanism to avoid that, such as a hard cap or rebate.

In response to a question from Senator Ebbin, Mr. Donohue stated HOV-2 users can travel on I-66 free with a E-ZPass Flex transponder. He also provided some background on the tolling project before the 2016 General Assembly compromise.

In response to several questions from Delegate LaRock, Mr. Donohue confirmed HOV users are not part of the toll data statistics. When tolls reach the \$40 level it means the roadway is close to becoming congested. There are 10 different independent tolls a driver

can pay depending on when they enter and exit the facility. Delegate LaRock asked about how much advance notice a driver has regarding the price of the toll to be able to make an informed decision whether to use I-66 or an alternate route. Mr. Donohue stated that there are updating toll signs about a mile ahead of the facility. Also, variable message signs provide travel times on alternate routes, including Route 50, so drivers can make choices.

Senator Ebbin stepped out of the room at 9:05 P.M.

Mr. Dorsey asked if there is specific data about the people who chose to pay the high \$40 or \$44 tolls. Mr. Donohue stated the data cannot identify specific drivers. VDOT expects to conduct surveys in the future to capture this type of information. Mr. Dorsey also asked about safety metrics. Mr. Donohue stated VDOT is tracking accidents. Mr. Dorsey stated it is hard to draw any conclusions after only two weeks of data.

Mr. Snyder stated a consistent concern from the jurisdictions along I-66 has been the danger of diverted traffic to parallel routes and neighborhoods. There are safety issues. He asked what the Commonwealth is doing to collect data on this issue. Mr. Donohue stated that there have been slight increases in travel volume on Route 50. Route 7 and Route 29 have generally stayed the same. However, travel times have not increased. The Commonwealth will continue to monitor this. He also reminded Commissioners that toll revenues can be used to make improvements on the parallel roads.

Mr. McKay observed that transit has yet to be mentioned in this discussion, although NVTC is a transit organization. Congestion problems will not be solved without a transit component. He stated that some jurisdictions have seen upticks in bus and Metro ridership and he heard anecdotally there may be slug lines forming. However, there is insufficient data to draw clear conclusions. As a member of a transit organization, he wants to see this transit data. Mr. Donohue stated VDOT will work with NVTC and the local transit operators to understand the transit data as it relates to the roadway data.

Mr. Foust stated his focus is on the miles per hour speed and he pleased to hear that the Commonwealth is going to look at this as how it relates to the algorithm. He is also concerned with impacts to alternate routes. He expressed surprise that the Commonwealth is seeing improvements on I-66 as well as the parallel routes. There may be some missing data. Mr. Donohue agreed more data is needed and the Commonwealth is committed to evaluate the data. It is important to have sufficient data before making any changes to the algorithm, so as not to have unintended consequences. Drivers would also be upset if they paid a \$20 toll to sit in traffic congestion.

Delegate LeMunyon questioned how much latitude the Commonwealth has to change the algorithm based on the Outside the Beltway contract provisions. Mr. Donohue stated that as long as the express lanes hours are from 5:30-9:30 A.M and 3:00-7:00 P.M., and HOV increases to HOV-3 when the Outside the Beltway project opens, then the compensation provision in the contract is not triggered. In response to another question from Delegate LeMunyon, Mr. Donohue stated that the plan was always to begin tolling Inside the Beltway in 2017.

Mr. Corcoran thanked Delegates LeMunyon and Minchew for helping to reach the I-66 General Assembly compromise that resulted in widening much sooner than originally planned. He asked what impact the new lanes will have on tolling. Mr. Donohue stated I-66 eastbound has a serious chokepoint where the Dulles Connector Road merges into I-66. Widening is expected to create better operational flow likely resulting in lower tolls, but it is too soon to speculate. For the record, he is not saying that lower tolls will be the outcome.

Senator Ebbin returned to the discussion at 9:23 P.M.

Mr. Greenfield stated that there seems to be agreement that more data and objective analysis is needed, especially since the month of December was not a normal commuting month. He stated it is important to look at the impacts. How many cars are getting off I-66 and diverting to other roads? Is WMATA seeing more parking usage at the Vienna Metrorail station? Are commuters switching to transit? He stated that local jurisdictions can provide data on increased ridership for local transit operators. He is hopeful the Commission can reach consensus with the Commonwealth without a formal resolution.

Delegate Minchew asked if the average toll rate refers to “medium” or “mean.” Amanda Baxter, VDOT project manager, confirmed it refers to “mean.” Delegate Minchew stated that \$40 tolls create shocking headlines. He stated that there should be a way to increase throughput by fine tuning the algorithm and still keep tolls lower. In response to another question from Delegate Minchew, Mr. Donohue stated widening will begin in 2018 and be completed by 2020. There are no permanent right-of-way purchases necessary although temporary easements for access will be needed during construction.

Ms. Cristol agreed more time is needed to collect data, especially transit data. She asked how the algorithm works in relationship to price and average speed. Mr. Donohue explained that it is a relationship between volume, value of time, and HOV usage. With time and experience, it can be modified based on trends and behavior. It is important to balance the flow throughout the entire roadway. HOV usage and the different entry and exits points impact that balance.

Delegate LaRock stated he is also interested in seeing throughput numbers and asked if VDOT is measuring travel times on all the roadways. Mr. Donohue explained how VDOT computes travel speeds. Delegate LaRock questioned whether teleworking is impacting travel times, creating a false positive with the initial data. Mr. Donohue agreed more data is needed. The goal is to move more people through the corridor so the Commonwealth will look at modifying the algorithm to do that.

Ms. Hudgins agreed that more time is needed for analysis and she believes at least six months of data is needed to know if the mechanisms are working. She urged NVTC to wait for more data and see how the transportation network is impacted.

Chairman Smedberg thanked Mr. Donohue for his presentation and answers.

Resolution Presented by Mr. Meyer on I-66 Tolling

Mr. Meyer apologized for getting so passionate about the tolling issue at last month's meeting and questioning some Commissioner's motives. This month, he is presenting a modified resolution which is a consensus document that is more regionally focused. He stated he personally would like the resolution to be stronger but this is a compromise document he hopes Commissioners can agree to approve. The resolution is not demanding action, but just asking for consideration to take action. He stated he is open to amendments. He then read multiple comments from his constituents about how they have been impacted by the new tolls.

Mr. Letourneau made several friendly amendments to the resolution:

- First resolve clause to replace "consider taking action" with "evaluate" to read "...NVTC requests that the Commonwealth evaluate "Transform 66 – Inside the Beltway" to lower tolling costs..."
- Second resolve clause to replace "modifying" with "evaluating" to read "...NVTC requests the Commonwealth consider evaluating the hours of operation..."
- Delete fifth whereas clause.

Mr. Meyer accepted these friendly amendments.

Mr. Letourneau observed that many people now feel like I-66 Inside the Beltway is not accessible to them. He understands that the goal is to provide a choice to use the road at a certain cost, but if a person commutes regularly it is not possible to pay this level of toll on a daily basis. He stated that Mr. Meyer's resolution simply is asking the Commonwealth to evaluate tolling costs, dropping speed requirements, adding a cap and changing hours of operation. The resolution is not endorsing or demanding these changes. He observed Deputy Secretary Donohue has already indicated that the Commonwealth will be evaluating some of this. As elected officials, it is important to formally ask the questions.

Ms. Garvey asked Mr. Donohue when the evaluation can be completed if NVTC passes this resolution. Mr. Donohue stated he cannot speak for the new administration, which takes office next week, nor how they would respond to the request. The Commonwealth needs more data, whether its two, four or eight weeks, to understand the algorithms.

Mr. Dorsey stated that even though the wording of the resolution is softer, it still prejudices the outcome. He applauded Mr. Meyer for modifying the resolution, but there just isn't enough information to be able to ask for changes. Ms. Bulova expressed her appreciation of the tenor of Mr. Meyer's resolution, however, she agreed it prejudices the outcome. She stated that it is also important to know how the Outside the Beltway agreement impacts the hours of operations Inside the Beltway. Mr. Donohue explained that the contract does not dictate the hours in the future, but if hours are modified it would result in a compensation event for the Outside the Beltway concessionaire agreement. He cannot speak to the scale, scope or impact of a compensation event.

Ms. Bulova stated that she agrees there needs to be evaluation, such as how it is working, what is the road capacity, what has been the usage, and how have people shifted their commuting patterns and if they are using more transit.

Mr. Lovain stated he appreciates the steps Mr. Meyer has taken to modify the resolution, but it still goes too far. The resolution assumes the system is broken. Regarding hours of operation, there is the issue of the Outside the Beltway contract. He agrees that evaluation is needed with good data, and this is what Mr. Donohue has said they will do. In his opinion, the resolution is unnecessary. Ms. Hudgins stated that evaluating the project is important, but less than six months of tracking data won't provide a clear picture. Mr. Foust stated he will support the resolution since there is nothing wrong with NVTC going on record saying these issues should be evaluated.

Mr. McKay stated he can understand Mr. Meyer and Mr. Letourneau's advocacy but has a problem with the venue component. NVTC jurisdictions are benefitting from the toll revenues from the I-66 project. As a member of NVTC, his number one concern is how it impacts transit. There were similar concerns raised about I-95 and I-395 tolling. Just as he had serious concerns about the I-395 tolling project, NVTC was not the venue to bring his concerns forward. NVTC should be helping people have commuting options especially transit options. NVTC has no authority on the toll rates and management of the program. He would like to have NVTC invite Deputy Secretary Donohue to come back in a reasonable period of time after evaluating the data, including input from the judications on impacts to transit. At that point, NVTC could decide if it should make any recommendations for change.

Senator Ebbin thanked Mr. Meyer for modifying his resolution. He does not see a problem with NVTC asking for evaluation as long as it is not done in a hostile manner. Senator Ebbin stated he would like to see more information about potential impacts to the Outside the Beltway contract.

Mr. Cook stated he is concerned about tolls costs, but not about the hours of operations. He does not think there needs to be a resolution tonight and suggested holding off until March since Mr. Donohue has already committed to the evaluation. Mr. Greenfield also expressed his hope that the Commission can compromise and agree to table the motion until April or May.

Mr. Greenfield moved to table the motion until the May meeting. Mr. Cook seconded. The motion was defeated with a 6-12 vote. The vote in favor was cast by Commissioners Cook, Corcoran, Foust, Greenfield, Hudgins and Lovain. The vote in opposition was cast by Commissioners Bulova, Cristol, Dorsey, Ebbin, Garvey, LaRock, LeMunyon, Letourneau, McKay, Meyer, Minchew and Smedberg. Mr. Snyder did not vote.

Ms. Garvey stated she appreciates what her colleagues are trying to accomplish, but there already seems to be consensus that Commissioners want evaluation. She suggested staff come back at the February meeting with a list of what NVTC wants evaluated. It is important to be clear about what type of information NVTC wants to see.

Ms. Bulova moved a substitute motion to invite the Secretary of Transportation or her designee to return to NVTC in the May-June timeframe with an evaluation of the operation

of I-66 tolling and of commuting shifts regarding transit. Ms. Cristol and Mr. Snyder both seconded the motion.

Delegate Minchew observed that Mr. Meyer's resolution includes four factual whereas clauses and two resolve clauses that are not mandating any work, but just asking for evaluation. While he appreciates Ms. Bulova's compromise, he will support the main motion to approve the resolution.

Mr. Snyder expressed his support for Ms. Bulova's substitute motion because it relates to the overall performance of the project (tolling, hours of operation, displacement and transit) and it is in a timeframe that will allow good data to be able to evaluate the project to know how to move forward. It's a more comprehensive approach.

Mr. Dorsey echoed Mr. Snyder's comments. He stated it is expansive enough to include more areas of concern to include qualitative attitudes of users for all modes of travel, safety concerns and micro impacts. The timing allows for a comprehensive evaluation. He observed that if both motions are about asking the Commonwealth to really look at this program and report back to NVTC, the substitute motion's broader scope is better than focusing on a few specific issues. Mr. Meyer's resolution does not encompass all the concerns raised.

Mr. Cook stated he cannot support the resolution because it points to an answer. It is also important to include the evaluation of tolls.

Ms. Cristol stated the resolution is about lowering tolls, which prejudices a solution. She wants the costs of tolls to be evaluated in the context of the transit benefits and reducing congestion. The region is trying to solve a broader problem of easing some of the worst congestion in the United States. She observed that the substitute motion results in a "big picture" approach. She expressed her concern that NVTC does not ruin its reputation by taking premature action. She will not support the resolution.

Mr. McKay stated he would rather not take action on either the main or substitute motion, but will support the substitute motion because it has a more reasonable timeframe and includes a transit component.

Mr. Letourneau observed that there seems to be a fundamental disagreement of whether NVTC should be expressing concern about the cost of tolling. His position is that NVTC should because that's where the public is. No one is saying we don't want transit benefits or trying to improve the system to reduce congestion, but we want the Commonwealth to do it in a way that they keep the tolls as low as they can and still make it work.

Mr. Meyer stated his resolution makes no value judgement and it's a broad resolution. Mr. Dorsey stated that if the intent is for NVTC to ask for evaluation, the message has been clearly delivered to Secretary Donohue at tonight's meeting. Ms. Hudgins stated she wants to know the data before being specific about solutions. She wants to know what's the best performance out of the facility.

Ms. Bulova repeated her motion. The Commission then voted on the substitute motion and it passed on a vote of 11-8. The vote in favor was cast by Commissioners Bulova,

Corcoran, Cristol, Dorsey, Garvey, Greenfield, Hudgins, Lovain, McKay, Smedberg and Snyder. The vote in opposition was cast by Commissioners Cook, Ebbin, Foust, LaRock, LeMunyon, Letourneau, Meyer and Minchew.

The substitute motion then became the main motion. The main motion passed on a vote of 12-6-1. The vote in favor was cast by Commissioners Bulova, Corcoran, Cristol, Dorsey, Foust, Garvey, Greenfield, Hudgins, Lovain, McKay, Smedberg and Snyder. The vote in opposition was cast by Commissioners Cook, LaRock, LeMunyon, Letourneau, Meyer and Minchew. Senator Ebbin abstained.

Proposed Amendments to the Memorandum of Agreement for the Transform66: Inside the Beltway Project

Chairman Smedberg stated Resolution #2352 would authorize the executive director to sign an Amended Memorandum of Agreement (MOA) between NVTC and the Commonwealth for the Transform 66: Inside the Beltway Project.

Mr. Donohue reviewed the proposed amendments, which would make permissible the use of I-66 Inside the Beltway toll revenues for debt service or other payments towards construction of a new passenger/commuter rail bridge in proximity to the Long Bridge and/or modifications to the Rosslyn Metrorail station to facilitate Metrorail passenger movement, as well as eliminate any restrictions in the MOA related to using funding for operating costs, allowing that policy decision to be determined by NVTC. This proposed amendment was presented to the Commonwealth Transportation Board (CTB) for consideration at its December 5th workshop and will be presented for approval at its January 10th meeting.

Mr. Donohue further explained that by including these two projects in the “waterfall” allocation of toll revenues, the MOA would specifically make these projects separate from NVTC’s I-66 Commuter Choice program and would be administered by the Commonwealth, while also providing a guarantee of revenues that would be viewed favorably by the financial markets. The Commonwealth proposes to continue a guarantee a minimum level of toll revenues to NVTC for its I-66 Commuter Choice program in the amount of \$10 million per year (increased by 2.5 percent annually). If the Commonwealth does not pursue either or both projects, NVTC would be entitled to all remaining revenues after the cost of tolling operations and maintenance and reimbursement of the Toll Facilities Revolving Fund.

Mr. Donohue explained that the Commonwealth is requesting these amendments at this time because the Commonwealth is in discussions with CSXT regarding potential rail improvements in the I-95 rail corridor. Having this in place will allow for flexibility for the Commonwealth to sell bonds without having to wait for NVTC and CTB approval. The Commonwealth would notify NVTC in advance of selling debt.

In response to a question from Mr. Letourneau, Mr. Donohue stated the Commonwealth would be constrained with the amount of debt it could sell based on the payment to NVTC. A baseline revenue amount of \$10 million annually, with an escalation of 2.5 percent, is being guaranteed for the I-66 Commuter Choice program. Mr. Letourneau stated this may

inhibit NVTC to fund other projects in the future. He also asked if these two projects are in the design phase. Mr. Donohue stated the Long Bridge project is currently in the NEPA process and a fair amount of design will be completed when that process is done. Mr. Letourneau stated that NVTC evaluates and scrutinizes projects for the I-66 Commuter Choice program before committing funding. He does not believe these two projects are at that level. Mr. Donohue stated the Commonwealth has more information and work done on the Long Bridge project compared to the other Commuter Choice projects. The Long Bridge Study has been ongoing for several years in cooperation with VDOT and VRE. This project is a transformational project for this region and the Commonwealth's ability to advance it is to navigate a series of negotiations with CSXT. The Commonwealth needs the flexibility and all the tools available should it reach an agreement with the railroad. The Commonwealth does not want to have to halt negotiations for several months to seek NVTC and CTB approval on the MOA amendments.

Regarding the Rosslyn project, Mr. Donohue noted this is another transformational project in the I-66 corridor. By agreeing to the MOA amendments, it does not mean NVTC is committing to an open-ended cost of the two projects. These would be Commonwealth projects not NVTC projects.

Mr. Snyder observed that the Long Bridge is an east coast corridor project and expressed his concern of giving a blank check and blank authorization to a project using toll revenues dedicated to the I-66 corridor. He does not know how effective the Commonwealth will be in negotiating with the private sector. He recognizes the importance of the Long Bridge to VRE, but this seems to be granting very broad authority to the Commonwealth and he does not want the toll revenues to become the "cash cow" for the Long Bridge project.

Delegate LeMunyon observed that the Long Bridge is a project of statewide significance and should be first run through the Appropriations and Finance Committees to determine if there is state funding available. He asked what happens if for some unforeseen reason the toll revenues don't cover the bonds or NVTC's \$10 million. Mr. Donohue stated NVTC's toll revenues are guaranteed. Delegate LeMunyon observed that the Long Bridge is not along the I-66 corridor and there are strict guidelines of what toll revenues can be used for to benefit I-66 users. Mr. Donohue stated federal requirements are that toll revenues need to be used for transportation. State requirements are stricter in that they need to meet the Meeks Case which only allows toll revenue to be used to benefit the toll payers. The Commonwealth would seek a legal opinion that the Long Bridge project meets the Meeks Case.

Mr. Meyer stated that if the projects benefits the I-66 corridor, then they could come before NVTC as part of the I-66 Commuter Choice program, so an amendment to the MOU is not necessary. He expressed his concern that it is changing the original intent of the I-66 Commuter Choice program. His other concern is that it could provide an incentive to further raise the tolls on I-66 to meet the bonds.

Mr. Dorsey observed that the MOA amendment regarding operation has yet to be discussed. He has no problem calling out these two projects as important transformative projects, but it is inconsistent to think that NVTC could not quickly amend the MOA should the need arise.

Ms. Bulova asked if action is necessary at this meeting. She considers both projects important and worthy. She suggests NVTC table this item to come back at a future meeting. There were no objections.

FY2018 I-66 Commuter Choice Program Update

Patricia Happ, project manager, reported NVTC received 18 applications for the FY2018 program. The applications will go through an evaluation process to determine eligibility and a list of eligible projects will be presented at the February 8th meeting. Staff will then work with the Working Group to build a program of projects as well as study several policy issues. Project scores and the policy decisions will be presented at the March Commission meeting. Public comment period will follow, with a public hearing held at the April Commission meeting. The Commission will be asked in May to approve the FY2018 Program of Projects to be advanced to the CTB in June for their approval.

Washington Metropolitan Area Transit Authority

Mr. Dorsey moved, with a second by Mr. Corcoran, to authorize the executive director to send a letter to WMATA commenting on the FY2019 budget.

Delegate LeMunyon expressed surprise that the letter does not reference NVTC's resolution on WMATA finance and operations, in which it asked WMATA for a plan to operate with efficiencies comparable to other transit systems. Ms. Mattice stated staff can follow up with WMATA staff on that issue, but this letter is in response to the proposed WMATA budget document.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Smedberg and Snyder.

Virginia Railway Express

VRE CEO Report. Due to the lateness of the hour, Mr. Allen did not give his report.

Revised FY2018 and Recommended FY2019 VRE Operating and Capital Budgets. Ms. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2353 to adopt and refer the Revised FY2018 and Recommended FY2019 VRE Operating and Capital Budgets to the jurisdictions.

Mr. Allen stated the recommended FY2019 VRE Operating and Capital Budget is balanced and totals \$149.5 million (\$88.5 million in operating; \$60.9 million in capital). The budget includes a three percent jurisdictional subsidy increase and no fare increase, except for a \$1 increase in the cost of the Amtrak Step-Up ticket.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew, Smedberg and Snyder. Commissioners Greenfield and Meyer were not in the room for the vote. (A copy of Resolution #2353 is attached.)

VRE RRIF Loan Refinance. Ms. Bulova stated Resolution #2354 would approve a debt financing agreement with the Virginia Resources Authority (VRA) for the purpose of achieving debt service savings through a refinancing of VRE's existing Railroad Rehabilitation and Improvement Financing (RRIF) loan that was used to purchase railcars. Mr. Allen stated that at current market conditions, refinancing of this debt would yield net present value savings to VRE and its member jurisdictions of approximately 12 percent of the refunded principal amount.

In response to a question from Chairman Smedberg, Mr. MacIsaac stated the issue for Closed Session is independent from this action.

Ms. Bulova moved, with a second by Mr. Cook, to approve Resolution #2354 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew, Smedberg and Snyder. Mr. Meyer was not in the room for the vote.

2018 VRE Operations Board Officers. Ms. Bulova reported that at its December 15th meeting, the VRE Operations Board approved the following slate of VRE officers for 2018:

| | |
|-----------------------|-------------------------|
| Chairman: | Martin Nohe (PRTC) |
| Vice-Chairman: | Katie Cristol (NVTC) |
| Secretary: | Maureen Caddigan (PRTC) |
| Treasurer: | John Cook (NVTC) |
| Immediate Past Chair: | Paul Smedberg (NVTC) |

The 2018 officers will be installed at the January 19, 2018 VRE Operations Board Meeting.

Report from the Co-Chairs of the Legislative and Policy Committee

Ms. Cristol provided highlights of the December 7th Legislative and Policy Committee meeting, in which they discussed the governor's proposed budget. Ms. Mattice agreed to provide the summary sheet to Commissioners.

Mr. Cook stated it is important to make sure that NVTC's legislative program does not lead to an endorsement of the governor's proposal to spend NVTA funding on WMATA.

Mr. Meyer returned to the meeting at 11:02 P.M.

Department of Rail and Public Transportation

Mr. Horsley directed Commissioners to the written DRPT Report.

Executive Director Report

Ms. Mattice directed Commissioners to the written Executive Director Newsletter. She reminded Commissioners that the February 8th meeting will be held at 4:00 P.M. in the East Reading Room of the Patrick Henry Building in Richmond. Secretary of Transportation-Elect Shannon Valentine is confirmed to join NVTC at the meeting.

The Financial Report for November 2017 was provided to Commissioners and there were no questions.

Closed Session

Mr. Smedberg moved, with a second by Mr. Letourneau, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711.A (1) and (8) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes a Closed Session for the purpose of discussing one personnel matter involving a contractor employed by NVTC, and one matter requiring consultation with legal counsel and necessary staff concerning the terms and conditions of a proposed Virginia Resources Authority refinancing of an existing Railroad and Rehabilitation Improvement Financing loan.

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Meyer, Minchew, Smedberg and Snyder.

The Commission entered Closed Session at 11:05 P.M. and returned to Open Session at 11:13 P.M. Mr. Meyer left the meeting during the Closed Session.

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

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

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew, Smedberg and Snyder.

Ms. Bulova moved, with a second by Senator Ebbin, to approve a limited waiver of potential conflicts for McGuire Woods LLP and the proposed VRE refinancing of NVTC's existing Railroad Rehabilitation Improvement Financing loan, consistent with the request for such a waiver.

Mr. Snyder stated he presumes the motion is put forward on advice of counsel. Ms. Bulova confirmed yes. The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, McKay, Minchew, Smedberg and Snyder.

Adjournment

Mr. Greenfield moved, with a second by Delegate Minchew, to adjourn the meeting. Without objection, Chairman Smedberg adjourned the meeting at 11:14 P.M.

Approved this 8th day of February 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



RESOLUTION

- SUBJECT:** Commending the Honorable Jeffrey C. McKay on the Occasion of His Service as Chairman of the Northern Virginia Transportation Commission for 2017
- WHEREAS:** The Honorable Jeffrey C. McKay was elected Chairman of the Northern Virginia Transportation Commission (NVTC) for 2017;
- WHEREAS:** Supervisor McKay was first elected to the Fairfax County Board of Supervisors in 2007, representing the Lee District;
- WHEREAS:** Supervisor McKay has served as a Commissioner on the Northern Virginia Transportation Commission since March 2008 and as chair in 2013 and 2017;
- WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient bus and rail systems and ridesharing programs to foster economic vitality in the Region and the Commonwealth;
- WHEREAS:** Supervisor McKay has been an advocate of balanced transit investments in the region, emphasizing transportation infrastructure enhancements, economic development, improved transit service, and pedestrian-friendly initiatives;
- WHEREAS:** Supervisor McKay led NVTC during its 53rd year of operations and, as chairman, saw the region through many milestones, including implementation of the first 10 projects funded through the I-66 Commuter Choice Program; approval of a 70-year agreement with the Commonwealth for the I-395 Express Lanes Multimodal Program; and adoption of two NVTC resolutions articulating NVTC's priorities and principles for WMATA governance and reform;
- WHEREAS:** Supervisor McKay elevated NVTC's role as the voice of transit in Northern Virginia through active engagement with local and regional media outlets on issues of transit ridership, the I-66 Commuter Choice program, commuter tax benefits, WMATA reforms, and the value of transit; and led ongoing collaboration and communication with elected officials, business leaders, and industry groups on transit issues affecting Northern Virginia;
- WHEREAS:** Supervisor McKay helped solidify NVTC's place as the source for regional transit analysis through the release of a first-of-its-kind study quantifying the value of Metrorail and VRE to the Commonwealth's general fund, publication of NVTC's Regional Bus Analysis identifying opportunities for regional bus coordination in Northern Virginia, presentation of the first in-depth analysis of Virginia's Metrorail ridership characteristics, and the launch of NVTC's T-BEST transit service optimization planning tool for use by NVTC's transit providers; and
- WHEREAS:** During his tenure as Chairman, Supervisor McKay also oversaw NVTC's coordination of Northern Virginia's response to WMATA's SafeTrack surge, initiation of region-wide bus farebox upgrades, conducting of federal transit data reporting training, completion of Metrorail station emergency plan updates, and exploration of new transit fare technologies.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission commends the Honorable Jeffrey C. McKay for his leadership of NVTC for 2017 and his service to the citizens of Northern Virginia and the Commonwealth of Virginia.
- BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Supervisor McKay as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2018.

A handwritten signature in cursive script, reading "Paul C. Smedberg".

Paul C. Smedberg, Chairman



RESOLUTION

SUBJECT: Commending the Honorable J. Randall Minchew on the Occasion of His Departure from NVTC and the General Assembly

WHEREAS: The Honorable J. Randall Minchew has served as a member of the Virginia General Assembly since 2012 as the representative of the 10th District serving parts of Loudoun, Frederick and Clarke counties;

WHEREAS: Delegate Minchew has served as a Commissioner on the Northern Virginia Transportation Commission since May 2014 and also as a member of the Executive Committee;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the Region and the Commonwealth;

WHEREAS: Delegate Minchew is recognized as a highly effective legislator in the Virginia General Assembly, consistently gaining high marks from nonpartisan organizations;

WHEREAS: Delegate Minchew's HB181 legislation increased Loudoun County's representation on NVTC from one to two Commissioners; and

WHEREAS: During the 2017 General Assembly Session, Delegate Minchew was instrumental in ensuring passage of Metro Safety Commission legislation; and his friendly amendment to HB2136 brought NVTC to the table to participate in the discussion of WMATA reforms by requiring Virginia's Secretary of Transportation to work with the Commission to commence discussions on revisiting the Metro Compact.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable J. Randall Minchew for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Delegate Minchew as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2018.

A handwritten signature in black ink that reads "Paul C. Smedberg".

Paul C. Smedberg
Chairman



RESOLUTION

- SUBJECT:** Commending the Honorable James M. LeMunyon on the Occasion of His Departure from NVTC and the General Assembly
- WHEREAS:** The Honorable James M. LeMunyon has served as a member of the Virginia General Assembly since 2010 as the representative of the 67th District serving parts of Fairfax and Loudoun counties;
- WHEREAS:** Delegate LeMunyon has served as a Commissioner on the Northern Virginia Transportation Commission since May 2014 and also as a member of the Governance and Personnel Committee;
- WHEREAS:** NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the Region and the Commonwealth;
- WHEREAS:** Delegate LeMunyon has served as a member of the House General Laws, Education, and Transportation Committees and the Transportation Subcommittee; as the Deputy Whip for the Republican majority and chair of the General Laws Subcommittee on Procurement and the Freedom of Information Act;
- WHEREAS:** Delegate LeMunyon patroned HB2136 authorizing Virginia to become a signatory to the Washington Metrorail Safety Commission Interstate Compact, which establishes a state safety oversight authority for the Washington Metropolitan Area Transit Authority (WMATA) Rail System, pursuant to the mandate of federal law, to review, approve, oversee, and enforce the safety of the WMATA Rail System;
- WHEREAS:** HB2136 included language that brought NVTC to the table to participate in the discussion of WMATA reforms;
- WHEREAS:** Delegate LeMunyon's HB599 legislation established responsibilities for various entities for long-range transportation planning for the Northern Virginia Transportation District and required projects to be rated and evaluated for congestion reduction among other measures; and
- WHEREAS:** As a strong advocate for transparency in all aspects of government, Delegate LeMunyon brought a greater awareness to NVTC on Freedom of Information Act related issues.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission commends the Honorable James M. LeMunyon for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.
- BE IT FURTHER RESOLVED** that NVTC prepare a copy of this resolution for presentation to Delegate LeMunyon as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2018.

A handwritten signature in black ink that reads "Paul C. Smedberg". The signature is written in a cursive style.

Paul C. Smedberg
Chairman



RESOLUTION

SUBJECT: Commending the Honorable David B. Albo on the Occasion of His Departure from NVTC and the General Assembly

WHEREAS: The Honorable David B. Albo has served as a member of the Virginia General Assembly since 1994 as the representative of the 42nd District serving Fairfax County;

WHEREAS: Delegate Albo served as a Commissioner on the Northern Virginia Transportation Commission from June 2016 to June 2017 and, previously, from 2002-2010;

WHEREAS: NVTC serves as the voice of public transit in Northern Virginia, promoting the region's transit network through effective and efficient public bus and rail systems and ridesharing programs to foster economic vitality in the Region and the Commonwealth;

WHEREAS: Delegate Albo has served as a member of the Courts of Justice (chair); General Laws; Privileges and Elections Committees in the General Assembly; and

WHEREAS: Delegate Albo has been a consistent and tireless leader in transportation policy activities supporting Northern Virginia, especially his championing of HB3202 and HB2313 with Speaker William Howell, which leveled the playing field for transportation funding in Northern Virginia.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission commends the Honorable David B. Albo for his service to NVTC, the citizens of Northern Virginia, and the Commonwealth of Virginia.

BE IT FURTHER RESOLVED that NVTC prepare a copy of this resolution for presentation to Delegate Albo as an expression of its gratitude and in appreciation of his leadership and work on the Commission in promoting and funding public transit and ridesharing in Northern Virginia.

Approved this 4th day of January 2018.

A handwritten signature in black ink that reads "Paul C. Smedberg".

Paul C. Smedberg
Chairman



RESOLUTION #2350

SUBJECT: Selection of NVTC Representatives to Various Boards

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

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

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

WHEREAS: Governor-Elect Northam will not be sworn in as Governor of the Commonwealth of Virginia until January 13, 2018;

WHEREAS: The Commission is being asked to reappoint Mr. Corcoran to the WMATA Board to serve until Governor Northam appoints his representative from the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints and confirms the following persons to serve as Principals and Alternates to the WMATA Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2018 and their recommendations for members of the various boards:

WMATA Board:

Principals

James Corcoran

Catherine Hudgins
(term expires 01/05/2021)

Alternates

Christian Dorsey
(term expires 01/09/2019)

Paul Smedberg
(term expires 01/02/2020)

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2018 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Sharon Bulova
John C. Cook
Paul Smedberg
Katie Cristol

Alternates

Jeffrey C. McKay

Tim Lovain
Libby Garvey

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2018 and their recommendations for members of the various boards:

VTA Board:

Principals

David F. Snyder
Katherine A. Mattice

Alternates

Jeffrey C. McKay
Katie Cristol

Approved this 4th day of January 2018.



Katie Cristol
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2351

SUBJECT: Designation of NVTC Signatories and Pension Trustees

WHEREAS: The Honorable Katie Cristol has been elected Secretary-Treasurer of NVTC for 2018; and

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

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

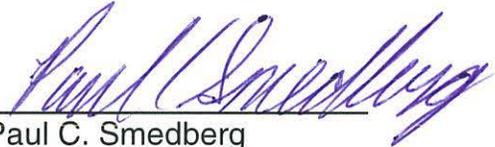
Hon. Katie Cristol
Katherine A. Mattice
Scott C. Kalkwarf

Secretary-Treasurer
Executive Director
Director of Finance and Administration

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

Approved this 4th day of January 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman



RESOLUTION #2353

SUBJECT: Adopt and Refer the Revised FY2018 and Recommended FY2019 VRE Operating and Capital Budgets to the Jurisdictions

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

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the FY2019 Operating and Capital Budget within the guidelines developed in cooperation with the chief administrative officers of the local jurisdictions;

WHEREAS: The FY2019 budget proposes a three percent increase in the total jurisdictional subsidy over the FY2018 contribution level;

WHEREAS: The FY2019 budget proposes an increase to the amount charged to VRE passengers for Amtrak Step-Up tickets from \$7 to \$8, effective the first week of July 2018, with the start of the FY2019 budget;

WHEREAS: Apart from the Amtrak Step-Up increase described above, the FY2019 budget proposes no other changes to passenger fares;

WHEREAS: VRE staff recommends a budget based on a service level of 32 daily trains and average daily ridership of 19,000 trips; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY2019 VRE Operating and Capital Budget in the following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

| | |
|-----------------------------|-------------------|
| Operating Budget | \$ 88,522,679 |
| Capital Budget | <u>60,942,515</u> |
| Total Operating and Capital | \$149,465,194 |

BE IT FURTHER RESOLVED that NVTC adopt the amended FY 2018 Operating and Capital Budget in the following amounts:

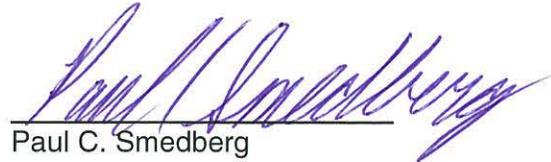
| | |
|-----------------------------|-------------------|
| Operating Budget | \$ 85,346,443 |
| Capital Budget | <u>64,675,346</u> |
| Total Operating and Capital | \$150,021,789 |

BE IT FURTHER RESOLVED that NVTC authorizes the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY2018 and FY2019.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director to submit to the Commonwealth the approved budget as part of the FY2019 state aid grant applications.

Approved this 4th day of January 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman



RESOLUTION #2354

SUBJECT: Authorize VRE to Refinance the VRE RRIF Loan

WHEREAS: The Northern Virginia Transportation District Commission (“NVTC”) and the Potomac and Rappahannock Transportation District Commission (“PRTC,” and, together with NVTC, the “Commissions”) jointly own and operate the Virginia Railway Express (the “VRE”) commuter rail service in Northern Virginia and the District of Columbia pursuant to the “Master Agreement for Provision of Commuter Rail Services in Northern Virginia – Establishment of the Virginia Railway Express” dated as of October 3, 1989, as amended (the “Master Agreement”), among the Commissions and the Participating and Contributing Jurisdictions described in such Master Agreement;

WHEREAS: NVTC, with the consent of PRTC and the Participating and Contributing Jurisdictions, entered into a financing agreement with the Federal Railroad Administration pursuant to its Railroad Rehabilitation and Improvement Financing program in 2007 and subsequently borrowed a total of \$68,953,913 pursuant to a series of draws under the program for railcars delivered between 2008 and 2012 (collectively, the “FRA Loan”);

WHEREAS: The FRA Loan is now administered by the U.S. Department of Transportation’s Build America Bureau;

WHEREAS: The Master Agreement provides that the Commissions shall utilize reasonable debt financing to the extent that such financing is advantageous to the VRE and is in the interest of the parties to the Master Agreement, but requires that the Commissions not incur debt related to the VRE without the consent of all Participating and Contributing Jurisdictions;

WHEREAS: The Commissions have determined to refinance the FRA Loan with the proceeds of a loan to be obtained from the Virginia Resources Authority (“VRA”) in an amount not to exceed \$56,000,000, for a term not to exceed 15 years from its delivery date, and generating net present value savings of at least three percent of the refunded principal (collectively, the “VRA Loan”); and

WHEREAS: The VRE Operations Board recommends the following.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the following:

1. The VRA Loan, upon the terms and conditions set forth in the VRA Term Sheet dated December 15, 2017 (a copy of which has been provided to the Commissions), with such changes thereto as may be approved in writing by the Chairman, Vice Chairman or Executive Director of NVTC, is hereby authorized.

2. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to determine and approve the final details of the VRA Loan, including, without limitation, the aggregate principal amount of the VRA Loan, the interest rates on the VRA Loan, the dates (including payment dates) of the VRA Loan documents and the amounts and prices of any optional or mandatory prepayments, provided, however, that the aggregate principal amount of the VRA Loan shall not exceed \$56,000,000, its term shall not exceed 15 years from its delivery date, it shall generate net present value savings of at least three percent of the refunded principal, and its other terms and conditions shall be substantially as provided in the VRA Term Sheet described above. The VRA Loan will require that the Commissions grant the VRA security interests in the participating jurisdictions' jurisdictional payments under the Master Agreement. The approval of the Chairman, Vice Chairman or Executive Director of NVTC of such details shall be conclusively evidenced by the execution and delivery of the loan documents for the VRA Loan, which VRA Loan documents shall be prepared or reviewed by VRE's bond counsel and reviewed by its general counsel, it being acknowledged and understood that the repayment obligations of the VRA Loan and the related financing covenants will be evidenced by a local bond to be issued by NVTC and a local bond sale and financing agreement to be negotiated and entered into by NVTC and VRA. The consummation of the VRA Loan shall be subject to the consent of the Participating and Contributing Jurisdictions as described in the recitals to this Resolution.
3. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to approve, execute and deliver on behalf of NVTC, and, if required, the Secretary or any Assistant Secretary of NVTC is authorized to affix and attest the seal of NVTC to, the VRA Loan documents described above and such other documents, instruments or certificates as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the VRA Loan transaction authorized by this resolution. The approval of the Chairman, Vice Chairman or Executive Director of NVTC shall be conclusively evidenced by the execution and delivery of such documents, instruments or certificates. Such officers of NVTC and the Executive Director are further authorized to do and perform such other things and acts as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the VRA Loan transaction authorized by this resolution. All of the foregoing previously approved, executed, delivered, done or performed by such officers of NVTC or the Executive Director are in all respects hereby approved, ratified and confirmed.
4. This resolution shall take effect immediately upon its adoption.

Approved this 4th day of January 2018.



Katie Cristol
Secretary-Treasurer



Paul C. Smedberg
Chairman

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice and Scott Kalkwarf
DATE: February 1, 2018
SUBJECT: FY2019 State Transit Assistance Applications

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

ACTION: Resolution #2355: Approve the FY2019 State Transit Assistance Applications

Resolution #2355 authorizes NVTC staff to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) for the following:

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

State operating and capital transit assistance on behalf of NVTC's five WMATA jurisdictions for their local bus systems, and the NVTC jurisdictions' share of WMATA subsidies. The applications total \$_____ million in eligible operating costs and \$_____ million in total capital expenses for FY2019.

FY2019 State assistance applications on behalf of VRE includes \$_____ million in eligible operating costs, and \$_____ million in total capital costs.

Detailed tables will be provided showing the amounts of each form of assistance being requested, with comparisons to FY2018.

2. Intern Program

State assistance from DRPT's Intern Program to support NVTC's Fellows Program for FY2019. Total cost as included in the FY2019 NVTC General and Administrative budget for this program equals \$50,000, with a \$40,000 state share provided at 80 percent.

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RESOLUTION #2355

SUBJECT: FY2019 State Transit Assistance Applications

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

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

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2019 commencing July 1, 2018 in the amount of \$____ million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

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

- 1) To file applications to DRPT for grants of public transportation assistance for FY2019 for capital expenses totaling \$____ million in costs (\$____ million non-federal) to defray the costs borne by NVTC and its members for capital expenditures, with a minimum four percent local participation required;
- 2) To revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

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

- 1) To file FY2019 VRE applications to DRPT in the amount of \$____ million for operating costs, and \$____ million in total costs for capital (\$____ million non-federal);
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

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

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

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

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

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

Approved this 8th day of February, 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 1, 2018

SUBJECT: Report from the Commonwealth of Virginia

Secretary of Transportation Shannon Valentine will present to the Commission her priorities relating to public transportation and join DRPT Director Jennifer Mitchell to provide the latest information on transit-related legislation proposed by the administration.

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Agenda Item #5: Report from the Co-Chairs of the Legislative and Policy Committee



TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice
DATE: February 1, 2018
SUBJECT: Report from the Co-Chairs of the Legislative and Policy Committee

Co-Chairs Katie Cristol and Jeff Greenfield will provide an update on efforts by the Legislative and Policy Committee including NVTC's activities related to pending legislation in the General Assembly.

NVTC staff are currently tracking legislation related to the priority areas identified in NVTC's adopted [2018 Legislative and Policy Agenda](#). At the state level, NVTC staff are tracking legislation related to the following:

| Topic | Current Legislation (as of Jan 31, 2018) |
|-------------------------------|--|
| Dedicated Funding for WMATA | Sullivan (HB1319) / Saslaw (SB856) ; Watts (HB1545) Budget amendments: Sickles (HB30-453 #2h) ; Barker (SB30-453#2s) |
| Regional Gas Tax Floor | Numerous bills have been introduced including Stolle (HB917) ; Filler-Corn (HB1083) ; Wagner (SB896) ; also included in Sullivan (HB1319) / Saslaw (SB856) |
| Statewide Transit Capital Fix | Sullivan (HB1319) / Saslaw (SB856) Budget amendments: Peace (HB30-445 #4h) ; Peace (HB30-445 #5h) |
| Dedicated Funding for VRE | Sickles (HB 1137) / Stuart (SB683) Budget amendments: Stuart (SB30-446#1s) ; Sickles (HB30-453 #2h) |

For information purposes only, staff are also tracking other legislation and budget amendments related to public meetings, statewide and local project prioritization, and tolling.

At the Federal level, NVTC staff are tracking the following legislation:

| Sponsor | Current Legislation (as of Jan 31, 2018) |
|------------------------------|---|
| Rep. Barbara Comstock (R-VA) | METRO Accountability and Reform Act (H.R. 4534) |

| Sponsor | Current Legislation (as of Jan 31, 2018) |
|----------------------------|---|
| Rep. Gerry Connolly (D-VA) | Metro Accountability and Investment Act (H.R. 4900) |
| Rep. John Delaney (R-MD) | WMATA Improvement Act of 2017 (H.R. 1140) |
| Rep. Anthony Brown (D-MD) | WMATA Flexible Funding and Safety Improvement Act (H.R.4466) |

In addition, NVTC staff will continue to monitor the status of the annual federal appropriations process and any legislative actions related to a national infrastructure investment package.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilcrest

DATE: February 1, 2018

SUBJECT: Virginia Railway Express (VRE)

A. VRE CEO Report

At the February meeting, VRE CEO Doug Allen's report will focus on VRE's legislative strategy as it relates to pending legislation.

The [VRE CEO Report for January 2018](#) is attached. The January 19th VRE Operations Board meeting was cancelled. However, VRE staff provided written updates to the Operations Board on several VRE initiatives, which are summarized below.

B. Broad Run Expansion Update

VRE has initiated the design of a series of [Broad Run Expansion \(BRX\) improvements](#) as a follow on to the Gainesville-Haymarket Extension Study. The BRX alternative continues the operation of Manassas Line service out of Broad Run Station with the following improvements:

- Capacity expansion of the existing Broad Run Maintenance and Storage Facility (MSF) to accommodate more and longer trains;
- Parking expansion at Broad Run Station;
- A new third mainline track between Manassas and Broad Run within the existing Norfolk Southern Railway (NS) right-of-way (ROW); and
- Adjustments to the Broad Run platform to accommodate the above changes and longer trains.

These improvements, along with parking expansion at Manassas Park Station, a platform extension at Manassas Station, and Manassas Line real-time traveler information system implementation, are components of the Manassas Line Capacity Expansion Project that has been recommended for funding through the Transform 66 Outside the Beltway Concession Payment.

The analyses address two planning horizons: a near-term focus that assumes VRE operates longer trains but does not add new service, consistent with the Natural Growth service plan, and a longer-term focus that is consistent with proposed System Plan 2040 levels of service (i.e., 20-minute peak frequency plus midday and reverse peak service).

The more detailed conceptual and preliminary engineering design will focus on the near-term improvements that will be funded with the Transform 66 Outside the Beltway Concession Payment. The long-term improvements will serve as a Master Plan for the future development of the Broad Run complex, as VRE implements future service expansion consistent with System Plan 2040. However, the long-term improvements will not be developed beyond the schematic design level.

Following a detailed site and engineering analysis, two expansion schemes have been developed for the Broad Run complex. The South Scheme, would expand the Broad Run complex within or adjacent to the existing footprint of the station and MSF on property owned by PRTC or Prince William County. The Split North/South Scheme, would partially expand the Broad Run complex within or adjacent to the existing footprint of the station and MSF on property owned by PRTC or Prince William County, but also locate additional station parking on the north side of the NS tracks opposite the existing station. For both schemes, the new third track is located on existing NS right-of-way.

A general layout showing the size of facilities and their arrangement has been produced for each scheme, sufficient to identify relative benefits and constraints. Work is proceeding on more detailed levels of design sufficient to quantify property requirements, environmental impacts, construction schedule, estimate costs, and other benefits/impacts. VRE will prepare conceptual designs for both development schemes over the next several months to support selection of a preferred concept in Spring of 2018, which will advance into PE design and NEPA review. The PE/NEPA phase is scheduled to be completed in Summer 2018. [More information on the project is provided in VRE's January 12, 2017 Board memorandum.](#)

C. VRE Transit Development Plan Update

VRE has initiated an update of its Transit Development Plan (TDP) in accordance with DRPT requirements as a condition of receiving state funding. The update encompasses a six-year (FY 2020-2025) fiscally-constrained plan, as well as a 10-year minimum (FY 2020-2029) fiscally-unconstrained plan identifying longer-term capital and operating needs.

The TDP outlines VRE service needs, identifies service or other improvements to meet those needs, and determines the resources required to implement new or modified service and other improvements. The TDP complements the long-term VRE System Plan and provides a guide to prioritizing shorter-term service, capital, and organizational decisions. The TDP allows DRPT to better understand the needs, service changes, required funding, and priorities of local transit service providers and the level of state resources necessary to help meet near and long-term transit requirements throughout the Commonwealth.

The completed updated TDP is anticipated to be presented for adoption at the November 2018 VRE Operations Board meeting. The TDP update process will include two facilitated workshops with the staffs from VRE member jurisdictions and other regional stakeholder organizations. The workshops will be organized as part of the update process to share information on the VRE system and plans, and promote a better understanding of VRE's

operations and capital projects. Questions, comments, and feedback from the workshops will be incorporated into the TDP documents. The full [VRE memorandum is available on VRE's website](#).

D. RRIF Loan Refinance Update

VRE is pursuing a debt financing agreement with the Virginia Resources Authority (VRA) to refinance VRE's existing Railroad Rehabilitation and Improvement Financing (RRIF) loan that was used to purchase railcars. The proposed VRA loan was approved by NVTC and PRTC at their January meetings. In accordance with the VRE Master Agreement, any proposed debt financing must also be approved by all nine of the Participating and Contributing Jurisdictions. VRA provided their final review and approval of the jurisdictional resolution, and VRE is currently in the process of gaining approvals from all the jurisdictional boards and councils.

NVTC, with the consent of PRTC and the VRE Participating and Contributing Jurisdictions, entered into a financing agreement with the FRA through the RRIF program in 2007 and borrowed a total of \$69.0 million for new VRE railcars delivered between 2008 and 2012. The current outstanding principal balance on the loan is approximately \$52 million. At current market conditions, refinancing of this debt will yield net present value savings to VRE and its member jurisdictions of approximately 12 percent of the refunded principal amount, or approximately \$600,000 per year.

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CEO REPORT

JANUARY 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.



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CEO REPORT | JANUARY 2018

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VIRGINIA RAILWAY EXPRESS
A better way. A better life.



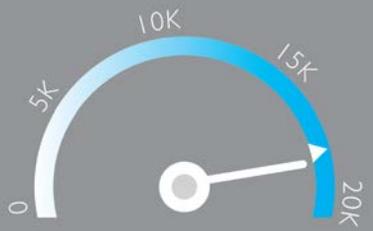
SUCCESS AT A GLANCE

Data provided reflects November 2017 information.



PARKING UTILIZATION

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



AVERAGE DAILY RIDERSHIP

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

▲ Same month, previous year.



ON-TIME PERFORMANCE

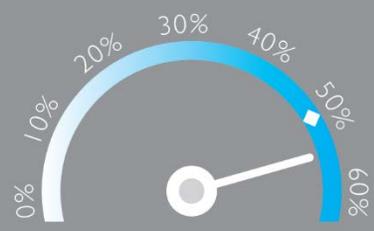
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

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



OPERATING RATIO

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

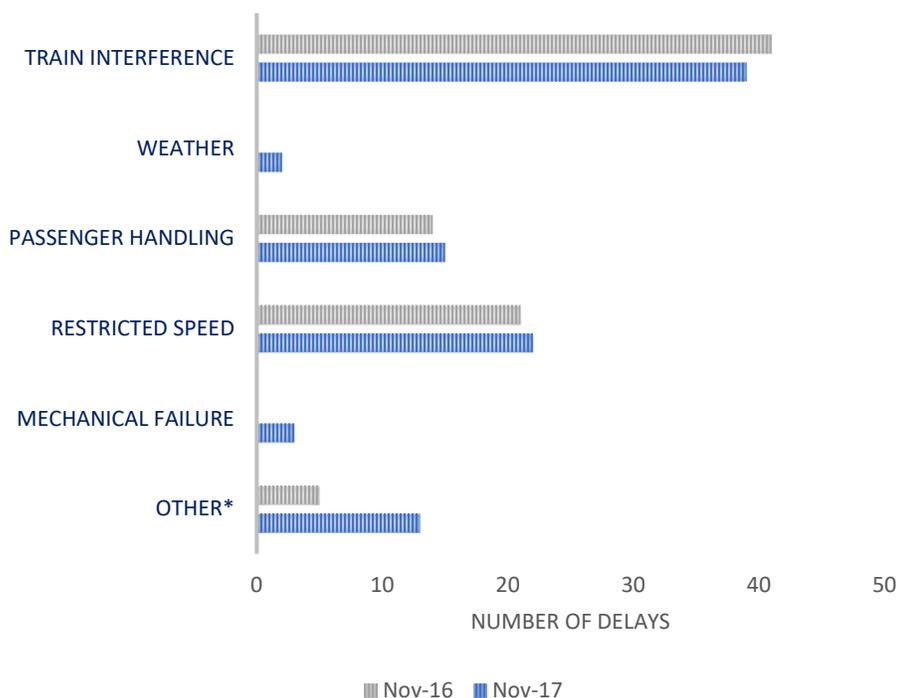
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

| | November 2017 | October 2017 | November 2016 |
|---------------------|---------------|--------------|---------------|
| Manassas Line | 89% | 90% | 87% |
| Fredericksburg Line | 93% | 91% | 82% |
| System Wide | 91% | 90% | 85% |

REASONS FOR DELAYS



VRE operated 624 trains in November.

Our on-time rate for November was 91%.

Fifty-six of the trains arrived more than five minutes late to their final destinations. There were thirty-five late trains on the Manassas Line and twenty-one late trains on the Fredericksburg Line.

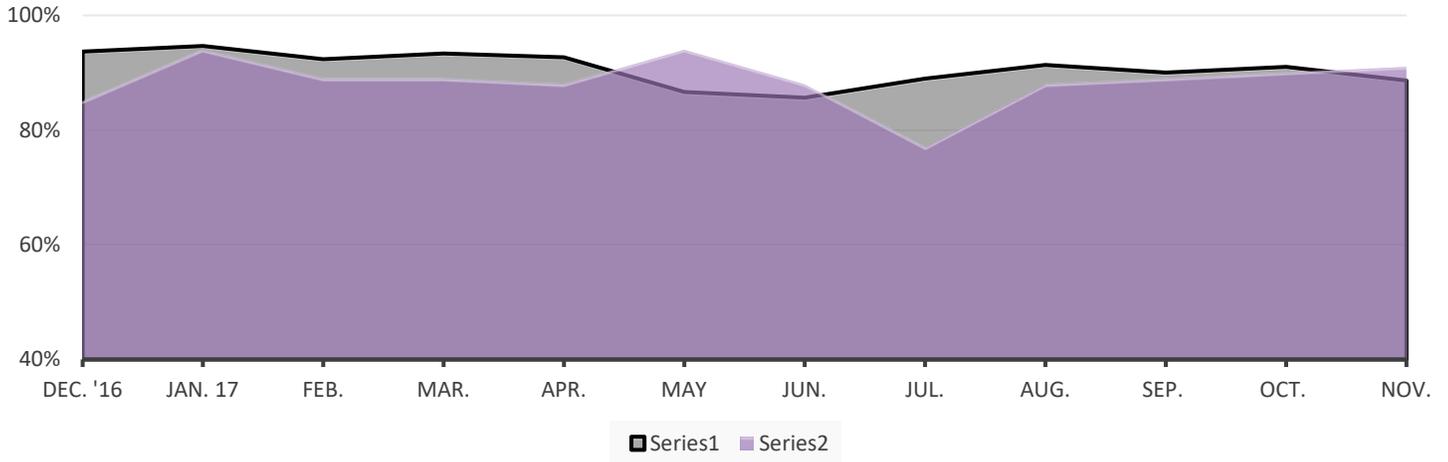
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

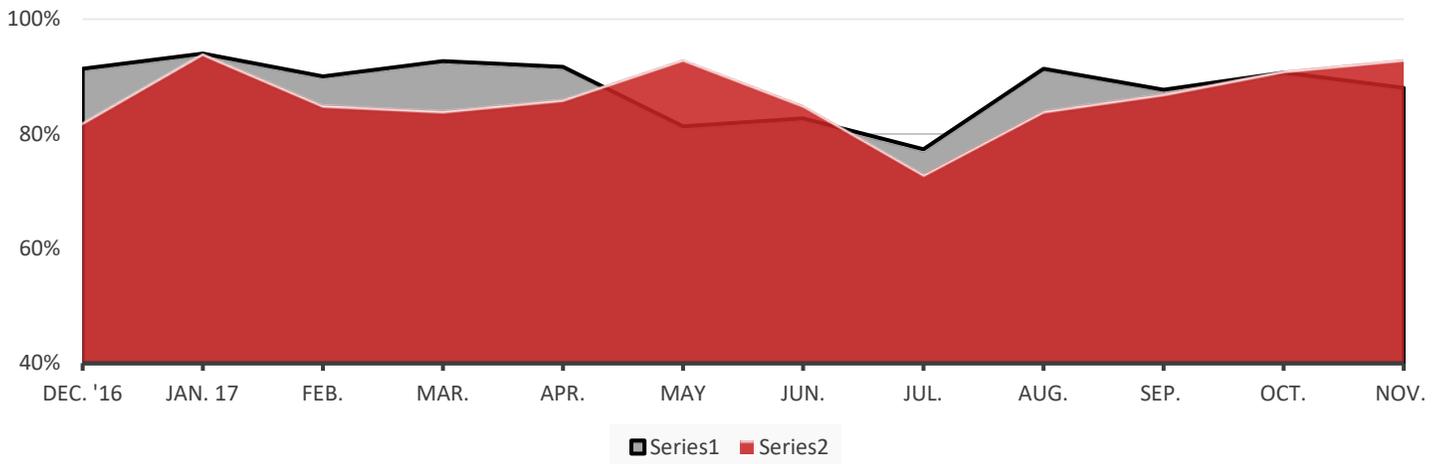
| | System Wide | | | Fredericksburg Line | | | Manassas Line | | |
|------------------------------------|-------------|------|------|---------------------|------|------|---------------|------|------|
| | Sep. | Oct. | Nov. | Sep. | Oct. | Nov. | Sep. | Oct. | Nov. |
| Total late trains | 70 | 64 | 56 | 43 | 29 | 21 | 27 | 35 | 35 |
| Average minutes late | 15 | 33 | 21 | 16 | 36 | 21 | 14 | 30 | 21 |
| Number over 30 minutes | 3 | 11 | 12 | 2 | 7 | 5 | 1 | 4 | 7 |
| Heat restriction days / total days | 1/20 | 0/21 | 0/20 | | | | | | |

ON-TIME PERFORMANCE

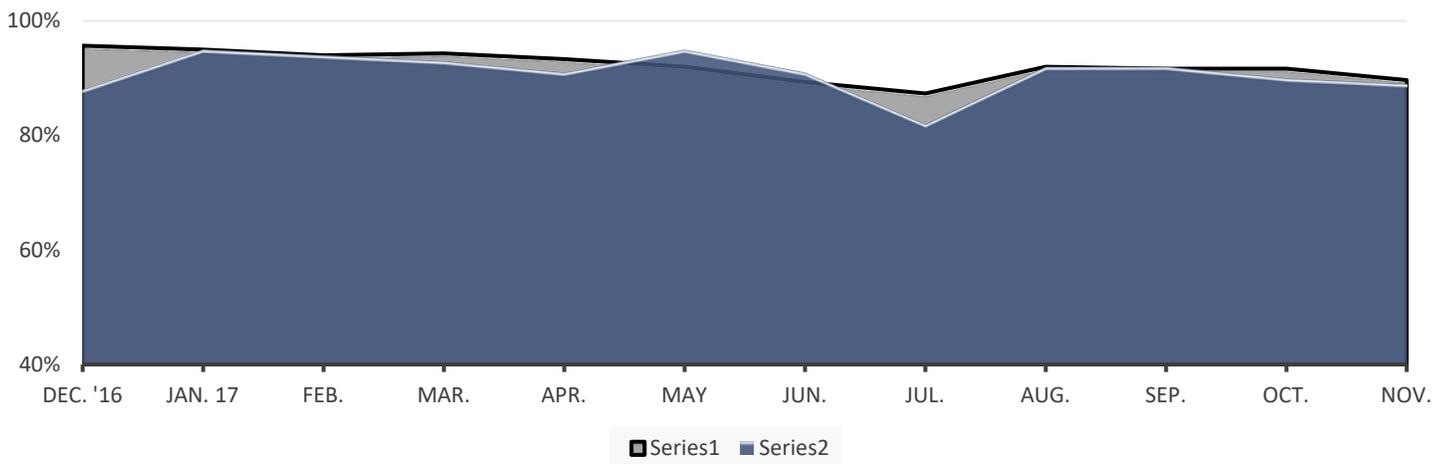
VRE SYSTEM



FREDERICKSBURG LINE

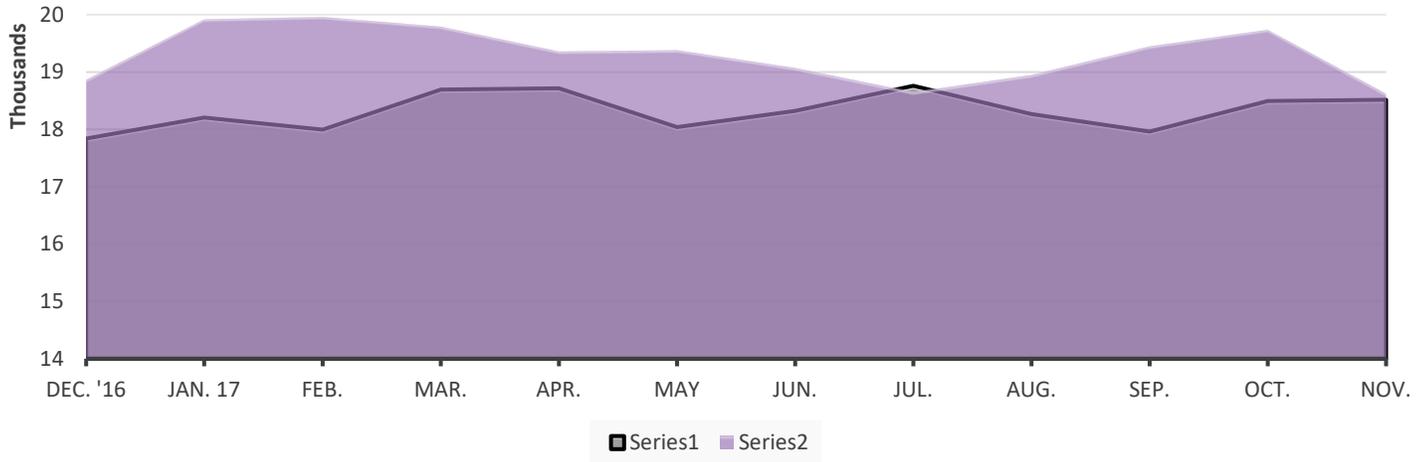


MANASSAS LINE

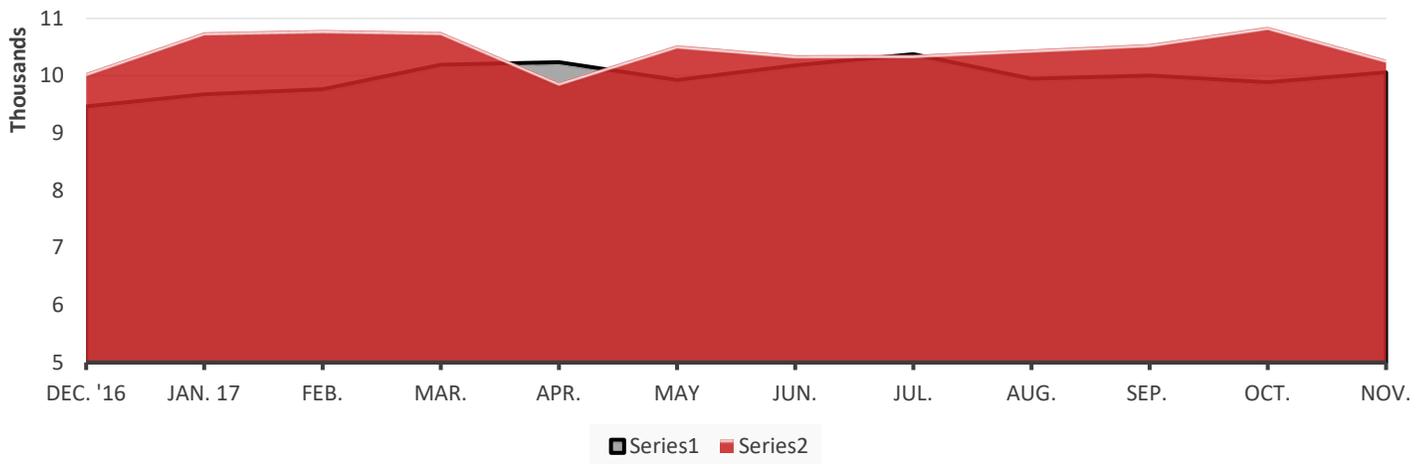


AVERAGE DAILY RIDERSHIP

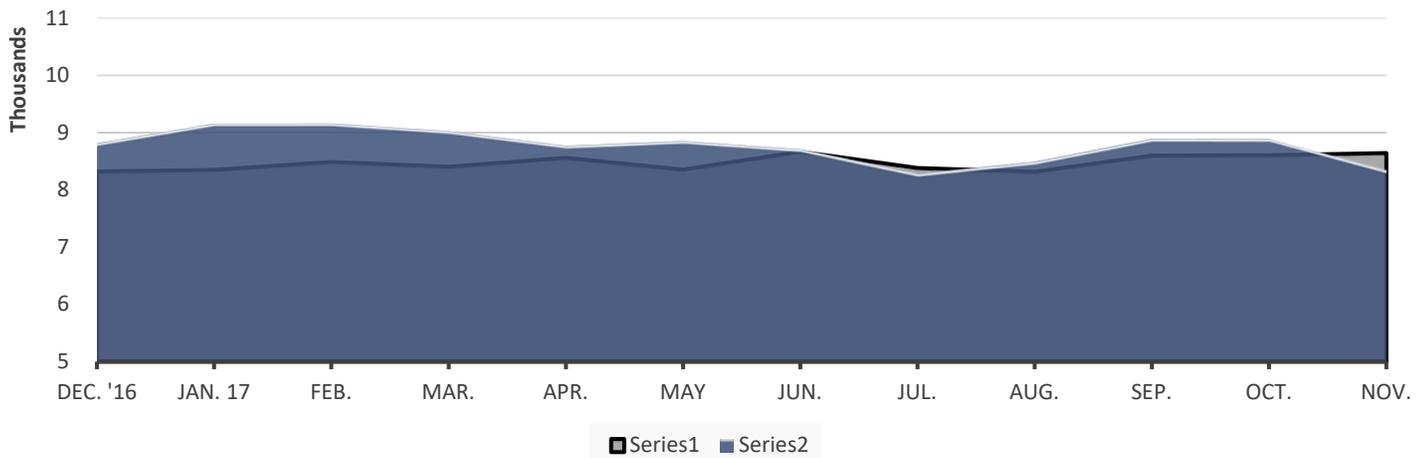
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



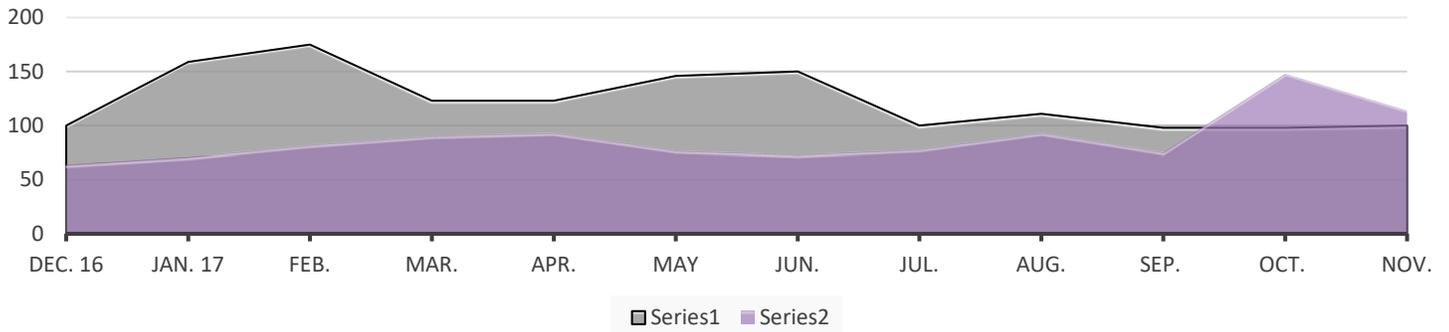
JANUARY 2018
RIDERSHIP UPDATES

Average daily ridership (ADR) in November was approximately 18,619.

| | November 2017 | October 2017 | November 2016 |
|-------------------------|---------------|--------------|---------------|
| Monthly Ridership | 378,048 | 414,506 | 366,191 |
| Average Daily Ridership | 18,619 | 19,738 | 18,310 |
| Full Service Days | 19 | 21 | 19 |
| "S" Service Days | 1 | 0 | 1 |

SUMMONSES ISSUED

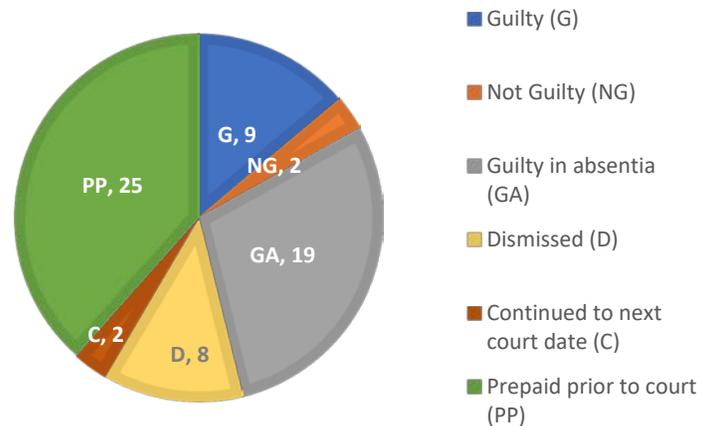
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

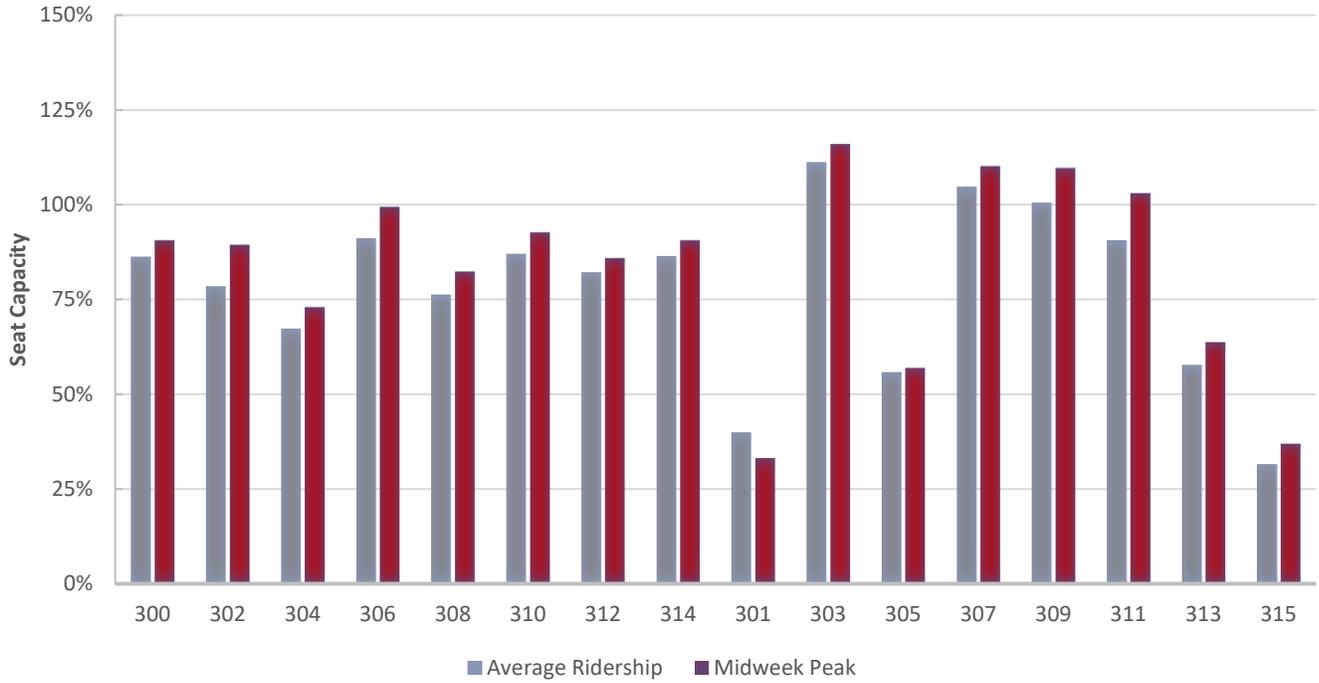
| Reason for Dismissal | Occurrences |
|--|-------------|
| Passenger showed proof of a monthly ticket | 40 |
| One-time courtesy | 14 |
| Per the request of the conductor | 3 |
| Defective ticket | 0 |
| Per Ops Manager | 0 |
| Unique circumstances | 0 |
| Insufficient information | 3 |
| Lost and found ticket | 0 |
| Other | 1 |
| Total Waived | 61 |

MONTHLY SUMMONSES COURT ACTION

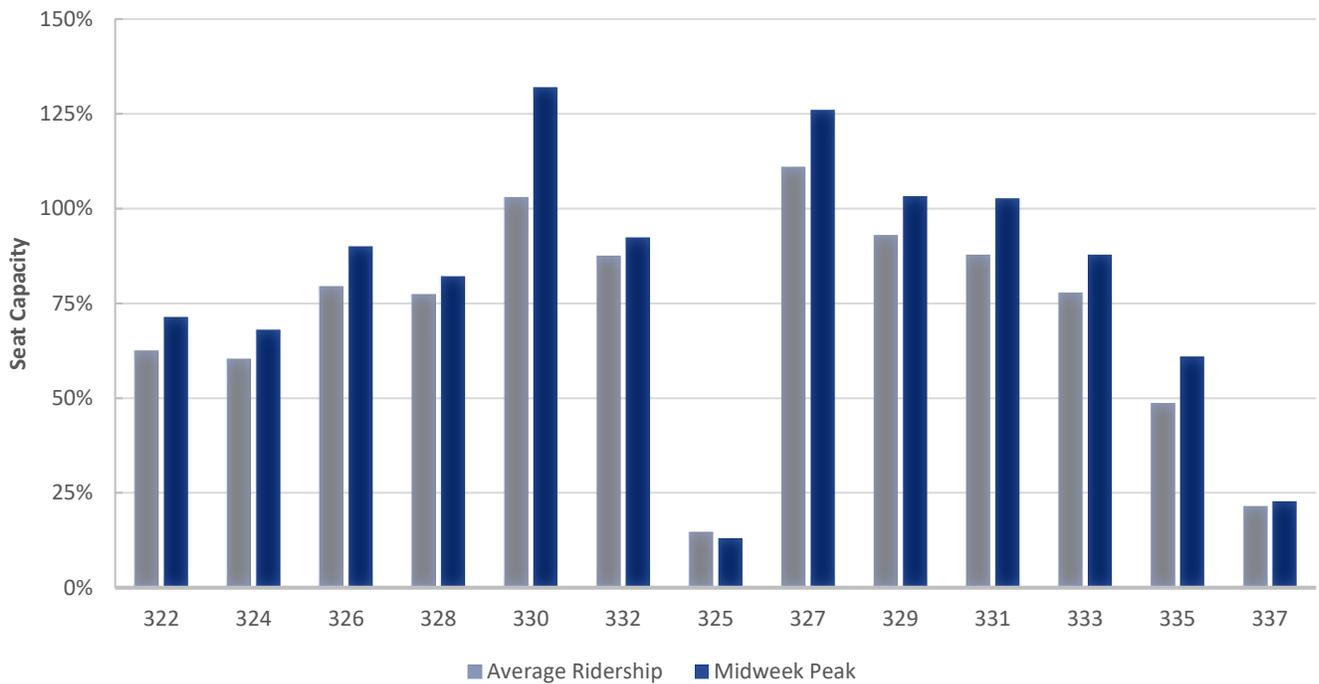


TRAIN UTILIZATION

FREDERICKSBURG LINE

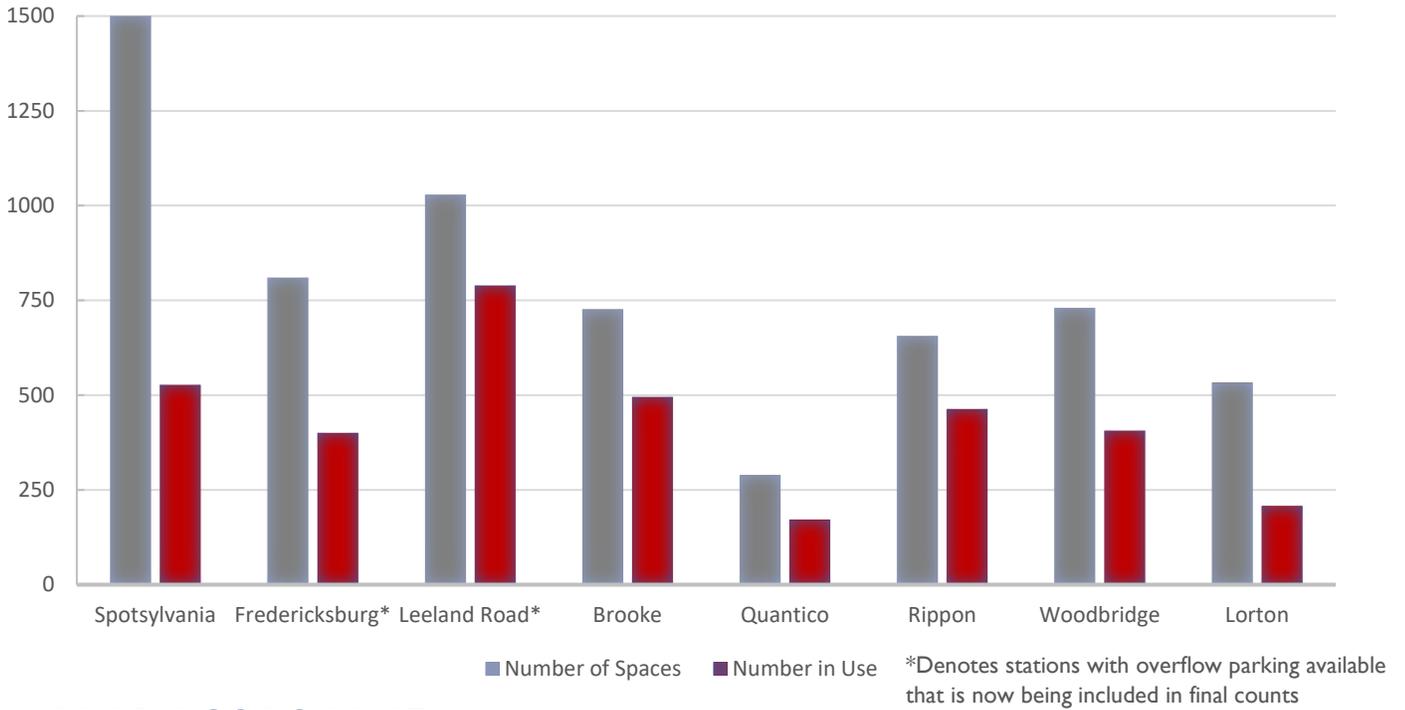


MANASSAS LINE

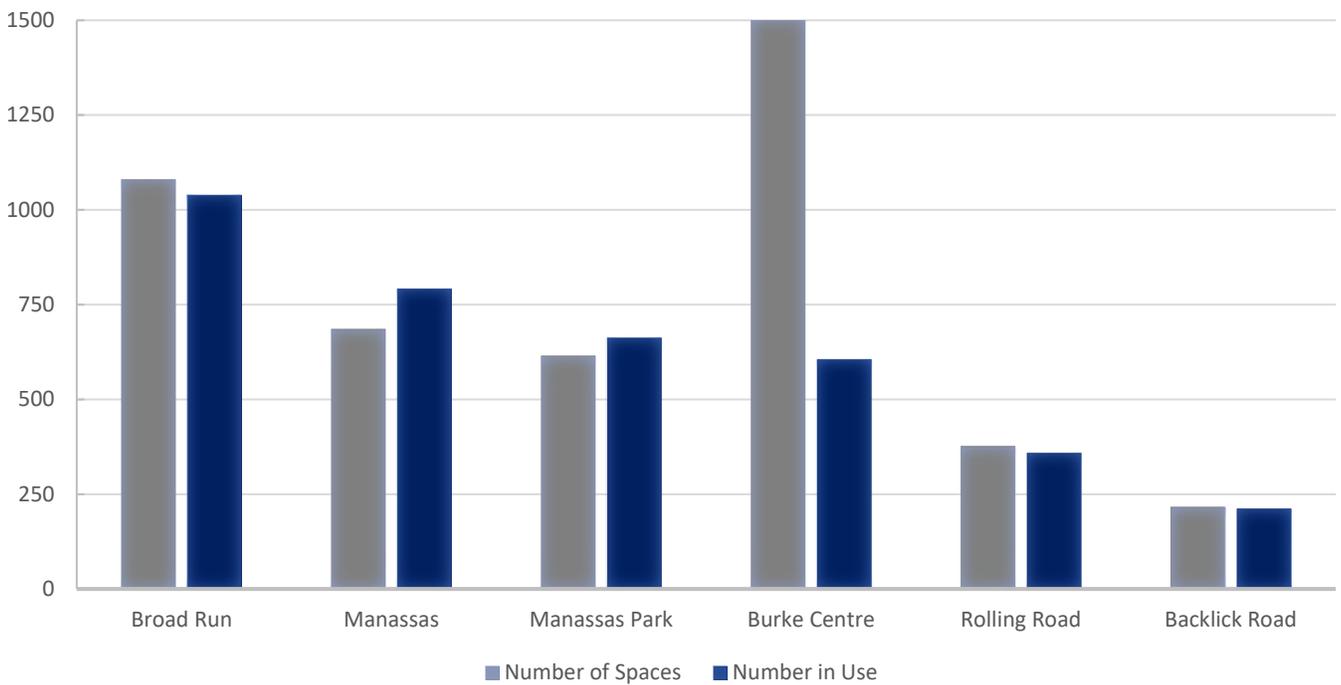


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first five months of FY 2018 is \$1,208,415 above budget (a favorable variance of 7.3%) and is up 0.5% compared to the same period in FY 2017.

The operating ratio through November is 56%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through November follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

| FY 2018 Operating Budget Report | | | | | | | |
|--|---------------------|---------------------|-------------------|-------------------|--------------------|-------------------|----------------------|
| Month Ended November 30, 2017 | | | | | | | |
| | CURR. MO. ACTUAL | CURR. MO. BUDGET | YTD ACTUAL | YTD BUDGET | YTD \$ VARIANCE | YTD % VARIANCE | TOTAL FY18 BUDGET |
| Operating Revenue | | | | | | | |
| Passenger Ticket Revenue | 3,525,743 | 3,187,632 | 17,784,101 | 16,575,686 | 1,208,415 | 7.3% | 39,845,400 |
| Other Operating Revenue | 3,664 | 18,000 | 77,758 | 93,600 | (15,842) | -16.9% | 225,000 |
| Subtotal Operating Revenue | 3,529,407 | 3,205,632 | 17,861,859 | 16,669,286 | 1,192,573 | 7.2% | 40,070,400 |
| Jurisdictional Subsidy (1) | - | - | 8,798,260 | 8,798,261 | (0) | 0.0% | 12,874,980 |
| Federal/State/Other | 2,598,350 | 2,570,602 | 12,914,488 | 13,033,294 | (118,806) | -0.9% | 31,005,851 |
| Jurisdictional Subsidy Appropriation from Reserve/Other Income | - | - | - | - | - | 0.0% | 955,000 |
| Interest Income | 46,094 | 6,000 | 220,289 | 31,200 | 189,089 | 606.1% | 75,000 |
| Total Operating Revenue | 6,173,851 | 5,782,234 | 39,794,897 | 38,532,041 | 1,262,856 | 3.3% | 84,981,231 |
| Operating Expenses | | | | | | | |
| Departmental Operating Expenses | 5,566,260 | 5,895,421 | 32,168,090 | 33,763,502 | 1,595,412 | 4.7% | 78,230,361 |
| Debt Service | 559,573 | 559,573 | 2,798,625 | 2,797,863 | (762) | 0.0% | 6,714,870 |
| Other Non-Departmental Expenses | - | - | - | - | - | 0.0% | 36,000 |
| Total Operating Expenses | 6,125,833 | 6,454,994 | 34,966,715 | 36,561,365 | 1,594,650 | 4.4% | 84,981,231 |
| Net income (loss) from Operations | 48,018 | (672,760) | 4,828,182 | 1,970,676 | 2,857,506 | 0.0% | - |
| Operating Ratio | | | 56% | 49% | | Goal | 50% |

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

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Upgrades to electrical power supply for new communication cabinet at Fredericksburg Station
2. Replacement of signage at Rippon, Brooke and Backlick Road Stations

Projects scheduled to be completed this quarter:

1. Replacement of signage at L'Enfant and Crystal City Stations
2. Modernization of west elevator at Franconia-Springfield Station (work completed in December 2017, expected opening in January 2018)
3. Repairs to platform concrete at Lorton Station
4. Repairs to fascia and soffit at Woodbridge Station east building
5. Replacement of ADA parking signage at Brooke and Leeland Road Stations
6. Minor renovations to VRE Fredericksburg office
7. Repairs to platform concrete at Manassas Station
8. Replacement of building perimeter caulking at Manassas Station parking garage
9. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance

10. Upgrades to electrical power supply for new communications cabinets at Rolling Road and Burke Centre Stations

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at Franconia-Springfield and Fredericksburg Stations
3. Installation of pathfinder signs for Spotsylvania Station
4. Replacement of light poles and fixtures at Manassas Station
5. Replacement of parking lot signage at Broad Run Station
6. Replacement of tactile warning strips at various stations



New Brooke Station Signage (1)



New Brooke Station Signage (2)



New Brooke Station Signage (3)

7. Replacement of aging HVAC units throughout VRE system
8. Replacement of waste and recycling receptacles throughout VRE system

Ongoing projects:

1. Development of specifications for modernization of Woodbridge Station east elevator
2. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
3. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Replacement of Tactile Warning Strips at Station Platforms
- 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
- Passenger Railcar Truck Overhaul Services
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies
- Disaster Management Services
- Seat Bottoms for Passenger Cars

CAPITAL PROJECTS UPDATES

AS OF DECEMBER 8, 2017

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

- Participated in Project Management Team (PMT) meetings on November 8th and December 6th
- Reviewed BRX ridership forecasts and station parking demand
- Reviewed Basis of Design draft report
- November 27th meeting with Prince William County supervisors
- Reviewed Schematic Design Technical Memo
- Reviewed Ridership Forecast Technical Memo
- Participated in review call with AECOM on November 28th
- Participated in BRX cost estimate discussion on December 4th
- Participated in real estate review on November 30th

VRE Core Capacity Project Implementation Strategy

- Prepared project description and capacity analysis summary for Federal Transit Administration (FTA) review
- Participated in call with contractor on December 8th to review budget and schedule

Quadrennial Constrained Long Range Plan (CLRP) Financial Analysis

- Participated in Transportation Planning Board (TPB) Long Range Plan Task Force Meeting on November 15th
- Prepared comments on Long Range Plan Task Force Meeting analysis of ten Initiatives

Midday Storage Replacement Facility

- Public Involvement Plan updated and sent to FTA
- Sent concurrence memo to Amtrak and it is under legal review
- Project agreement review and discussion continuing
- Geotech borings completed and report reviewed
- Received preliminary comments from FTA on Categorical Exclusion (CE)
- Began review and revision of CE
- Survey-only agreement under Legal review; discussion between legal parties to be scheduled
- Met with District Department of Transportation's (DDOT) Public Space Review Committee on November 28th to provide project update
- Held a meeting with Amtrak Operations and Transportation staff on November 29th to discuss facility layout and access to/from facility
- Sent draft Statement of Work (SOW) for Conrail appraisal to VHB to begin appraisal process

Rolling Road Platform Extension

- Submitted revised plans based on Norfolk Southern comments; followed-up with a request for updated status and comments
- Dewberry submitted plans to Fairfax County for review

Crossroads Real Estate Acquisition

- Reviewed updated Phase I Environmental Site Assessment
- Reviewed title report

Long Bridge Expansion Study

- Participated in Project Management Team meetings on November 15th and December 6th
- The concept of using existing bridge and superstructure to add additional capacity and save time, costs and constructability issues was addressed in final report; DRPT asking that this option be considered a design variation on existing already-screened option
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for Legal review
- Participated in Consulting Parties meeting on November 25th
- Level 2 screening resulted in 2 and 4 track bridge options to be selected for further analysis; this will depend on results of DRPT's feasibility analysis



Installation of new railings the extended platform at Lorton.



New canopy and painted railings on the platform extension at Lorton.

Washington Union Station Project EIS

- Provided comments on 90 percent drawings for Union Station improvements
- Participated in Passenger Information Display Systems project update with Amtrak

Lorton Platform Extension

- Project meetings held November 8th and November 15th
- Passed Final Building Inspection
- Project Completed. Punchlist Items accomplished, and station ready to be put into operation on Monday, December 11th

Arkendale to Powell's Creek Third Track Project

- CSXT contractor KCC has finished Bauer Road Bridge and has demobilized off of the project

Quantico Station

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order agreement executed with contractor to complete 90 percent design
- Utility location and potential conflicts coordinated on site through CSXT
- Progress meeting/calls scheduled every 2 weeks began September 14th



Finishing up electrical connections and improvements to the existing headhouse at Lorton

Potomac Shores Station

- Design of station concept reinitiated after waiting on Arkendale to Powells Creek agreements to be finalized

- Received and reviewing contractor’s responses to previous comments; responses will be addresses with new sets of comments on 100 percent plans
- Contract Amendment 2 revised scope/description of work received from CSX to incorporate into Contract Amendment 2. VRE and Potomac Shores reviewed week ending November 3rd

Franconia-Springfield Station Improvements

- Received comments back from CSXT regarding the Design Review Agreement
- Participated in an internal meeting to review the DRPT Program Management schedule
- Participated in the CSXT monthly Coordination Meeting/Call on November 7th
- Began compiling work breakdown structure inputs for a Microsoft Project template
- Participated in the DC2RVA bi-weekly Coordination Meetings/Calls on November 14th and November 28th
- Provided the DC2RVA team with conceptual layouts as requested
- Participated in a Station Hazard Analysis Discussion Meeting on November 21st
- The General Engineering Consultant (GEC) 30 percent plan revisions are pending final NFPA and ADA access decisions by VRE, execution of the CSXT design review agreement, and CSXT review and comment
- Provided the monthly project status update to NVTA staff on November 27th
- Participated in a budgetary meeting with Procurement on November 29th
- Updated the 2017 December Capital Planning and Coordination Spreadsheet
- Corresponded with VRE legal regarding status of DRPT REF Grant Agreement

Lorton Station Improvements (Second Platform)

- Received comments back from CSXT regarding the Design Review Agreement
- Coordinated with the Lorton extension project on a CMAQ grant extension request
- Participated in an internal meeting to review the DRPT Program Management schedule
- Participated in the CSXT monthly Coordination Meeting/Call on November 7th



New signage on the existing canopy at Lorton.



Revised signage at the existing entrance at Lorton.



New railings, lighting, and signs on the extended platform at Lorton.



Trash and recycling can installation on the extended platform at Lorton.

JANUARY 2018

- Began compiling work breakdown structure inputs for a Microsoft Project template
- Participated in the Laurel Hill-VRE Connector Trail meeting on November 15th
- Participated in a Station Hazard Analysis Discussion Meeting on November 21st
- The GEC 30 percent plan revisions are pending final NFPA and ADA access decisions by VRE, execution of the CSX design review agreement, and CSX review and comment
- Provided the monthly project status update to NVTA staff on November 27th
- Participated in DC2RVA bi-weekly Coordination Meetings/Calls on November 14th and November 28th
- Provided the DC2RVA team with conceptual layouts as requested
- Participated in a budgetary meeting with Procurement on November 29th
- Updated the 2017 December Capital Planning and Coordination Spreadsheet
- Corresponded with VRE legal regarding status of DRPT REF Grant Agreement

Rippon Station

- Continued development of 30 percent plans and cost estimate
- Participated in an internal meeting to review the DRPT Program Management schedule
- Participated in the CSXT monthly Coordination Meeting/Call on November 7th
- Continued compiling work breakdown structure inputs for a Microsoft Project template
- Participated in the DC2RVA bi-weekly Coordination Meetings/Calls on November 14th and November 28th
- Provided the DC2RVA team with conceptual layouts as requested
- Participated in a Station Hazard Analysis Discussion Meeting on November 21st
- Provided the monthly project status update to NVTA staff on November 27th
- Participated in a budgetary meeting with Procurement on November 29th
- Updated the 2017 December Capital Planning and Coordination Spreadsheet
- Corresponded with VRE legal regarding status of DRPT REF Grant Agreement

Leeland Road Station

- Continued development of 30 percent plans and cost estimate
- Participated in an internal meeting to review the DRPT Program Management schedule
- Participated in the CSXT monthly Coordination Meeting/Call on November 7th
- Participated in the DC2RVA bi-weekly Coordination Meetings/Calls on November 14th and November 28th
- Provided the DC2RVA team with conceptual layouts as requested
- Participated in a budgetary meeting with Procurement on November 29th
- Participated in a Station Hazard Analysis Discussion Meeting on November 21st
- Began compiling work breakdown structure inputs for a Microsoft Project template
- Updated the 2017 December Capital Planning and Coordination Spreadsheet
- Corresponded with VRE legal regarding status of DRPT REF Grant Agreement

Brooke Station

- Continued development of 30 percent plans and cost estimate
- Participated in an internal meeting to review the DRPT Program Management schedule
- Participated in the CSXT monthly Coordination Meeting/Call on November 7th

- Participated in the DC2RVA bi-weekly Coordination Meetings/Calls on November 14th and November 28th
- Provided the DC2RVA team with conceptual layouts as requested
- Participated in a budgetary meeting with Procurement on November 29th
- Participated in a Station Hazard Analysis Discussion Meeting on November 21st
- Began compiling work breakdown structure inputs for a Microsoft Project template
- Updated the 2017 December Capital Planning and Coordination Spreadsheet
- Corresponded with VRE legal regarding status of DRPT REF Grant Agreement

Alexandria Pedestrian Tunnel Project

- Reviewed viability of Segmented Excavation Method tunneling on November 21st with contractors Gannett Fleming and Gall Zeidler
- Instructed Gannett Fleming prepare a scope of work for investigating the options of constructing with the fourth track in place
- Reviewed draft scope of work prepared by Gannett Fleming for study of fourth track as a solution to building the pedestrian tunnel
- Revised the Level Boarding Analysis and Report

Crossroads Lifecycle Overhaul & Upgrade Facility

- Completed independent cost estimate (ICE) for the task order for Construction Management (CM) services to include pre-construction services
- Submitted TO VII-31 paperwork to procurement on Nov 9th
- Reviewed draft Board items for the Wheel Truing Machine and Drop Table awards and the Invitation for Bids (IFB) for the LOU Facility construction
- Participated in call on November 20th with VRE and consultants regarding the property acquisition and site permit requirements
- Prepared draft board item for LOU Construction Management services
- Submitted draft planning worksheet, draft scope of work and independent cost estimate to procurement for CM Request for Proposals
- Contacted Kensington Consulting to arrange a kick-off meeting for the Hazard Analysis and Threat and Vulnerability Analysis
- Reviewed and approved invoice from STV through October 27th
- Received estimate of quantity required for grading on CSXT property and reviewed internally
- Directed STV to prepare cross-sections for grading on CSXT property to determine location of placement of spoils

L'Enfant (North) Storage Track Wayside Power

- Processed CSXT payment for services through October 11th
- Coordinated with VRE Facilities Manager for lock to be placed on fence at the site
- Submitted request to issue a change order to both C3M and AECOM for extensions to their contracts through January 31st
- Extended C3M contract through January 31st
- Received word that as-built inspection was completed on December 4th with power test

L'Enfant (South) Storage Track Wayside Power

- Requested updates from Pepco regarding status of design review

JANUARY 2018

Slaters Lane/Alexandria Track 1 Access

- Reviewed and approved Construction Agreement between VRE and CSXT sent by VRE legal

Manassas Park Station Parking Expansion

- Reviewed GEC Task Area C consultant capabilities for parking garage design and reviewed internally

Crystal City Station Improvements

- Draft Categorical Exclusion environmental documentation submitted for VRE review

Projects Progress Report to Follow

PASSENGER FACILITIES

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

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

| Total ¹ | ESTIMATED COSTS (\$) | | | | COMPLETION | | STATUS |
|---|----------------------|------------|------------|-----------------------|------------|--------------|--|
| | Funded | Unfunded | Authorized | Expended ² | Percent | Date | |
| 3,201,176 | 3,201,176 | - | 1,172,309 | 602,542 | 84% | 4th QTR 2017 | ● Work resumed in April, 2016, and is anticipated to be completed December 2017. |
| 10,021,865 | 10,021,865 | - | 1,814,559 | 1,534,387 | 70% | 3rd QTR 2020 | ● 60% design complete. Investigating alternative construction strategies. |
| 7,000,000 | 7,000,000 | - | 467,500 | 90,749 | 30% | 1st QTR 2018 | ● Construction is anticipated to start as part of CSXT work program. |
| 2,400,000 | 400,000 | 2,000,000 | - | - | 5% | 3rd QTR 2020 | ● Design work on East Platform only. West Platform elevation funded. |
| 13,000,000 | 13,000,000 | - | * | 290,214 | 20% | 2nd QTR 2020 | ● Preliminary engineering is anticipated to be complete in Winter 2017. |
| 2,500,000 | 2,500,000 | - | 1,846,675 | 1,688,333 | 95% | 4th QTR 2017 | ◆ Construction complete. |
| 16,150,000 | 16,150,000 | - | * | 269,118 | 20% | 2nd QTR 2020 | ● Preliminary engineering is anticipated to be complete in Winter 2017. |
| 16,632,716 | 16,632,716 | - | * | 203,864 | 20% | 4th QTR 2021 | ● Preliminary engineering is anticipated to be completed by August 2018. |
| <i>No costs for VRE. Private developer providing station.</i> | | | | | 10% | TBD | ■ Design reinitiated following resolution of DRPT/CSXT/FRA track project issues. |
| 9,500,000 | 9,500,000 | 574,706 | - | - | 30% | TBD | ■ Final design up to 90% underway under DRPT management and funding |
| 21,334,506 | 21,334,506 | - | * | 185,008 | 20% | 4th QTR 2021 | ● Preliminary engineering is anticipated to be completed by August 2018. |
| 14,336,156 | 14,336,156 | - | * | 153,015 | 20% | 4th QTR 2021 | ● Preliminary engineering is anticipated to be completed by August 2018. |
| 19,600,000 | 2,500,000 | 17,100,000 | 665,785 | 540,006 | 25% | 2nd QTR 2018 | ● 30% design plans received and under review. |
| 2,000,000 | 2,000,000 | - | 442,900 | 215,090 | 20% | 3rd QTR 2020 | ● 60% design plans under review by NS. |
| 21,160,000 | 400,000 | 20,760,000 | 278,767 | 265,743 | 10% | 2nd QTR 2023 | ● Developing more detailed concept design for selected location. |
| 24,420,000 | 3,420,000 | 21,000,000 | 2,031,263 | 393,120 | 30% | TBD | ■ Project to be completed as part of Broad Run Expansion Project |

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

ROLLING STOCK

| | | | | | | | |
|-------------------------------|--|---|-----|-----|-----|---|---|
| Passenger Railcar Procurement | Acquisition of 29 new railcars. | ◆ | 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

| Total ¹ | ESTIMATED COSTS (\$) | | | | COMPLETION | | STATUS |
|--------------------|----------------------|-------------|------------|-----------------------|------------|-----------------|---|
| | Funded | Unfunded | Authorized | Expended ² | Percent | Date | |
| 32,500,000 | 32,500,000 | - | 33,285,519 | 31,299,225 | 100% | 4th QTR 2015 |  Project complete. Close-out pending. |
| 4,283,618 | 4,283,618 | - | 4,207,057 | 3,238,355 | 95% | 2nd QTR 2017 |  Power construction 90% complete. Track and signals in service. |
| 3,965,000 | 3,965,000 | - | 2,937,323 | 1,524,304 | 40% | 3rd QTR 2017 |  Power design under review by CSXT & Pepco. Track and signals in service. |
| 35,196,323 | 35,196,323 | - | 3,176,039 | 2,071,698 | 60% | TBD |  Design 100% complete. On hold pending property acquisition. |
| 2,950,000 | 2,950,000 | - | 2,950,000 | 108,139 | 75% | TBD |  Property appraisal underway, followed by review by FTA. |
| 88,800,000 | 88,800,000 | - | 3,171,599 | 921,370 | 35% | 4th QTR 2018 |  Progress delayed pending Amtrak approval of site access for survey. |
| 75,264,693 | 75,264,693 | - | 69,457,809 | 36,994,353 | 95% | 4th QTR 2020 |  All cars received. Completion date reflects end of warranty period. |
| 10,553,000 | 10,553,000 | - | 10,294,079 | 7,472,954 | 80% | 4th QTR 2018 |  Onboard installations ongoing. |
| 617,791,163 | 5,885,163 | 611,906,000 | 5,483,720 | 2,905,615 | 15% | 3rd QTR 2022 |  Focus on capacity improvements on existing Broad Run complex. |
| 3,510,307 | 3,510,307 | - | 3,510,627 | 1,950,757 | 55% | 2nd QTR 2018 |  Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold. |



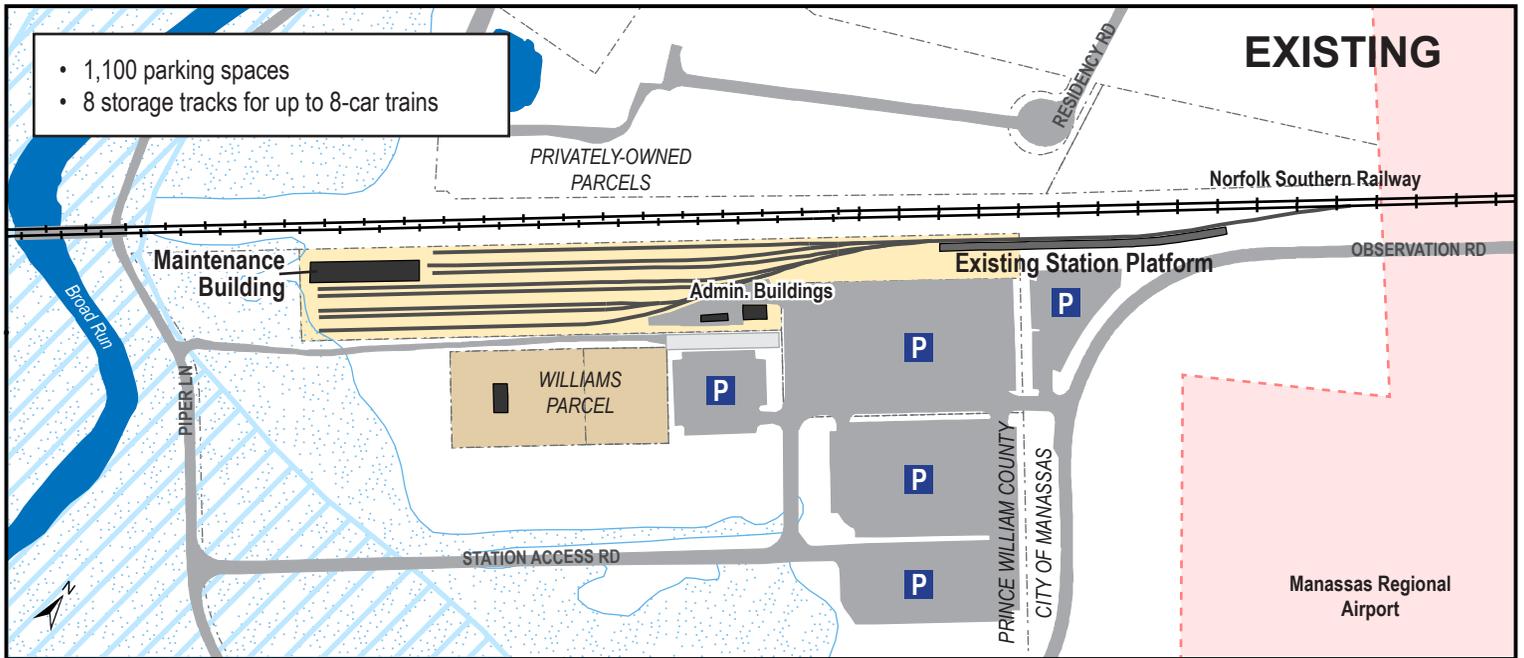
VIRGINIA RAILWAY EXPRESS

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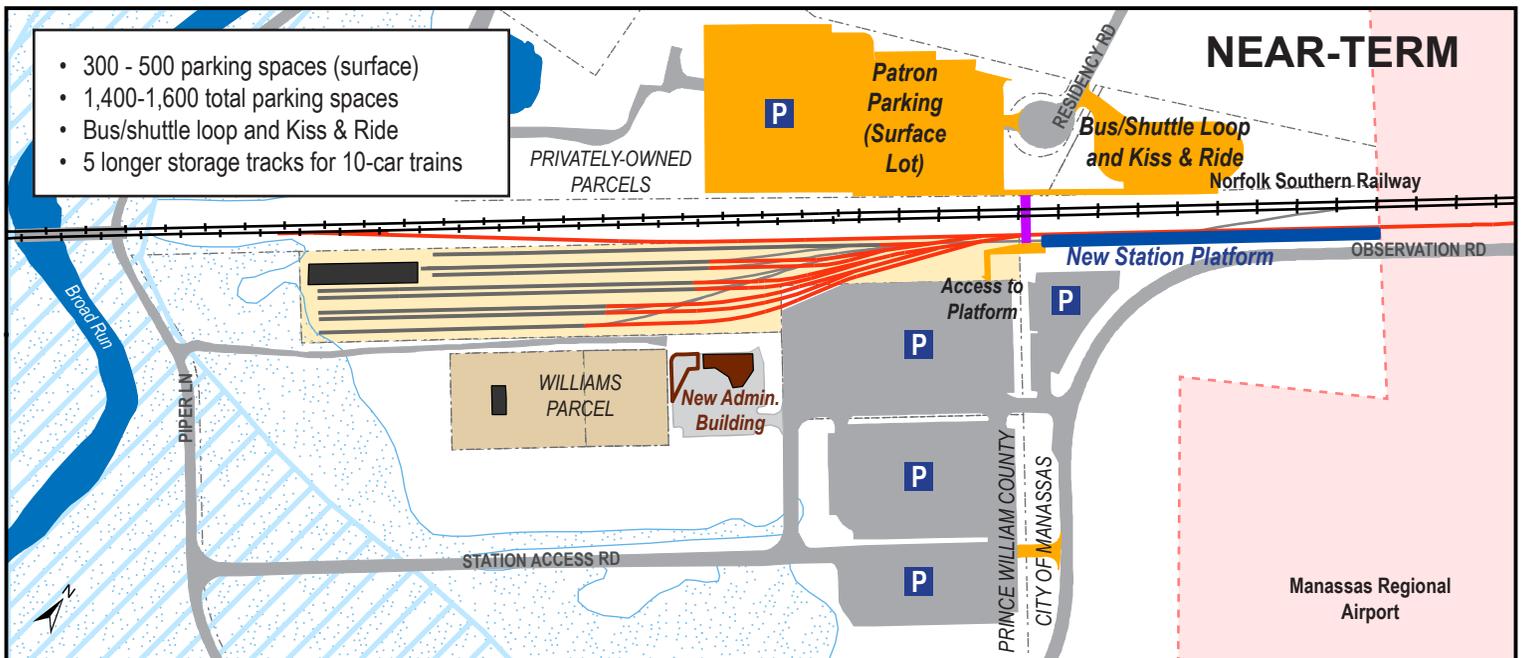
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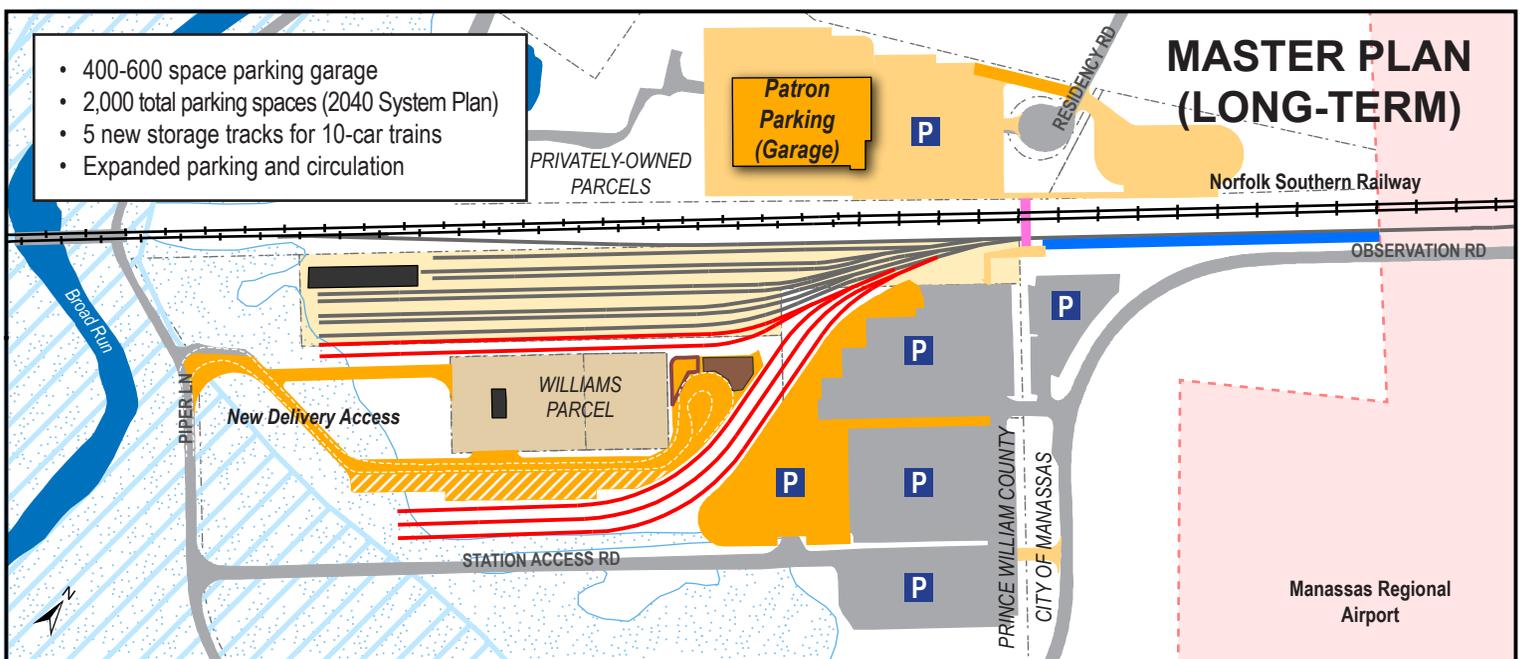
“Split South/North” Master Plan Option



- Patron Parking
- Employee Parking
- Runway Protection Zone
- Floodplain (100-Year)
- Floodway
- Existing Train Storage Track

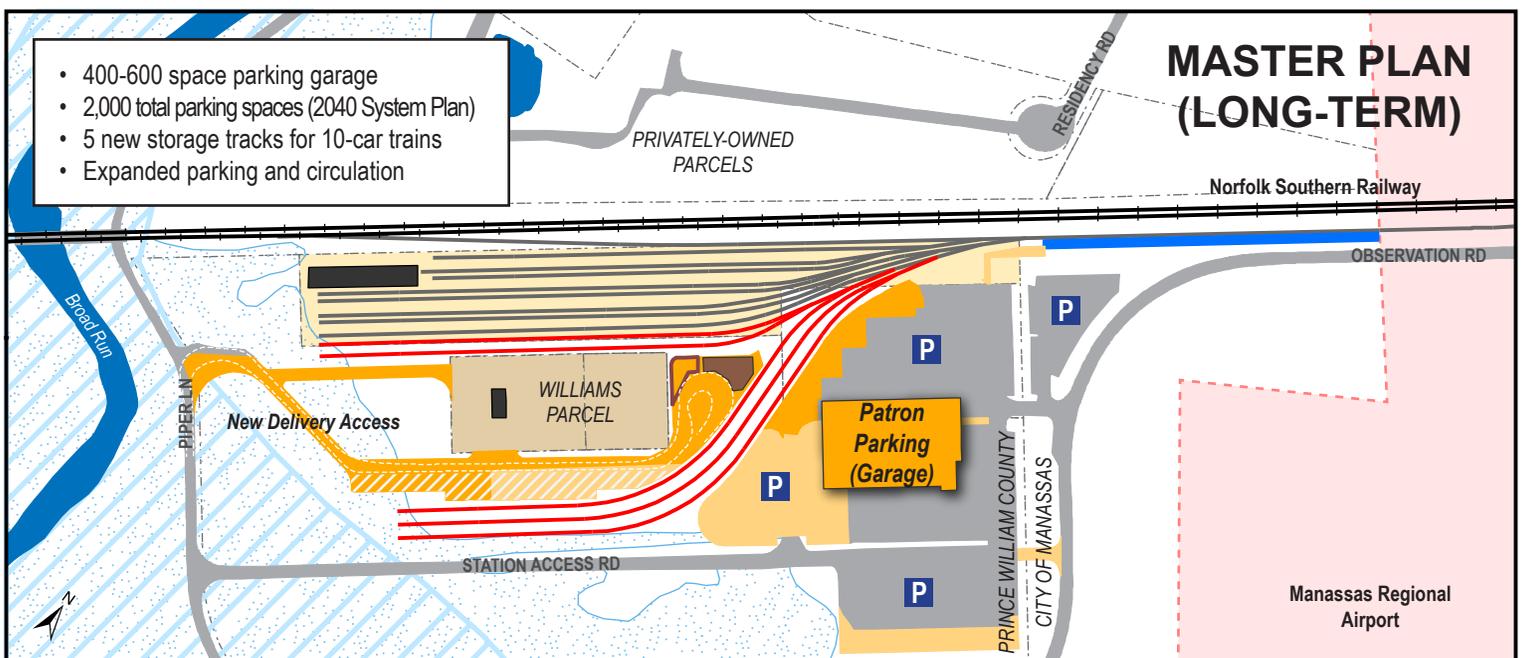
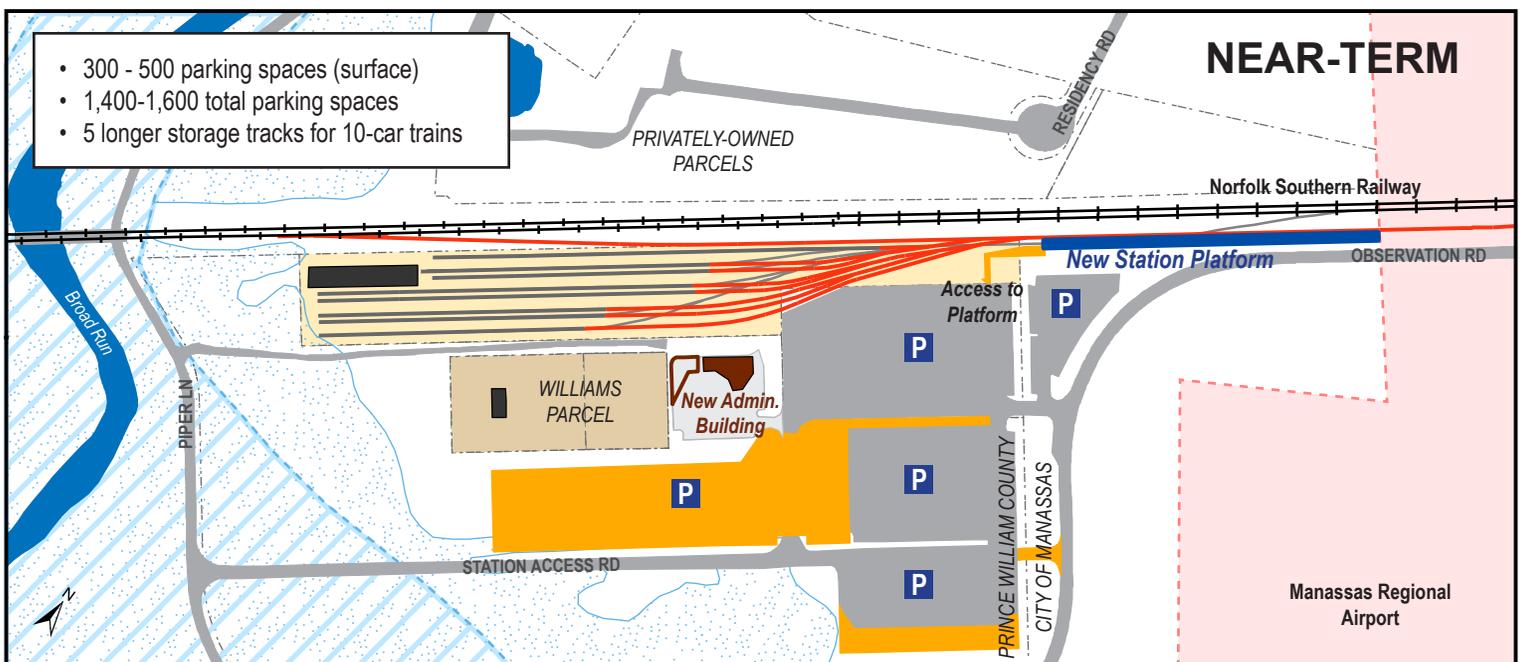
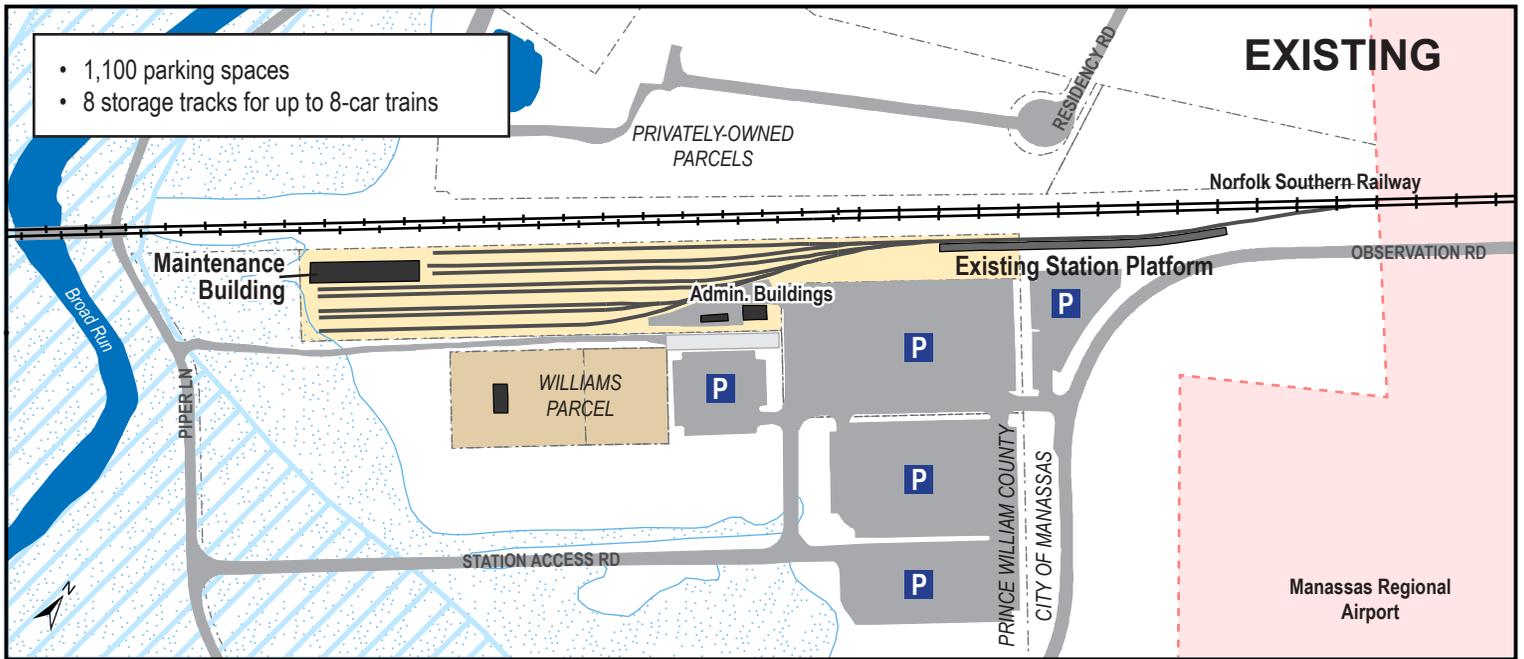


- Additional Train Storage Tracks
- Parking and Access Expansion
- Patron Parking
- Runway Protection Zone
- Floodway
- Pedestrian Connection
- Employee Parking
- Floodplain (100-Year)



- Additional Train Storage Tracks
- Parking and Access Expansion (Previous Phase)
- Patron Parking
- Runway Protection Zone
- Floodway
- Pedestrian Connection
- Parking and Access Expansion
- Employee Parking
- Floodplain (100-Year)

"South Only" Master Plan Option

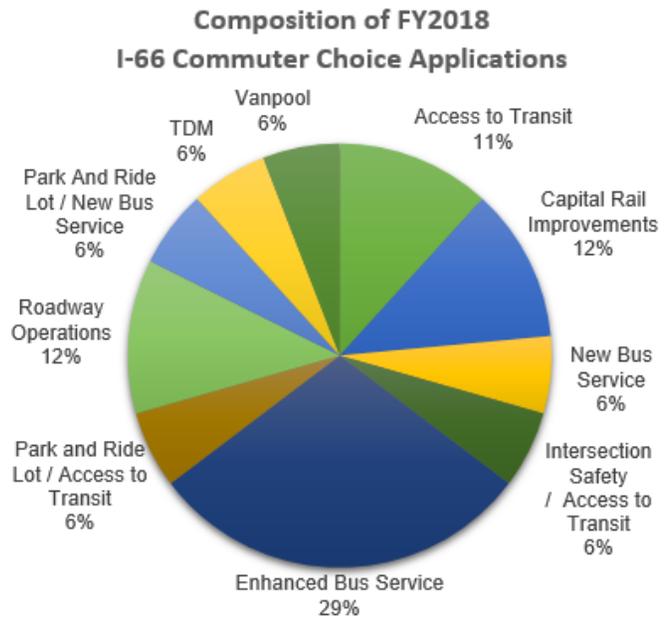


TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice and Patricia Happ
DATE: February 1, 2018
SUBJECT: I-66 Commuter Choice Program

A. Update on FY2018 I-66 Commuter Choice Call for Projects

Pursuant to [Section II.B.2\(a\) of the MOA](#), the FY2018 I-66 Commuter Choice Program Call for Projects was authorized by the Commission in September 2017 to be funded under the [I-66 Commuter Choice Program](#). The FY2018 I-66 Commuter Choice Program follows the selection process prescribed in the [Amended and Restated Memorandum of Agreement Transform66 Inside the Beltway Project \(MOA\)](#), whereby eligible projects are evaluated, prioritized, selected and then submitted by NVTC to the CTB for approval. It is anticipated that NVTC will receive an estimate of available revenues from VDOT in early 2018 from which the FY2018 program will be funded.

The Call for Projects produced 18 applications for a total of \$36.3 million in requests for projects designed to expand transportation capacity in the I-66 corridor Inside the Beltway. One application has since been withdrawn because it received funding from another source, leaving 17 applications under consideration for a total funding request of \$32.9 million. Applications were received from Arlington County, City of Fairfax, City of Falls Church, City of Manassas, Fairfax County, Loudoun County, the Potomac and Rappahannock Transportation Commission (PRTC), and the Virginia Railway Express (VRE).



Projects under consideration include five access to transit projects, two capital rail improvement projects, five enhanced bus services, one intersection safety project, two new bus services, two park and ride lots, two roadway operations projects, one transportation demand project, and one vanpool program. Three of the applications encompassed more than one project type.

B. List of Eligible FY2018 Project Applications

NVTC staff have assessed all applications received and determined that all of the applications meet the eligibility criteria established in the MOA. The following table lists the application information including applicant, project type, funding request and eligibility determination.

| Applicant | Project Type | FY2018 Commuter Choice Application Title | Funding Request | Eligibility Determination |
|----------------------|---|--|-----------------|---------------------------|
| Arlington County | TDM | Expanded TDM Outreach with Extended Multimodal Options | \$ 350,000 | ✓ |
| Arlington County | Roadway Operations | I-66 Corridor ITS Enhancements | \$ 400,000 | ✓ |
| Arlington County | Roadway Operations | Arlington County Traffic Management Center | \$ 400,000 | ✓ |
| City of Fairfax | Enhanced Bus Service | City of Fairfax CUE Access and Technology Improvements | \$ 965,000 | ✓ |
| City of Falls Church | Enhanced Bus Service | Metrobus Route 3T Extension and Service Expansion | \$ 845,754 | ✓ |
| City of Falls Church | Intersection Safety / Access to Transit | Multimodal Access to West Falls Church Metrorail Station | \$ 6,208,678 | ✓ |
| City of Manassas | Access to Transit | Bicycle Parking Improvements at the VRE Station in Manassas | \$ 55,000 | ✓ |
| Fairfax County | Access to Transit | Capital Bikeshare Stations in I-66 Corridor Oakton/Vienna to Merrifield/Falls Church | \$ 496,394 | ✓ |
| Fairfax County | New Bus Service | Weekday Commuter Bus Service from Vienna Metro Station to Pentagon | \$ 4,488,500 | ✓ |
| Loudoun County | Enhanced Bus Service | Extension of Route 88X to Dulles South Park and Ride Lot | \$1,654,140 | ✓ |
| Loudoun County | Park and Ride Lot / New Bus Service | Purcellville Park and Ride lot and Enhanced Metro Connection Transit | \$ 1,044,360 | ✓ |
| PRTC | Enhanced Bus Service | Manassas Metro Direct Service Enhancement | \$ 3,691,200 | ✓ |
| PRTC | Enhanced Bus Service | Linton Hall Metro Direct Enhancement | \$ 428,800 | ✓ |
| PRTC | Vanpool or Carpool | Flexible Vanpool Program | \$ 455,200 | ✓ |
| PRTC | Park and Ride Lot / Access to Transit | PRTC Commuter Lot Shuttles | \$ 1,381,500 | ✓ |
| VRE | Capital Rail Improvements | Crystal City Station Improvements | \$ 4,000,000 | ✓ |
| VRE | Capital Rail Improvements | VRE L'Enfant Station and Track Improvements | \$ 6,000,000 | ✓ |

Total Funding Request \$ 32,864,526

Note: VRE has withdrawn the Manassas Line Realtime Multimodal Traveler Information application for \$3,481,000 because the project received funding through another program.

C. Next Steps

Having completed application eligibility determination, the FY2018 I-66 Commuter Choice program will continue to follow the selection process prescribed in the MOA, whereby NVTC works with the I-66 Commuter Choice Working Group to evaluate and prioritize eligible applications and build a program of projects for the Commission's approval. The program will then be submitted by NVTC to the CTB for adoption. The Working Group includes representatives of Prince William County, PRTC, VRE, WMATA, Loudoun, Fairfax, and Arlington Counties, and the Cities of Alexandria, Fairfax, and Falls Church.

The milestones for the FY2018 program are as follows:

Completed Milestones

September 2017:

- ✓ Commission approval of Call for Projects
- ✓ Call for Projects opens

December 2017:

- ✓ Call for Projects closes, application deadline December 22, 2017

January 2018:

- ✓ Project application eligibility determination

Remaining Milestones

February 2018:

Project evaluation

March/April 2018:

Public meetings and public comment period
Program development

May 2018:

NVTC Commission selects FY2018 program

June 2018:

CTB meeting for FY2018 program adoption

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TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice and Andrew D’huyvetter
DATE: February 1, 2018
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

A. Board of Directors Report

The Virginia WMATA Board of Directors Report is provided for informational purposes. Board members will be available to answer questions at the February Commission meeting.

- *Approval of 2018 Customer Confidence Program*

On January 25th, the [WMATA Board approved the 2018 Customer Confidence Program](#). This program would provide a SmarTrip credit to those customers delayed 15 minutes or more during the weekday rush hour travel periods. The program is intended to build on recently achieved critical safety and service reliability improvements that seek to promote WMATA as a reliable form of transportation, retain ridership following service disruptions, encourage ridership growth, and improve customer satisfaction. Credit would be in the amount of the delayed trip for customers using stored value and for customers using pass products the credit would be \$3 for a rail trip and \$1 for a bus trip. The General Manager was authorized to develop appropriate terms and conditions for the program. This program would only be in effect during calendar year 2018 and would not apply during periods of planned track work, significant weather events, or a major regional emergency.

This program builds on the 15-minute grace period introduced in July 2016. Currently, approximately nine out of 10 weekday trips on Metrorail arrive on time. While WMATA has made significant progress in delivering predictable weekday trips since the conclusion of SafeTrack, ridership growth has been slow to respond. Subsequent research has shown that when a customer experiences a trip that takes 30 minutes or more than planned, they are significantly more likely to leave WMATA entirely or reduce the frequency at which they ride. With the introduction of the MyTripTime online tool in 2016, WMATA has a new way of measuring on-time performance from the customer’s perspective based on actual tap-in and tap-out times.

- *Approval of Changes WMATA Facilities for Purple Line*

On January 25th, the [WMATA Board approved the public hearing staff report on changes to WMATA facilities and amended the Adopted Regional System and Mass Transit Plan](#) to include new entrances at Silver Spring and Bethesda Stations and the reduction of

parking at New Carrollton Station related to stations that will also serve the Purple Line Light Rail.

The Purple Line Light Rail project (funded by the State of Maryland) will connect four Metrorail Stations in Prince George's and Montgomery County. Three of the connections to Metrorail involved changes to WMATA facilities which required a Compact Public Hearing. The public hearing was authorized by the WMATA Board in October 2017. These changes include the addition (by the Purple Line Project) of two new entrances at Silver Spring and Bethesda Stations and the elimination of 600 parking spaces at New Carrollton Station. As part of the compensation for the loss of parking, WMATA may receive a state-owned parking lot of approximately 450 spaces.

- *Approval of a Joint Development Solicitation at Deanwood Station*

On December 25, 2017, the WMATA Board authorized staff to issue [a Joint Development Solicitation for private development at the Deanwood Metrorail Station](#) and to hold a Compact Public Hearing to remove the 194-space surface parking lot at the Deanwood Metrorail Station. This surface lot is underutilized and comprises the joint development site. Staff analysis has found that development of the surface parking lot, without parking replacement will bring in the most riders and revenue for WMATA. Deanwood Station has the third lowest ridership in the system and survey results show that a majority of transit customers who park at the station would choose to park at a nearby Metrorail station and still ride Metrorail. The proposed removal of the lot requires a Compact Public Hearing.

B. Committee Reports

1. Business Oversight Committee

- *Disadvantaged Business Enterprise (DBE) Program Update*

On January 11th, the Business Oversight Committee received an [update on the DBE program](#). Over Federal Fiscal Years 2015 and 2016, WMATA did not meet its DBE participation goal of 22 percent, meaning that less than 22 percent of WMATA's contracts/purchase orders were awarded to DBE firms. This update covered DBE goal attainment for federal FY2017 as well as the DBE improvement plan and DBE program staffing. From April through September 2017, WMATA awarded nearly \$200 million in purchase orders with government clauses and 18 percent of that amount was awarded to DBEs. WMATA has developed an automated prompt payment tracking tool will assist in tracking and reporting payments to contractors, including DBEs, in a timely and accurate manner. WMATA has also initiated corrective actions to address all identified DBE program deficiencies and intends to fill all necessary positions by March 31, 2018.

2. Finance and Budget Committee

- *FY2019 Budget Work Session – Operating Budget*

On January 11th, the Finance and Budget Committee conducted a [work session on the FY2019 operating budget](#). The work session included formal responses to Board member questions on the budget as well as a presentation and discussion with staff. Staff responses included additional information on revenue and expense assumptions (Figure

1), planned base cost reductions, the marketing budget, salaries and wages, MetroAccess cost recovery compared to other agencies, and efforts to contain the jurisdictional operating subsidy increase to three percent (Figure 2). At the request of Maryland, the staff report also includes an estimated operating subsidy cost (\$1.25 to \$1.75 million in regional subsidy) of eliminating the Grosvenor Turnback on the Red Line.

Figure 1: Revenue and Expense Summary in Proposed FY2019 WMATA Operating Budget

| \$ in millions | FY2018 | FY2019 | Growth | |
|-----------------------|----------------|----------------|---------------|--------------|
| | | | \$ | % |
| REVENUE | | | | |
| Passenger Revenue | \$756 | \$736 | (\$20) | -2.6% |
| Other Revenue | \$90 | \$92 | \$3 | 2.8% |
| Total Revenue | \$845 | \$828 | (\$17) | -2.0% |
| EXPENSES | | | | |
| Labor and Benefits | \$1,308 | \$1,306 | (\$2) | -0.2% |
| Non-Labor | \$518 | \$532 | \$14 | 2.7% |
| Total Expenses | \$1,825 | \$1,837 | \$12 | 0.7% |
| SUBSIDY | \$980 | \$1,009 | \$29 | 3.0% |

Source: WMATA Finance and Budget Committee Presentation on the [FY2019 Budget Work Session](#).

Figure 2: Proposed Operating Subsidy Growth in the Proposed FY2019 Budget

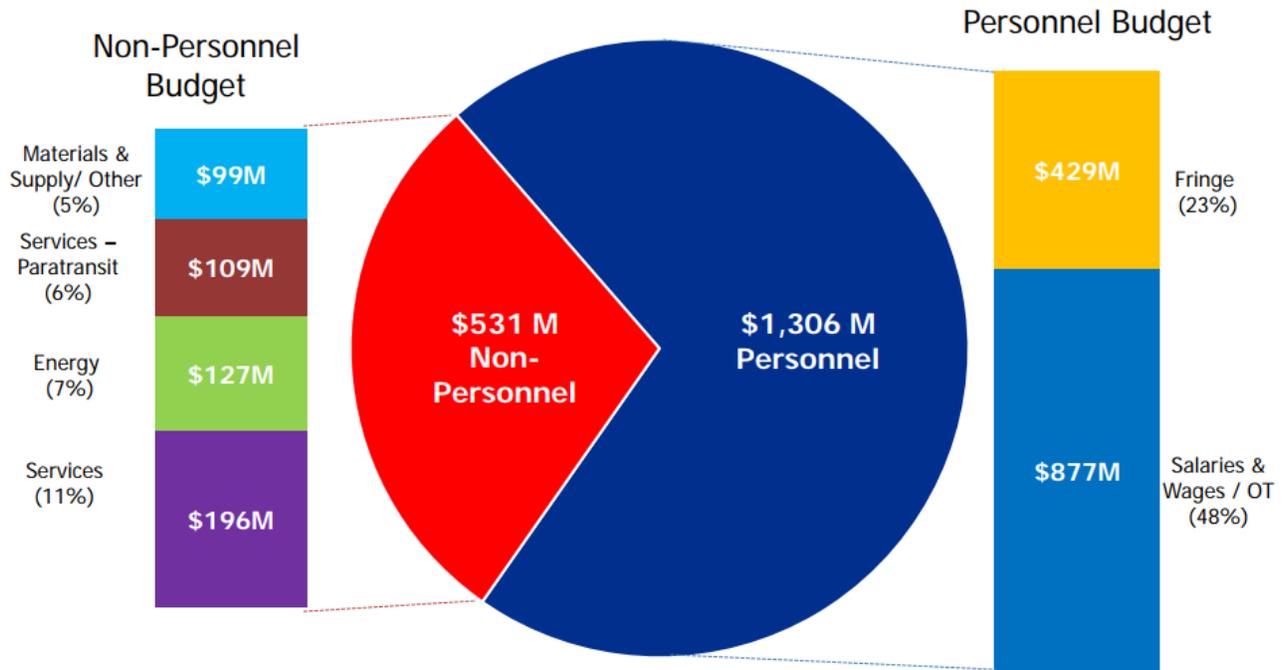
| (\$ in millions) | | Subsidy Impact |
|--|---|----------------|
| FY2018 Approved Subsidy | | \$980 |
| Ridership Decline | Metrorail and Metrobus | \$25 |
| | Subtotal | \$25 |
| Legacy Commitments, Mandates and Inflation | Contractually obligated wage steps | \$7 |
| | Health Care and Pension | \$9 |
| | Paratransit | \$11 |
| | Energy Costs | \$7 |
| | Inflation: Materials, Supplies & Services | \$8 |
| | Subtotal | \$42 |
| Management Actions to Reduce Cost and Generate More Revenue | Control Overtime Costs | (\$5) |
| | Baseline Reductions and Efficiencies | (\$25) |
| | Increase parking revenue | (\$6) |
| | Increase advertising revenue | (\$2) |
| | Subtotal | (\$38) |
| FY2019 Jurisdictional Subsidy | FY2019 Proposed Subsidy | \$1,009 |
| | Subsidy Increase (3%) | \$29 |

Source: WMATA Finance and Budget Committee Presentation on the [FY2019 Budget Work Session](#).

The majority of the proposed FY2019 operating budget is comprised of personnel costs (Figure 3). The proposed FY2019 budget reduces personnel costs to \$1.306 billion from \$1.308 billion in FY2018 (Figure 4). It should be noted that the proposed FY2019

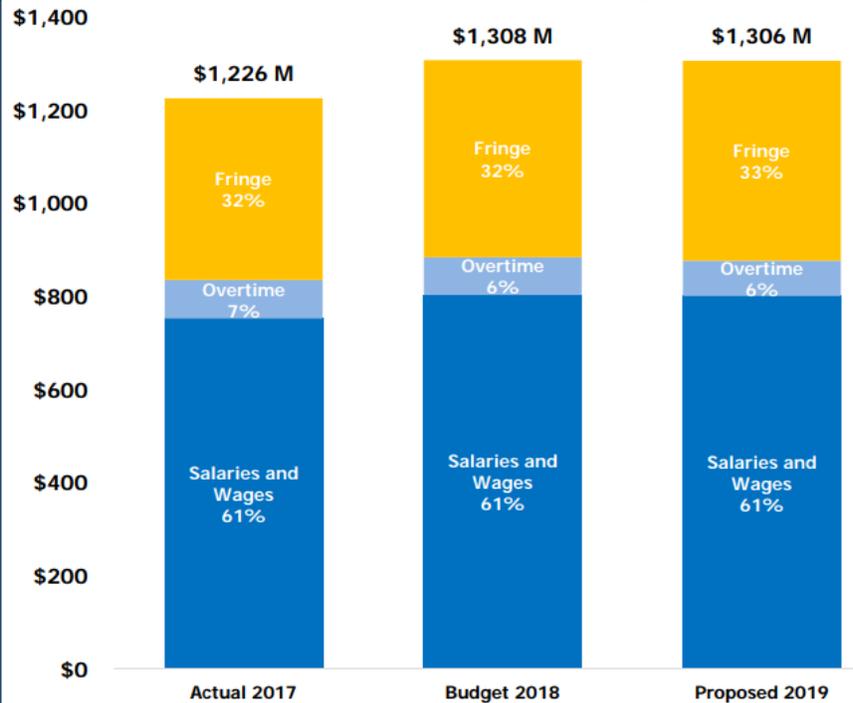
operating budget does not include wage increases for FY2019 or prior years, personnel costs for the Silver Line Phase II, and addition funding for contributions to a trust for Other Post Employment Benefits.

Figure 3: Personnel and Non-Personnel Costs in the Proposed FY2019 Operating Budget



Source: WMATA Finance and Budget Committee Presentation on the [FY2019 Budget Work Session](#).

Figure 4: Personnel Costs Compared Between Actual FY17, Budgeted FY18, and Proposed FY19



Source: WMATA Finance and Budget Committee Presentation on the [FY2019 Budget Work Session](#).

- *DC Kids Ride Free Update*

On January 11th, the Finance and Budget Committee received an [update on the DC Kids Ride Free program](#). This update covered the successes and challenges of the DC Kids Ride Free program for the 2017-2018 school year, including a proposal to improve the management of the program.

Since the late 1970s, the District of Columbia has provided a subsidy for students to ride bus and rail, with DC making equitable payments to WMATA for the reduced fares, consistent with the WMATA Compact. This program has been periodically modified over the years to comport with WMATA fare policy and payment technology. For the 2016-2017 school year, WMATA and DC modified the program so that all eligible public and public charter students were entitled to receive a Bus/Rail Combo pass that was loaded onto their DC One Card, which is a DC issued student identification card. In the 2017-2018 school year, 32,000 students picked up the Kids Ride Free transit benefit compared to 25,000 last year and the student tap rate increased from 34 percent in 2016 to 60 percent in 2017.

Despite these improvements, challenges include program administration, student compliance, and students “flashing” their cards (rather than tapping) or not using them at all. The lack of tapping undercounts the true number of students using the program and the ridership count, which is an important number for federal funding allocation. Proposed improvements to the program include migrating DC students to registered SmarTrip cards and enhancing outreach and enforcement to improve card tapping. WMATA staff will continue to work with DC to revise the DC Kids Ride Free program administration and will seek Board approval for any program updates.

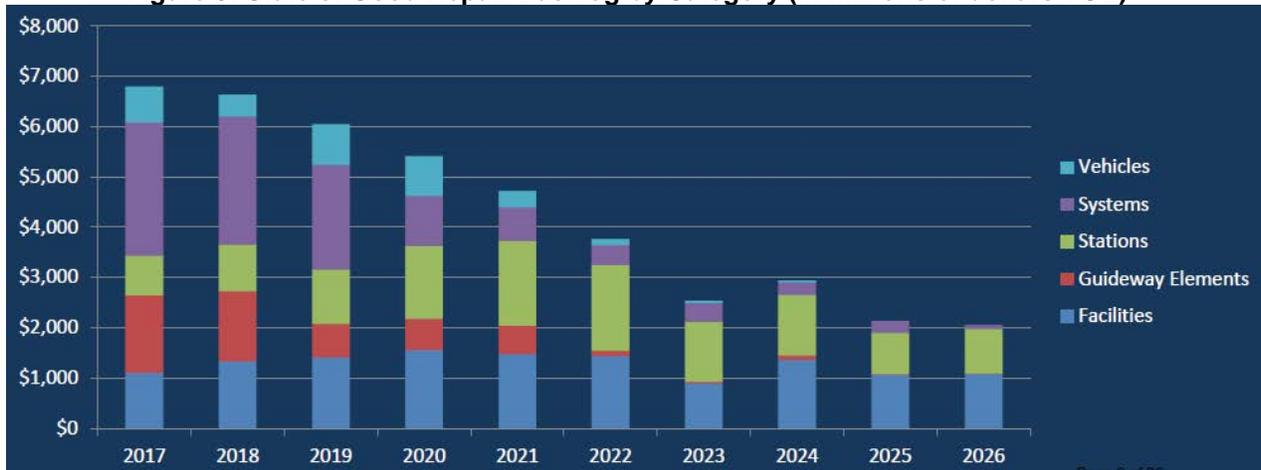
3. Capital and Strategic Planning Committee

- *FY2019 Capital Budget Work Session*

On January 25th, the Capital and Strategic Planning Committee held a [work session on the FY2019 capital budget](#). This session covered progress to reduce the state of good repair backlog, a transit asset management plan, an overview of the proposed FY2019 capital budget, and answers to questions submitted by Board members. The Capital and Strategic Planning Committee endorsed the contents of the capital plan and referred it to the Finance and Budget Committee for inclusion into the FY2019 capital budget.

Staff provided an overview of the impact of fully funding the General Manager’s plan against WMATA’s state of good repair (SGR) needs. Fully funding the plan would allow for all compliance related new investments to be funded, eliminate all assets scored as in “poor condition,” and decrease the SGR backlog to \$2.05 billion by 2026 (Figure 5).

Figure 5: State of Good Repair Backlog by Category (in millions of dollars YOY)



Source: WMATA Capital and Strategic Planning Committee Presentation on the [FY2019 Capital Budget](#).

The presentation also provides detailed milestones and anticipated completion dates for WMATA's Transit Asset Management (TAM) plan. WMATA's objective is to align future capital programs with the TAM. Building on the completion of Phase I of the Capital Needs Inventory (CNI), significant milestones include publishing a new CNI in March of 2018 and finalizing the TAM and submitting it to the Transportation Planning Board to meet FTA requirements in October of 2018.

The proposed FY2019 capital budget includes \$1.270 billion and the proposed FY2019-2024 CIP includes over \$8.5 billion in planned investments in railcars, rail systems, track and structures, stations and passenger facilities, bus and paratransit vehicles, and business support (Figure 6). The staff presentation provides explanations for any budgeted variances in the approved FY2019 capital programs versus the proposed FY2019 capital program.

Figure 6: FY2019 Proposed Capital Program by Category

| Investment Category (\$M) | FY2019 Proposed | FY2019-2024 Proposed |
|---------------------------------|-----------------|----------------------|
| Railcars | \$436 | \$2,165 |
| Rail Systems | \$185 | \$852 |
| Track & Structures | \$134 | \$1,196 |
| Stations & Passenger Facilities | \$248 | \$1,586 |
| Bus & Paratransit Vehicles | \$192 | \$1,757 |
| Business Support | \$84 | \$973 |
| TOTAL | \$1,279 | \$8,530 |

Source: WMATA Capital and Strategic Planning Committee Presentation on the [FY2019 Capital Budget](#).

Nearly a third of the proposed FY2019 capital budget is for railcars or railcar related investments. This includes the acquisition of 164 new 7000 series rail cars, the continuation of railcar maintenance and rehabilitation programs, and repairs to railcar maintenance facilities. In the six-year program, railcar investments will yield a total of 748 7000 series railcars, the replacement of the 1000, 4000, and 5000 series railcars, and the start of replacement of the 2000 and 3000 series with the 8000 series. Payments for the 7000 series railcars will continue for years after the acceptance of the last railcar.

Nearly 20 percent of the FY2019 capital budget is programmed for stations and passenger facilities. Key FY2019 deliverables include escalator and elevator replacement, replacement of station chillers and cooling towers, and platform rehabilitation. Nearly 15 percent of the proposed FY2019 capital budget is for rail systems. Key deliverables in FY2019 include completing the underground installation of radio infrastructure on the Blue and Orange Lines, track circuit replacements, and various safety initiatives. In the six-year program, highlights include the complete replacement of track circuit and the continuation of traction power upgrades and power system and automatic train control programs.

Fifteen (15) percent of the proposed FY2019 capital budget is for bus and paratransit. In FY2019 this includes the replacement of 100 CNG buses and acquisition of 225 paratransit vans, completing the construction of Andrews Federal Bus Garage, and continuation of bus rehabilitation and repair. In the six-year program, highlights include annual bus replacement and rehabilitation and the rehabilitation and replacement of Bladensburg and Northern Bus Garage.

Another 11 percent of the FY2019 capital budget includes upgrades and renewal of track and structures. This includes work on replacement and renewal of switches, rail, fasteners, crossties, and insulators. Highlights of the six-year program include renewal and replacement of track components to maintain a state of good repair, completing water remediation and ventilation tunnels, and starting the bridge rehabilitation program.

4. Safety and Service Delivery Committee

- *Update on the January 15, 2018 Derailment*

On January 25th, WMATA staff provided the Safety and Service Delivery Committee with a briefing on a preliminary report of the January 15th derailment that occurred in between the Farragut North and Metro Center Stations on the Red Line. At the [invitation of WMATA Board Chairman Jack Evans](#), U.S. Representative Barbara Comstock joined the audience for the briefing.

On January 15th, an eight-car 7000 series train derailed at 6:26 A.M. WMATA released a [video of the derailment](#) captured by cameras aboard the 7000 series train. An investigation is underway to identify the root causes, and preliminary findings point to a rail failure that likely occurred as the train was passing over the rail section. This area was not part of SafeTrack and the rail was inspected by track walkers and ultrasonic testing. The ultrasonic testing did not detect any defects and an independent analysis of the data confirmed the results of the test. WMATA has sent the section of rail that fractured to an independent party for metallurgical testing to aid in identifying the root cause of the derailment. WMATA will evaluate several improvements to expand testing programs and

monitoring including high definition track scanning technology, lateral load testing, rail base corrosion scanning, tie imaging scanning, and increasing the frequency of ultrasonic testing.

There were no passenger injuries. The time between the report of the train derailment to the completion of the customer evacuation was one hour and 38 minutes. Customers were evacuated along the ground of the tunnel in the presence of emergency responders. The District of Columbia Fire Department's radios worked as designed. WMATA's internal radios were intermittent in the immediate location of the derailment. WMATA has corrected the communications issues in the incident area and has also found that communications testing procedures were not being adequately followed. A comprehensive radio upgrade project is currently underway and is scheduled for completion in the Fall of 2022.

- *Bus Safety Initiatives Update*

On January 11th, the Safety and Service Delivery Committee received an [update on Bus Safety Initiatives](#). Staff reviewed several safety upgrades that are ongoing to the Metrobus fleet. These include the installation of pedestrian lights, deceleration lights, and bus mirror adjustments to reduce rear-end and pedestrian collisions. The pedestrian lights have been installed on 50 percent of the fleet with an anticipated completion in June 2019. Deceleration lights have been installed on 43 percent of the fleet with an anticipated completion of June 2019. Mirror retrofits and adjustments on Low Floor Advanced design buses are 58 percent complete with anticipated completion in June 2018.

Staff also reviewed their findings on two separate incidents with 8000 series buses where the engine shutdown while in operation and were subsequently removed from service by WMATA. Investigations concluded that one shutdown was the result of an improperly wired master run switch and the other was the result of a program error that did not activate the audible warning buzzer for the red Stop Engine light. Additionally, brake monitoring system sensors were cross connected, which can result in a brake fault indicating on the wrong wheel end. WMATA has worked with the manufacturer to conduct inspections and corrections to the equipment and program components. All identified issues have been addressed.

Staff also provided an update on efforts to reduce bus operator assaults, which have increased year over year. Metro Transit Police utilizes targeted deployment of resources, participates in safety meetings, and continues to work with youth through various youth programs. WMATA also provides bus operators with de-escalation training that focuses on conflict resolution and the sharing of best practices. WMATA also installs Bus Shields and trains operators on their proper utilization. Bus shields have been installed on 34 percent of the fleet with an anticipated completion in June 2019.

APTA Peer Review – Bus Operator Assaults

On January 11th, the Safety and Service Delivery Committee received a [briefing from American Public Transportation Association \(APTA\) staff on their peer review of Bus Operator Assaults](#). APTA's peer reviewed followed industry best practices and commended WMATA for a number of efforts. The review found that WMATA is already engaged in many industry best practices for preventing and mitigating assaults of transit

employees but made additional recommendations for consideration that WMATA is actively exploring or implementing.

- *Preventative Maintenance*

The next major preventative maintenance project to take place during commuting hours is from May 12 to May 27, 2018 on the Yellow Line at Huntington and Eisenhower Ave Stations. These projects will rebuild interlockings and grout pads outside of these stations.

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

- *Corrective Action Plan Monitoring and Tracking*

Two new internal review reports on Engineering & Maintenance topics were posted to WMATA's [Internal Reviews webpage](#). These reports include a review of [Metrobus Revenue Collection Equipment Maintenance](#) and a [comprehensive internal review of four Metrorail topics: Escalator Maintenance and Inspections, Fire Suppression Inspection and Testing, Parts and Materials Inventory Management, and a Post-SafeTrack Assessment of Next-Level Maintenance Requirements](#).

For [Metrobus Revenue Collection Equipment Maintenance](#), the review found that although revenue equipment technicians are equipped with the experience to perform their duties, controlled standards, procedures and training programs are necessary to assure all requirements are consistently and effectively adhered to. A [review of escalator maintenance and inspection](#) found that escalator mechanics were well versed in system components but that implementation of a maintenance control program and improving data analysis activities will promote sustainable performance of WMATA's escalator systems. A [review of fire suppression inspection and testing](#) found that fire and life safety equipment that was observed was in good condition and practices are in accordance with national standards but that the oversight roles must be clearly defined. A [review of parts and materials inventory management](#) found numerous areas for improvement, including implementation of a Material Requirement Planning process which will help lead to effective supply chain system management.

The last review was a [Post-SafeTrack Assessment of Next-Level Maintenance Requirements](#). This review found that the condition of track superstructures significantly improved in SafeTrack Surge areas, but that improved scope definition, planning, and on-site inspection activities is needed to assure future routine maintenance and capital renewal work is completed effectively. WMATA updated its [Overview of Regulatory Compliance Actions](#) on January 26th.

C. Other WMATA News

- *New Parking Changes Effective February 5th*

On February 5th, WMATA will introduce a number of [new parking fee changes](#). These changes include collecting parking fees two hours earlier on weekdays and ending one

hour later on Fridays. Parking fees will also be collected on Saturdays. Beginning on February 5th, parking fees will be in effect during the following hours.

- Monday-Thursday: 7:30 A.M. to 12:30 A.M.
- Friday: 7:30 A.M. to 2:00 A.M.
- Saturday: 10:00 A.M. to 2:00 A.M.

WMATA will also begin charging a parking fee of \$2 on Saturdays. [Fairfax County recently exempted the Wiehle-Reston East Station parking garage from the pilot program](#), so Saturday parking will remain free at that station. Fairfax County has authority over this garage because it is owned by Fairfax County and managed by WMATA.

The weekday daily parking fee will also be lowered to \$3 at two stations: West Falls Church and Landover. This change is to study whether lower parking rates will increase demand for parking at underutilized Metrorail stations. The changes also include instituting non-rider parking fees for individuals who park at WMATA facilities but do not use the Metrorail system. This is a higher fee (ranging from \$8.70 to \$10). Stations in Virginia that will charge the non-rider fee include Huntington, Dunn Loring, and Franconia-Springfield.

These changes are a result of the Parking Pilot program approved by the WMATA Board in July 2017. The pilot is through July 2018 and may become permanent pending approval by the WMATA Board. WMATA estimates that these parking enhancements will generate approximately \$4 million in additional revenue that will help fund the operating budget.

- *WMATA Public Comment Period Open on the Proposed FY2019 Budget*

WMATA is engaged in [soliciting feedback on its proposed FY2019 budget](#). A public hearing was held on January 31st at WMATA Headquarters. The public comment period ends on February 5th at 5:00 P.M. and an [online survey is available to provide feedback](#). On January 17th, Executive Director Kate Mattice [sent NVTC's comments on the FY2019 budget](#) to the WMATA General Manager.

- *WMATA Issues a Request for Information for Contracting Transit Maintenance and Operations Services for the Silver Line Extension*

On January 8th, WMATA released a [request for information for transit maintenance and operations services for the Silver Line Extension](#). These services could include maintenance of the fixed guideway, track structure, and electrical distribution system, station maintenance, yard maintenance, and car cleaning and running repairs. WMATA is in preliminary stages of considering whether to partner with one or more service providers to provide certain maintenance and/or operations related to the Silver Line Extension.

- *Nine Additional Schools Join WMATA's University Pass Program*

[Nine additional schools joined WMATA's University Pass Program](#) for the Spring 2018 semester. At about \$1 per day, U-Pass offers an affordable transportation option for students to travel throughout the region. The program is available to any accredited college or university in the WMATA service area.

D. Virginia Ridership and Parking Facility Utilization

| WMATA Virginia Ridership (Unlinked Passenger Trips) December 2016 – 2017 | | | |
|---|---------------|---------------|----------------|
| | December 2016 | December 2017 | Percent Change |
| Metrorail | | | |
| Total | 6,455,940 | 6,525,814 | +1.1% |
| Weekday Average | 238,178 | 245,113 | +2.9% |
| Metrobus | | | |
| Total | 1,453,554 | 1,291,161 | -11.2% |
| Weekday Average | 59,453 | 54,261 | -8.7% |
| MetroAccess | | | |
| Total | 26,702 | 26,405 | -1.1% |

| WMATA Virginia Ridership (Unlinked Passenger Trips) November 2016 – 2017 | | | |
|---|---------------|---------------|----------------|
| | November 2016 | November 2017 | Percent Change |
| MetroAccess | | | |
| Total | 27,844 | 28,166 | +1.2% |

| WMATA Virginia Parking Facility Usage December 2016 – 2017 | | | | |
|---|---------------|------------|---------------|------------|
| Station/Lot | December 2016 | Y-T-D FY17 | December 2017 | Y-T-D FY18 |
| Huntington | 62% | 65% | 62% | 68% |
| West Falls Church | 34% | 49% | 41% | 45% |
| Dunn Loring | 46% | 53% | 65% | 71% |
| Vienna | 50% | 57% | 64% | 71% |
| Franconia | 55% | 53% | 51% | 55% |
| Van Dorn | 99% | 97% | 94% | 103% |
| East Falls Church | 106% | 113% | 105% | 113% |
| Wiehle-Reston East | 64% | 79% | 81% | 89% |
| Northern Virginia Total | 55% | 61% | 62% | 68% |

E. Schedule of Upcoming Board Decisions (subject to change)

| Agenda | Meeting | Date |
|--|--|------------------|
| DBE Program Update (I) | Business Oversight Committee | February 8, 2018 |
| Q2/FY2018 Metro Scorecard Report (I) | Safety & Services Delivery Committee | February 8, 2018 |
| Q2/FY2018 Capital Program Update (I) Major Capital Projects Preview (I) | Capital & Strategic Planning Committee | February 8, 2018 |
| FY2019 Budget Work Session (I) Q2/FY2018 Financial Update (I) | Finance & Budget Committee | February 8, 2018 |

| <i>Anticipated Information (I) and Action (A) Items</i> | <i>WMATA Board Date Target</i> |
|--|---------------------------------------|
| FY2019 Budget Public Hearing and Work Sessions (I) | <i>January/February 2018</i> |
| Capital Funding Agreement and FY2019 Budget Approval (A) | <i>March 2018</i> |

**Agenda Item #9: Department of Rail and Public
Transportation**



TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice
DATE: February 1, 2018
SUBJECT: Department of Rail and Public Transportation (DRPT)

The monthly [Department of Rail and Public Transportation \(DRPT\) Report](#) is attached.



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: January 30, 2018

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

General Update

As is the case every year, DRPT staff is actively engaged in the 2018 General Assembly session through the analysis of proposed legislation and the preparation of responses to requests for information from legislators and other state officials. DRPT engagement will continue for the duration of the session.

Secretary of Transportation Shannon Valentine and DRPT Director Jennifer Mitchell will be in attendance at the NVTC Meeting on February 8, 2018 in Richmond to provide updates on legislation pertaining to WMATA, VRE and statewide transit funding.

Grant applications to DRPT for its FY 19 Operating, Capital, Intern, Demonstration and Technical Assistance grant programs are due on February 1, 2018. Local jurisdictions must submit their applications through DRPT's OnLine Grant Administration (OLGA) system.

DRPT continues to support the establishment of the Metro Safety Commission (MSC). The first meeting of the MSC will be held on February 7, 2018. While this initial meeting of the MSC will be an introductory meeting only, it represents an important milestone in the MSC establishment process. An Executive Recruitment firm has been engaged to assist with the selection of the MSC's Executive Director.

DRPT has submitted its application to the Federal Transit Administration (FTA) for the certification of the State Safety Oversight (SSO) Program for the Hampton Roads Transit Light Rail system (the "Tide"). DRPT anticipates that the program will be certified by FTA as early as April 2018.

DRPT.Virginia.gov

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

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 1, 2018

SUBJECT: Executive Director Report

A. Executive Director Newsletter

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

This month's newsletter includes a look at NVTC's staff efforts in Richmond, reports progress on the I-66 Commuter Choice program, and includes highlights from transit initiatives from across the region.

B. NVTC Financial Report

The [Financial Report for December 2017](#) is provided for your information.

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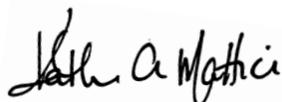
While NVTC is not yet a household name in Richmond, it is clear we are making inroads with members of the General Assembly, their aides, committee staff and other elected and appointed officials. My interactions in and around the state capitol lead me to believe that the Commission's place in the alphabet soup of Northern Virginia transportation organizations is better understood than it was even a year ago. NVTC's tagline – the voice of transit in Northern Virginia – helps define our role and expertise in areas such as transit capital funding, WMATA reforms, and regional gas tax revenues.

Those issues are being taken most seriously this year, with several dozen transit-related bills and budget amendments having been filed over the past few weeks. NVTC has worked closely with members of the Northern Virginia delegation to ensure that legislation accurately and adequately addresses the needs of local bus and regional rail systems here and across the Commonwealth. (You can read more on NVTC's legislative-related activities on pages 2-3.)

Working in collaboration with leadership at the Northern Virginia Transportation Authority, Washington Metropolitan Area Transit Authority, Virginia Railway Express and our five local bus systems, NVTC has been instrumental in encouraging the development of mutual legislative priorities and ensuring a united front as we begin to analyze the costs and benefits of pending bills and budget amendments.

A legislative update is at the top of NVTC's agenda when it convenes Feb. 8 at 4 p.m. in the Patrick Henry Building, across the street from the capitol's grounds. Transportation Secretary Shannon Valentine will share her legislative priorities and Department of Rail and Public Transportation Director Jennifer Mitchell will provide a status round-up of bills. We anticipate attendance by many Northern Virginia senators and delegates, as well as their aides.

Although there are only about five weeks left in this year's General Assembly session, there remain many opportunities for NVTC engage with lawmakers and remind them of the urgent need to support transit both in Northern Virginia and throughout the Commonwealth. NVTC's story is unique and I enjoy sharing it. If you know of someone who would benefit from hearing it, just let me know.



Executive Director

Inside this Issue

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



Key Dates

| | |
|------------|--|
| Feb. 1 | NVTA Monthly Meeting |
| Feb. 8 | NVTC Monthly Meeting in Richmond |
| Feb. 8 | WMATA Board Meeting |
| Feb. 13 | Crossover in General Assembly |
| Feb. 16 | VRE Operations Board Meeting |
| Feb. 20-21 | CTB Monthly Meeting |
| Feb. 21 | TPB Monthly Meeting |
| Feb. 22 | WMATA Board Meeting |
| Mar. 1 | NVTC Monthly Meeting |
| Mar. 10 | General Assembly Adjourns |

NVTC Shares Need for Transit Funding with State Officials

As the General Assembly settles in and begins tackling a significant number of transit-related bills, NVTC Chairman Paul Smedberg, Secretary-Treasurer Katie Cristol and Executive Director Kate Mattice met with state elected and appointed officials in late January, reminding them of the benefits that accrue from transit in Northern Virginia and the need for sustainable, dedicated funding. Transportation Secretary Shannon Valentine, who will present at NVTC's Feb. 8 meeting in Richmond, listened to concerns and previewed her priorities pertaining to WMATA, VRE and local bus systems.

NVTC's role in the region, particularly in regard to transit funding, was the focus of [Mattice's presentation later that day to members of the Senate Transportation Subcommittee](#), which will consider many of the transit-related bills introduced this session. Secretary Valentine and NVTA Executive Director Monica Backmon shared their roles and responsibilities as well. The presentations

emphasized collaboration between the various agencies. Of most interest to legislators, however, was the loss of revenues Northern Virginia has experienced due to the lack of a floor on the 2.1 percent regional gas tax.

Earlier that week, NVTC staff attended [the Virginia Transit Association's \(VTA\) legislative day](#). Following a morning briefing from VTA leadership — which included NVTC Commissioner Dave Snyder, this past year's president — staff attended several meetings, among them the House Appropriations Transportation Subcommittee and the Northern Virginia Delegation Caucus. WMATA GM Paul Wiedefeld presented at both, sharing Metro's funding needs and responding to questions. [An evening reception at the newly renovated Richmond train station](#) gave NVTC staff an opportunity to speak with other transit professionals and elected officials from across the state.



NVTC's Kate Mattice talks transit with Governor Ralph Northam at the Virginia Transit Association's legislative reception at the Richmond Train Station.



From left to right: NVTC Secretary-Treasurer Katie Cristol, Senator Adam Ebbin, NVTC Executive Director Kate Mattice and NVTC Chairman Paul Smedberg.



From left to right: NVTC Executive Director Kate Mattice, Transportation Secretary Shannon Valentine, NVTC Chairman Paul Smedberg, NVTC Secretary-Treasurer Katie Cristol and DRPT Director Jennifer Mitchell

State Legislative Update

The first few weeks of the 2018 General Assembly session have been marked with the filing of bills plug the transit funding gap, adopt WMATA reforms and provide dedicated funding, add a floor to the 2.1 percent regional gas tax, and modify tolling on I-66. The Virginia Public Access Project website, which is easy to search, categorizes bills by keyword, such as [fuel tax](#), [transit](#), [transportation funding](#), and [tolls](#).

NVTC staff is tracking and analyzing more than three dozen transit-related bills and budget amendments.

Two pieces of legislation – [HB1319 \(Sullivan\)](#) and [SB856 \(Saslaw\)](#) – reflect the Governor’s transit funding proposal. Among other bills of interest to NVTC are [HB1137 \(Sickles\)](#) and [SB683 \(Stuart\)](#), which would create a Commuter Rail Operating and Capital Fund for Virginia Railway Express, and [HB1083 \(Filler-Corn\)](#), which would set the floor for Northern Virginia’s 2.1 percent gas tax at the regional, rather than statewide, price average. Commissioners will be briefed on pending legislation at NVTC’s Feb. 8 meeting in Richmond.

Federal Legislative Update

Bills by two U.S. Representatives from Virginia call for extending and increasing the current \$150 million federal subsidy for Metro that is set to expire at the end of fiscal year 2019. Rep. Barbara Comstock’s [The METRO Accountability and Reform Act](#), introduced in December, and Rep. Gerald E. Connolly’s [Metro Accountability and Investment Act](#), filed in late January, present two different approaches to Metro funding and reforms.

Funding

Connolly’s proposal would double the federal contribution to Metro to \$300 million a year for 10 years and earmark funds for operations. Comstock’s bill would increase the amount from the federal government by 50 percent to \$225 million annually with funds only being authorized for capital expenditures.

Half of Connolly’s \$300 million would reauthorize existing funding under the Passenger Rail Investment and Improvement Act (PRIIA). As such, matching contributions from the District of Columbia, Maryland and Virginia would remain at \$50 million a year. His bill also would provide an additional \$50 million annually in federal PRIIA funding, \$40 million for operations and \$10 million for Metro’s Office of the Inspector General (OIG), with no jurisdictional match required. Comstock’s bill would increase federal PRIIA funding to \$225 million and the jurisdictional match to \$75 million annually.

The Connolly proposal would establish two new sources of funding. The first would provide \$500 million over five years, beginning in fiscal 2020. It would be contingent on a 50 percent local match and Metro’s ability to meet targets – to be developed by the U.S. transporta-

tion secretary, in collaboration with the jurisdictions – for safety, reliability, and operation cost efficiency. The second, to begin in fiscal 2025, would provide \$1.5 billion over 15 years. It carries the same two conditions and adds one more – that jurisdictions establish a dedicated funding source that raises at least \$300 million per year.

Reform

Establishment of five-member reform board, with the power to revise union contracts and supplier agreements, would eventually lead to a nine-member governing board under Comstock’s bill, which calls for amending the WMATA Compact. To help hold down labor costs, it would amend a federal law known as the Wolf Act, so that the agency’s financial condition would be considered during arbitration – a change included in [NVTC’s Principles for WMATA Reform resolution](#). Her bill also would give the transportation secretary additional authority over the board and funding.

Connolly’s bill, which does not address board composition, would strengthen the OIG by giving it new powers, an independent budget, and procurement and hiring authority so that it could hold Metro more accountable. The bill also would require that WMATA meet performance targets – and, later, receive dedicated funding by Maryland, the District of Columbia and Virginia - as a condition for new funding.

NVTC staff will track the two bills, as well as [one introduced almost a year ago by Maryland Rep. John Delaney](#) and [another by Reps. Jamie Raskin and Anthony G. Brown](#) in November, as they move through the House.

I-66 Commuter Choice Receives \$36 Million in Funding Requests



The 18 applications submitted for funding under [NVTC's I-66 Commuter Choice program](#) are undergoing review. Those applying to [the program's second call for projects](#) were Arlington, Fairfax and Loudoun counties; the cities of Fairfax, Falls Church and Manassas; the Potomac and Rappahannock Transportation Commission; and Virginia Railway Express. The combined amount requested exceeds \$36 million.

A list of the eligible projects and details about each request for funding will be posted online in February. NVTC will hold two public hearings, one in late March and one at the April 5 Commission meeting. Funding recommendations from the I-66 Commuter Choice working group, which consists of 15 jurisdictions and transit agencies, will be presented for action at NVTC's May meeting and then forwarded to the Commonwealth Transportation Board for approval in June.

I-66 Commuter Choice Success Story



Open 7 months, the 300-spot Stone Ridge II park-and-ride lot in Aldie, VA, funded through I-66 Commuter Choice, routinely exceeds capacity. Similarly funded Loudoun County Transit express buses from Aldie to D.C. provide about 100 more daily passenger trips than when service started in July.



The I-495/I95 Express Lanes is [piloting a loyalty rewards program](#). Eligible drivers will receive free travel rewards. The pilot program has a limited number of participants. [Registration is required](#). Questions? Call 1-855-495-9777.

Join NVTC in Richmond

for Its Monthly Meeting & an Update on Legislation Pertaining to Metro, Virginia Railway Express, & Transit Funding from

Transportation Secretary Shannon Valentine &
DRPT Director Jennifer Mitchell

Thursday
February 8, 2018
4 p.m.

East Reading Room
Patrick Henry Building
1111 E Broad Street
Richmond, VA

Around Town: Headlines from/about NVTC Jurisdictions and Partners



[County to Receive \\$17 Million in State Grants for Transit Projects](#)

[Transit proximity to work more important than home for Arlington commuters](#)

[Could Amazon's HQ2 end up in Rosslyn?](#)

[Metro to implement host of new parking fees throughout Fairfax County](#)

[Fairfax supervisors OK funding for Merrifield bike-sharing initiative](#)

[Another Tysons developer vying to land Amazon's HQ2](#)

[Loudoun-Fairfax Proposal Makes First Cut for Amazon HQ2 Consideration](#)



[I-495/I-95 Express Lanes to Test Loyalty Rewards Pilot Program](#)



[Metro Board approves Rush Hour Promise](#)

[Silver Line Phase 2 Construction is Nearly 76 Percent Complete](#)



[Letourneau Elected Chairman of Regional Council of Governments Board](#)

[Toll lanes over Potomac, DC Streetcar changes, road widenings: Big projects inch forward](#)



[Florida man faces charges in VRE incident](#)



[New Leadership Announced for the Office of Intermodal Planning and Investment Leadership](#)

MetroNow



The recently formed [MetroNow coalition](#) is a group of regional leaders from organizations representing businesses and non-profit advocates who have come together to ensure that action is taken to put Metro – the backbone of Greater Washington’s transportation infrastructure – on a safe, smart and sustainable path forward in 2018 and beyond. They are dedicated to securing comprehensive improvement of Metro’s governance, funding and operational structures in 2018. MetroNow is comprised of nine organizations, including the Northern Virginia Chamber of Commerce, Federal City Council and Greater Washington Partnership. The NOVA Chamber’s Mike Forehand is representing the coalition in Richmond, recently meeting with the NOVA Delegation Caucus.



Fairfax Connector



“Ride Stress Free to D.C.” is the slogan for Fairfax Connector’s new express bus service. Funded through NVTC’s [I-66 Commuter Choice](#) program, [Fairfax Connector Route 699](#) began operating Dec. 4. The route provides express service from the Fairfax County Government Center, via I-66, directly to major regional employment and educational centers in downtown Washington, D.C., including the U.S. Department of State, the World Bank and The George Washington University Campus. The service provides 10 morning inbound and 10 afternoon outbound trips. The regular express fare is \$4.25. Older adults and people with disabilities pay \$2.10



WMATA



Almost 600 riders received refunds following Metro’s first day of its [Rush Hour Promise](#) on Fri., Jan. 26 and another 1,073 qualified for a credit on Mon., Jan. 29. Whenever a Metrorail or Metrobus customer using a registered SmarTrip® card is delayed by 15 minutes or more, Metro will credit the customer’s SmarTrip® card for future travel. Prior to the Washington Metropolitan Area Transit Authority (WMATA) board’s approval of the refund program, Metro estimated about half of delayed rush-hour riders would not qualify since their cards were not registered with the agency online. When looking at all times of day, Metro said 92.6 percent of rail rider trips were on time and 98.1 percent arrived within five minutes of the expected time that first Friday. On Monday, 90.2 percent arrived on time and 96.9 percent arrived within five minutes.

Was your Metro trip delayed 15 minutes or longer ?

You may get a **Rush Hour Promise** credit.

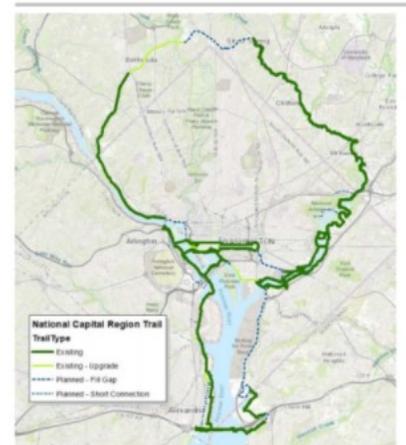
wmata.com/promise 

Transportation Planning Board



Two bicycle and pedestrian initiatives, endorsed by the TPB at its January meeting, join the five generated by the TPB’s [Long Range Plan Task Force](#) to form the basis for [Visualize 2045](#)’s aspirational element. The two initiatives are regional in scale and would play a big role in connecting many parts of the region’s transportation system. One would complete a network of bicycle/pedestrian trails encircling the region’s core. The other would make it easier for people on foot or bike to access Metro or other transit stations.

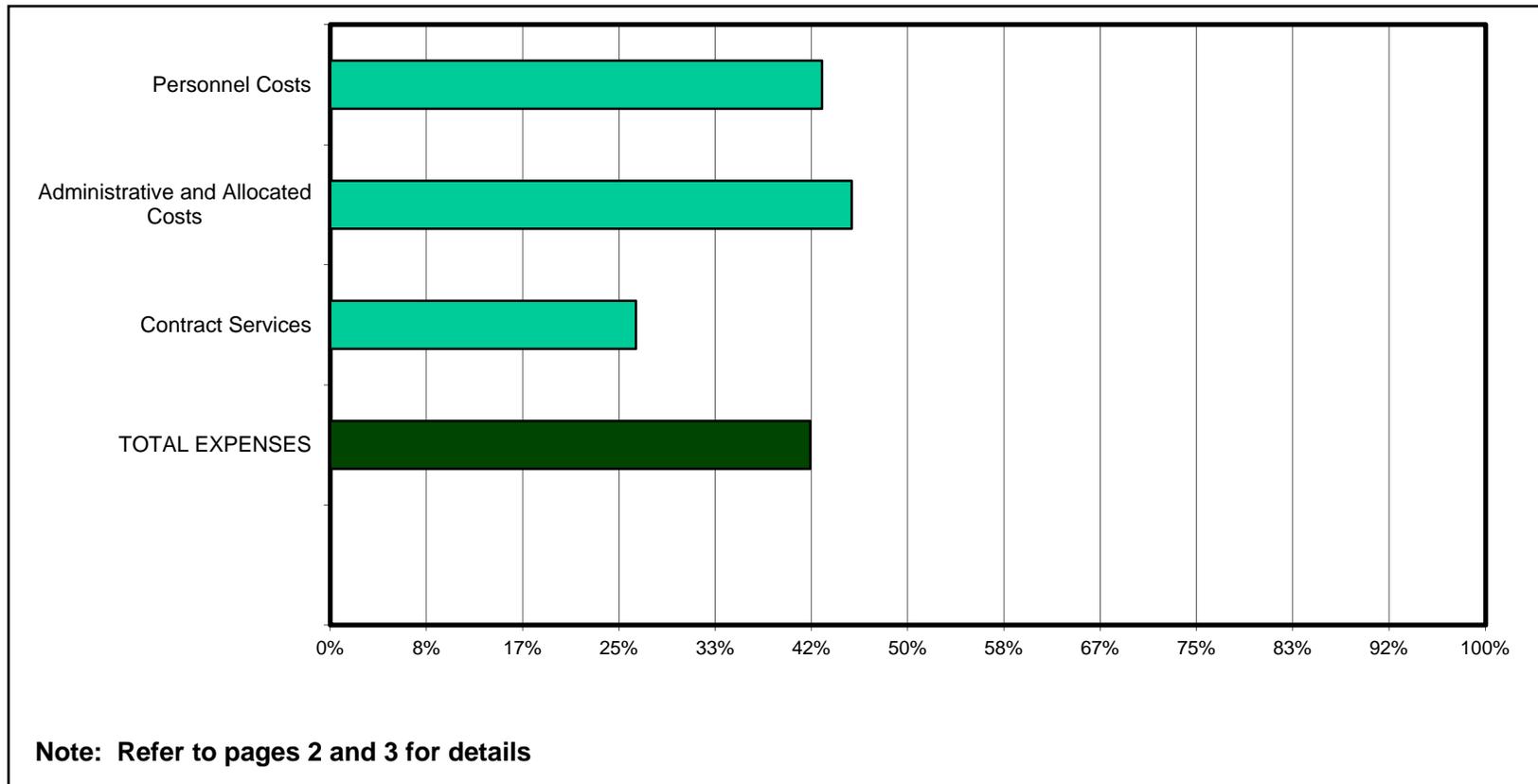
Achievable Next Steps



Northern Virginia Transportation Commission

Financial Reports
December, 2017

Percentage of FY 2018 NVTC Administrative Budget Used
December 2017
(Target 50% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2017

| | <u>Current Month</u> | <u>Year To Date</u> | <u>Annual Budget</u> | <u>Balance Available</u> | <u>Balance %</u> |
|---|--------------------------|-------------------------|--------------------------|------------------------------|----------------------|
| <u>Personnel Costs</u> | | | | | |
| Salaries and Wages | \$ 105,397.94 | \$ 593,765.71 | \$ 1,390,500.00 | \$ 796,734.29 | 57.3% |
| Temporary Employee Services | - | - | - | - | |
| Total Personnel Costs | <u>105,397.94</u> | <u>593,765.71</u> | <u>1,390,500.00</u> | <u>796,734.29</u> | <u>57.3%</u> |
| <u>Benefits</u> | | | | | |
| Employer's Contributions: | | | | | |
| FICA | 5,479.42 | 37,901.96 | 93,500.00 | 55,598.04 | 59.5% |
| Group Health Insurance | 8,046.52 | 45,782.30 | 130,700.00 | 84,917.70 | 65.0% |
| Retirement | 10,596.00 | 63,576.00 | 123,500.00 | 59,924.00 | 48.5% |
| Workmans & Unemployment Compensation | 118.12 | 1,129.57 | 4,900.00 | 3,770.43 | 76.9% |
| Life Insurance | 317.80 | 1,906.80 | 5,100.00 | 3,193.20 | 62.6% |
| Long Term Disability Insurance | 516.72 | 2,896.56 | 6,500.00 | 3,603.44 | 55.4% |
| Total Benefit Costs | <u>25,074.58</u> | <u>153,193.19</u> | <u>364,200.00</u> | <u>211,006.81</u> | <u>57.9%</u> |
| <u>Administrative Costs</u> | | | | | |
| Commissioners Per Diem | 1,350.00 | 6,400.00 | 12,800.00 | 6,400.00 | 50.0% |
| <i>Rents:</i> | | | | | |
| Office Rent | 19,166.24 | 120,342.67 | 246,000.00 | 125,657.33 | 51.1% |
| Parking & Transit Benefits | 17,621.84 | 111,611.17 | 229,700.00 | 118,088.83 | 51.4% |
| | 1,544.40 | 8,731.50 | 16,300.00 | 7,568.50 | 46.4% |
| <i>Insurance:</i> | | | | | |
| Public Official Bonds | 806.00 | 3,673.05 | 6,800.00 | 3,126.95 | 46.0% |
| Liability and Property | 433.00 | 1,233.00 | 2,000.00 | 767.00 | 38.4% |
| | 373.00 | 2,440.05 | 4,800.00 | 2,359.95 | 49.2% |
| <i>Travel:</i> | | | | | |
| Conference / Professional Development | 3,278.36 | 10,861.12 | 30,300.00 | 19,438.88 | 64.2% |
| Non-Local Travel | 555.00 | 4,601.72 | 17,000.00 | 12,398.28 | 72.9% |
| Local Travel, Meetings and Related Expenses | 420.61 | 524.62 | 2,500.00 | 1,975.38 | 79.0% |
| | 2,302.75 | 5,734.78 | 10,800.00 | 5,065.22 | 46.9% |
| <i>Communication:</i> | | | | | |
| Postage | 1,951.70 | 5,945.09 | 13,000.00 | 7,054.91 | 54.3% |
| Telephone and Data | 692.16 | 902.16 | 1,700.00 | 797.84 | 46.9% |
| | 1,259.54 | 5,042.93 | 11,300.00 | 6,257.07 | 55.4% |
| <i>Publications & Supplies</i> | | | | | |
| Office Supplies | 1,092.65 | 6,134.81 | 12,500.00 | 6,365.19 | 50.9% |
| Duplication and Paper | 380.79 | 1,561.66 | 2,700.00 | 1,138.34 | 42.2% |
| Public Information | 711.86 | 4,073.15 | 9,300.00 | 5,226.85 | 56.2% |
| | - | 500.00 | 500.00 | - | 0.0% |

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2017

| | <u>Current Month</u> | <u>Year To Date</u> | <u>Annual Budget</u> | <u>Balance Available</u> | <u>Balance %</u> |
|--|--------------------------|--------------------------|----------------------------|------------------------------|----------------------|
| <i>Operations:</i> | 372.83 | 11,684.38 | 45,500.00 | 33,815.62 | 74.3% |
| Furniture and Equipment (Capital) | - | 9,181.34 | 11,000.00 | 1,818.66 | 16.5% |
| Repairs and Maintenance | - | - | 1,000.00 | 1,000.00 | 100.0% |
| Computer Operations | 372.83 | 2,503.04 | 33,500.00 | 30,996.96 | 92.5% |
| <i>Other General and Administrative:</i> | 771.52 | 4,421.15 | 8,600.00 | 4,178.85 | 48.6% |
| Subscriptions | - | - | - | - | 0.0% |
| Memberships | 80.75 | 702.25 | 1,400.00 | 697.75 | 49.8% |
| Fees and Miscellaneous | 690.77 | 2,989.46 | 5,600.00 | 2,610.54 | 46.6% |
| Advertising (Personnel/Procurement) | - | 729.44 | 1,600.00 | 870.56 | 54.4% |
| Total Administrative Costs | <u>28,789.30</u> | <u>169,462.27</u> | <u>375,500.00</u> | <u>206,037.73</u> | <u>54.9%</u> |
| <u>Contracting Services</u> | | | | | |
| Auditing | - | 9,800.00 | 22,600.00 | 12,800.00 | 56.6% |
| Contract Services and Support | 3,000.00 | 27,628.95 | 150,000.00 | 122,371.05 | 81.6% |
| Legal | 2,916.67 | 17,500.02 | 35,000.00 | 17,499.98 | 0.0% |
| Total Contract Services | <u>5,916.67</u> | <u>54,928.97</u> | <u>207,600.00</u> | <u>152,671.03</u> | <u>73.5%</u> |
| Total Gross G&A Expenses | <u>\$ 165,178.49</u> | <u>\$ 971,350.14</u> | <u>\$ 2,337,800.00</u> | <u>\$ 1,366,449.86</u> | <u>58.5%</u> |

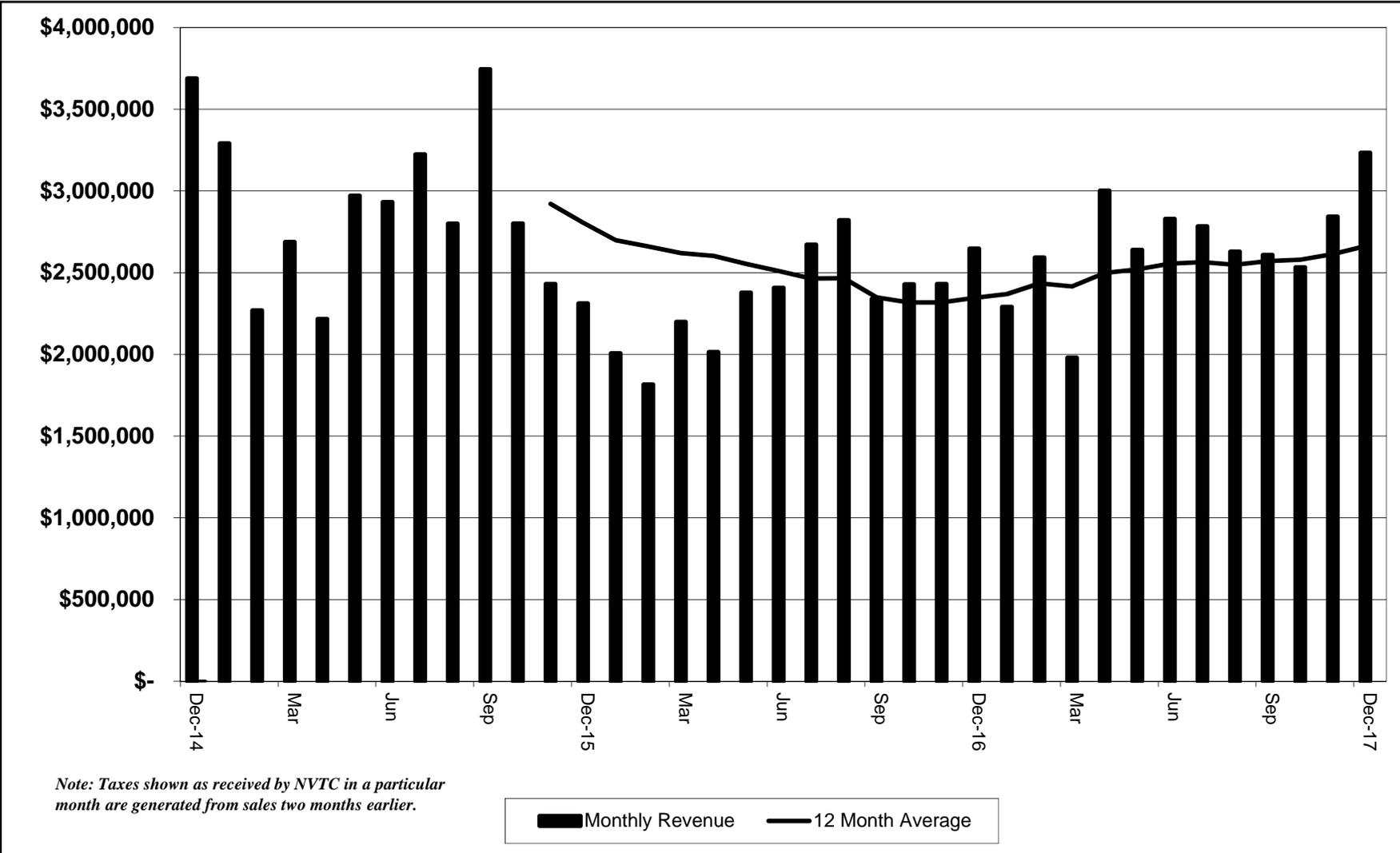
NVTC
RECEIPTS and DISBURSEMENTS
December 2017

| Date | Payer / Payee | Purpose | Wells Fargo | Wells Fargo | Virginia LGIP | | |
|--|-----------------|---|-----------------------|--------------------|------------------------|--------|-------------------------|
| | | | Checking | Savings | G&A / Project | Trusts | |
| RECEIPTS | | | | | | | |
| 1 | DMV | Motor Vehicle Fuels Sales tax receipts | | | | \$ | 2,841,818.53 |
| 5 | DRPT | Operating assistance - City of Fairfax | | | | | 388,836.00 |
| 5 | DRPT | Operating assistance - Alexandria | | | | | 1,793,944.00 |
| 6 | DRPT | Capital grant receipt - Falls Church | | | | | 415.00 |
| 11 | DRPT | Capital grant receipt - VRE | | | 90,113.00 | | |
| 12 | DMV | Motor Vehicle Fuels Sales tax receipts | | | | | 1,312.73 |
| 13 | DRPT | Operating assistance - WMATA | | | | | 8,785,835.00 |
| 18 | DRPT | Capital grant receipt - VRE | | | 28,875.00 | | |
| 20 | DRPT | Operating assistance - Fairfax | | | | | 7,715,152.00 |
| 21 | DRPT | Grant receipt - New fare collection | | | 5,379.00 | | |
| 21 | DRPT | Grant receipt - Intern | | | 8,262.00 | | |
| 22 | ESRI | Refund | | 766.03 | | | |
| 22 | City of Fairfax | G&A contribution | | 2,420.50 | | | |
| 22 | Staff | Reimbursement of expenses | | 13.60 | | | |
| 22 | CNA | Refund | | 67.00 | | | |
| 22 | PRTC | Reimbursement of expenses | | 781.53 | | | |
| 27 | DRPT | Capital grant receipt - VRE | | | 16,840.00 | | |
| 31 | Banks | Investment earnings | | 2.81 | 12,737.84 | | 142,938.41 |
| | | | - | 4,051.47 | 162,206.84 | | 21,670,251.67 |
| DISBURSEMENTS | | | | | | | |
| 1-31 | Various | G&A expenses | (281,581.15) | | | | |
| 5 | Fairfax | Other capital | | | | | (89,251.00) |
| 11 | VRE | Grant revenue | | | (90,113.00) | | |
| 18 | VRE | Grant revenue | | | (28,875.00) | | |
| 21 | Stantec | Consulting - Bus data collection | (37,167.28) | | | | |
| 21 | Kimley-Horn | Consulting - New fare collection | (10,758.15) | | | | |
| 27 | DRPT | Grant revenue | | | (16,840.00) | | |
| 31 | Banks | Service fees | (69.62) | (2.37) | | | |
| | | | (329,576.20) | (2.37) | (135,828.00) | | (89,251.00) |
| TRANSFERS | | | | | | | |
| 21 | Transfer | From LGIP to checking | 230,000.00 | | (230,000.00) | | |
| 21 | Transfer | From LGIP to LGIP - Bus data collection | | | 37,167.28 | | (37,167.28) |
| | | | 230,000.00 | - | (192,832.72) | | (37,167.28) |
| NET INCREASE (DECREASE) FOR MONTH | | | \$ (99,576.20) | \$ 4,049.10 | \$ (166,453.88) | | \$ 21,543,833.39 |

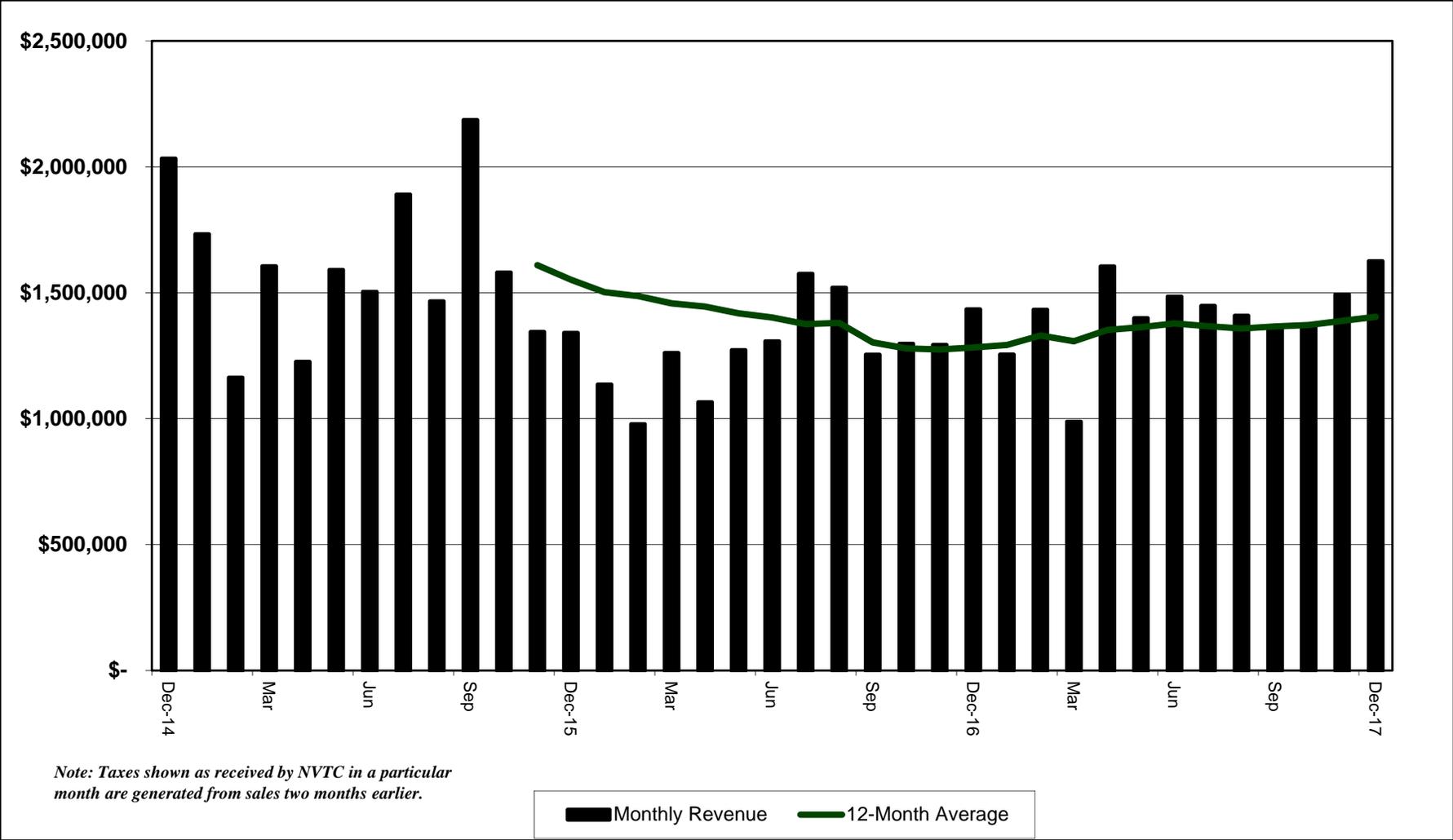
**NVTC
INVESTMENT REPORT
December 2017**

| <u>Type</u> | <u>Rate</u> | <u>Balance 11/30/2017</u> | <u>Increase (Decrease)</u> | <u>Balance 12/31/2017</u> | <u>Balance</u> | | |
|--|-------------|-------------------------------|--------------------------------|-------------------------------|---------------------------------|-------------------------------------|-------------------------------|
| | | | | | <u>NVTC G&A/Project</u> | <u>Jurisdictions Trust Fund</u> | <u>Loudoun Trust Fund</u> |
| <u>Cash Deposits</u> | | | | | | | |
| Wells Fargo: NVTC Checking | N/A | \$ 137,084.84 | \$ (99,576.20) | \$ 37,508.64 | \$ 37,508.64 | \$ - | \$ - |
| Wells Fargo: NVTC Savings | 0.100% | 32,278.29 | 4,049.10 | 36,327.39 | 36,327.39 | - | - |
| <u>Investments</u> | | | | | | | |
| Bank of America: Virginia Local Government Investment Pool (LGIP) | 1.334% | 123,850,055.32 | 21,377,379.51 | 145,227,434.83 | 11,119,088.23 | 117,446,691.62 | 16,661,654.98 |
| | | <u>\$ 124,019,418.45</u> | <u>\$ 21,372,276.64</u> | <u>\$ 145,301,270.86</u> | <u>\$ 11,192,924.26</u> | <u>\$ 117,446,691.62</u> | <u>\$ 16,661,654.98</u> |

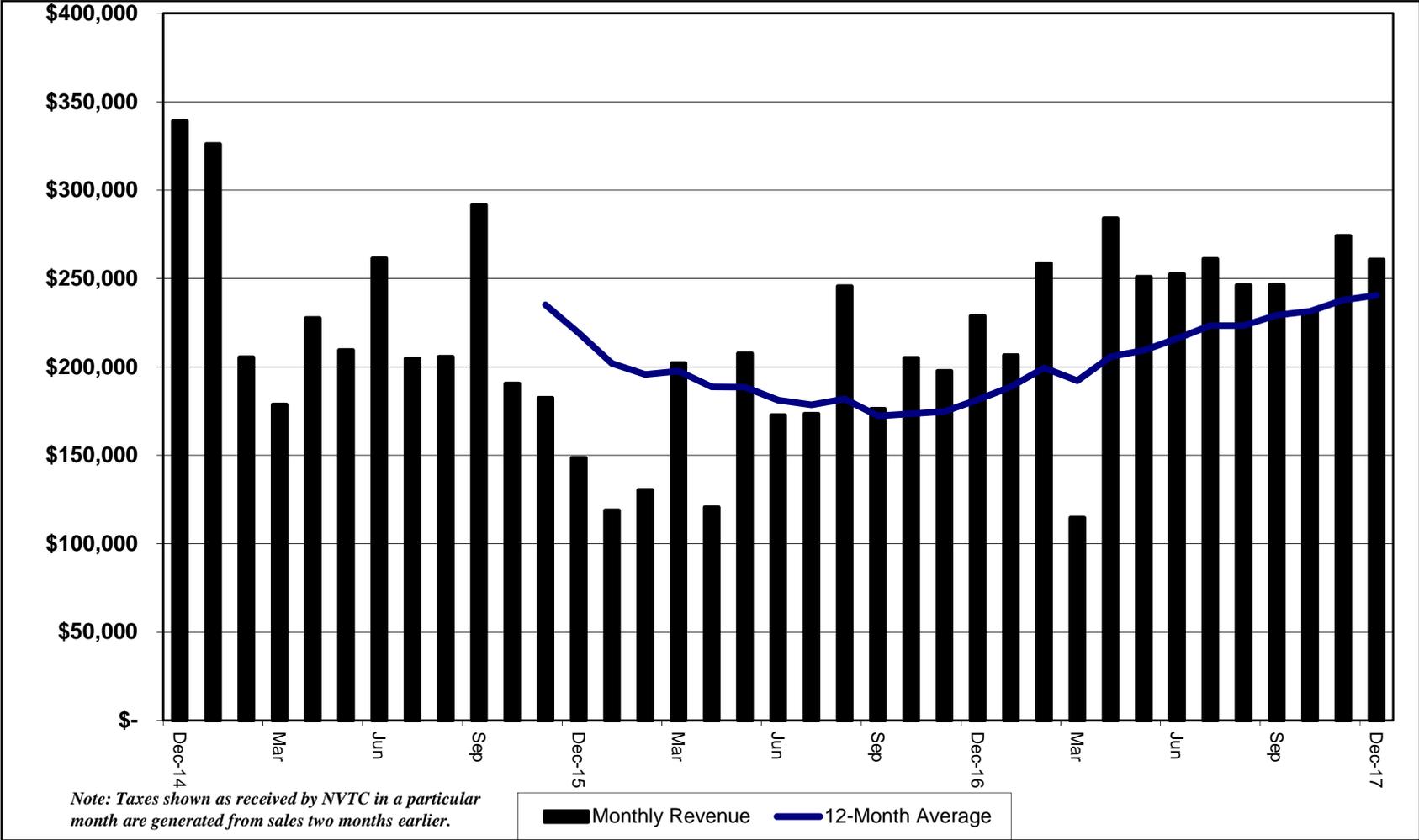
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2015-2018



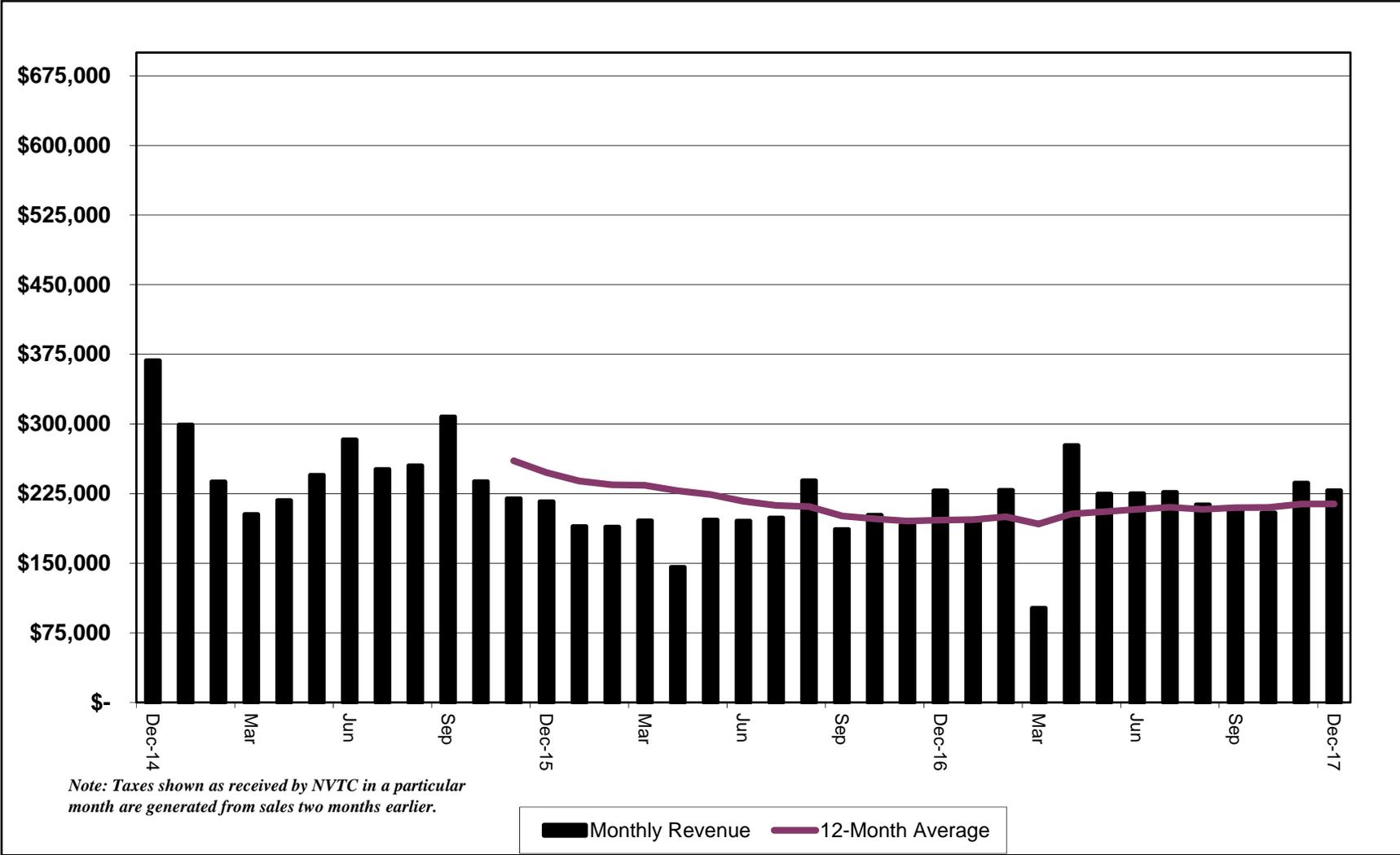
NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2015-2018



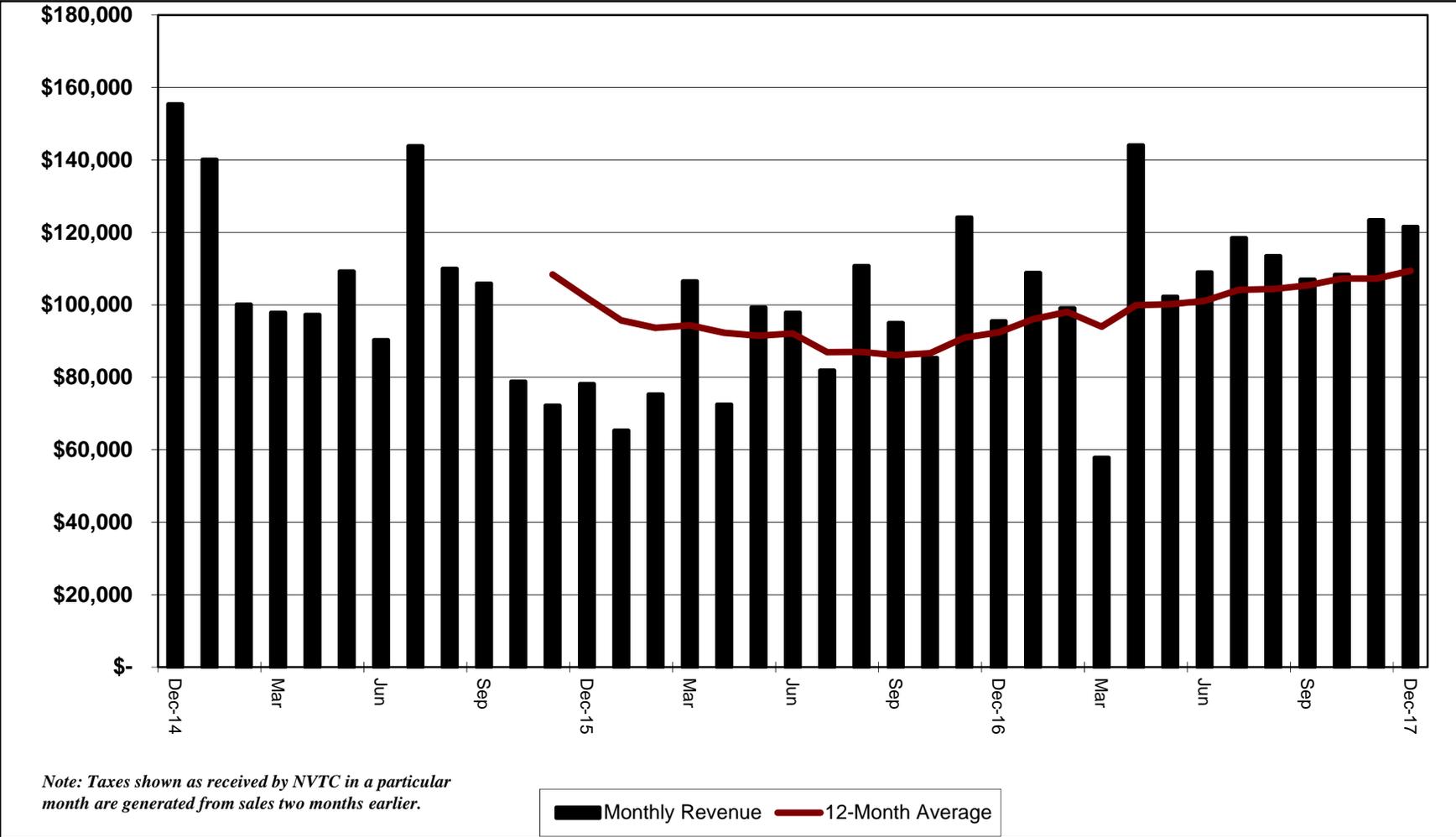
NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2015-2018



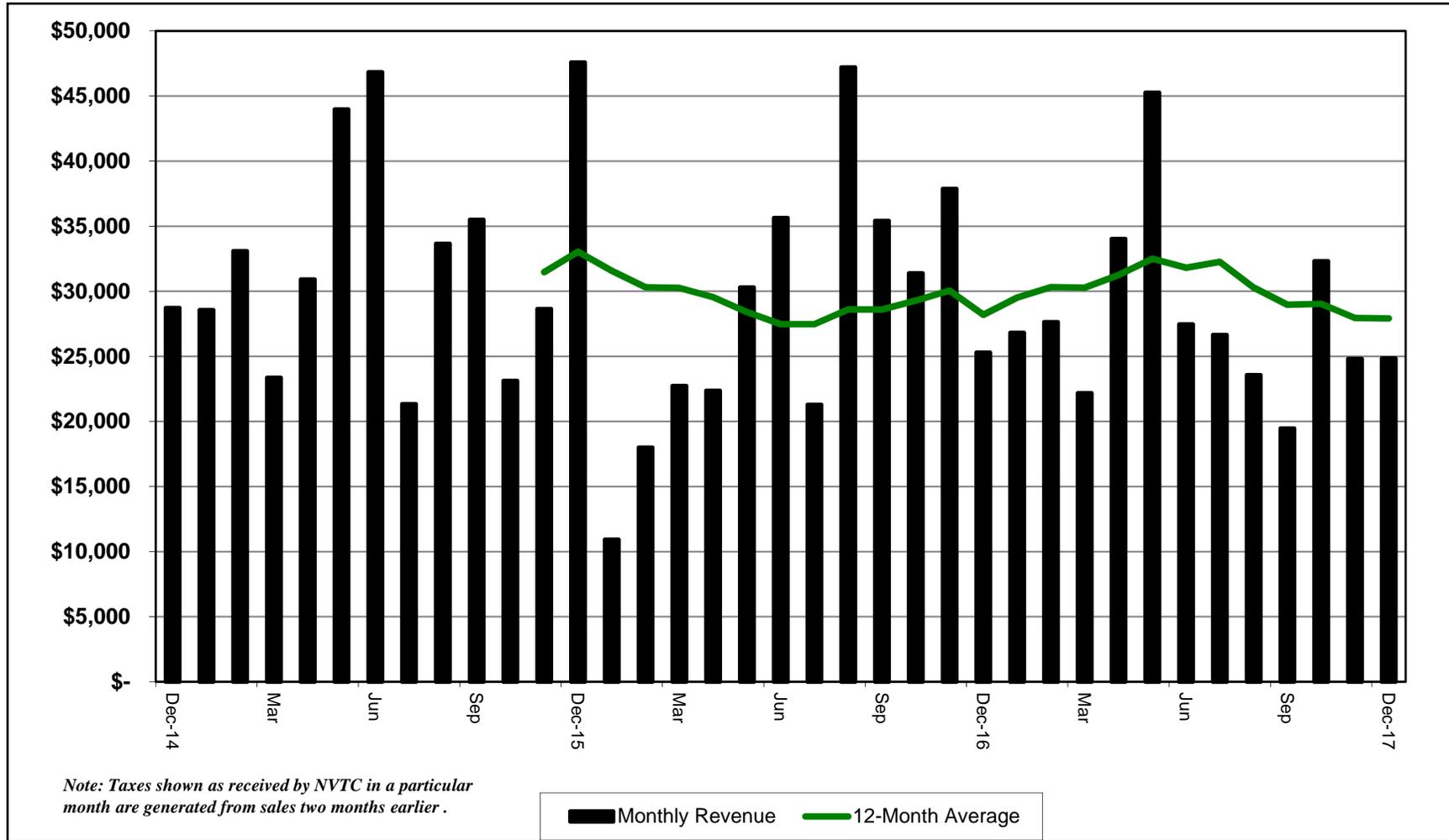
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2015-2018



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



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



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

