

Board of Supervisor Transportation Committee

July 18, 2017

Government Center, Conference Room 11

Board of Supervisor Members Present:

Sharon Bulova, Chairman
Penelope Gross, Mason District (Vice Chairman)
John Foust, Dranesville District (Committee Chair)
John Cook, Braddock District
Pat Herrity, Springfield District
Catherine Hudgins, Hunter Mill District
Kathy Smith, Sully District
Linda Smyth, Providence District
Dan Storck, Mount Vernon District

Board of Supervisor Members Absent:

Jeff McKay, Lee District

County Leadership:

Edward L. Long, Jr, County Executive
Robert A. Stalzer, Deputy County Executive
Beth Teare, County Attorney

Transportation Advisory Commission

Jeff Parnes (Sully), Chair

Link to agenda and presentation materials:

<http://www.fairfaxcounty.gov/fcdot/btc/>

Supervisor Foust called the meeting to order at 1:15 P.M.

1. Approval of Minutes

The minutes of the May 9, 2017, meeting were accepted with no changes.

2. WMATA Reforms, Governance and Funding

Chairman Bulova; Supervisor Cook; Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT); Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT; and Noelle Dominguez, Senior Transportation Planner, FCDOT, updated the Board on various aspects of Washington Metropolitan Area Transit Authority (WMATA)'s reforms, governance and funding. The Board was presented a summary of several proposals to address WMATA's operating, safety, governance and funding challenges.

WMATA General Manager's (GM) Proposal

WMATA GM/CEO Paul J. Wiedefeld's proposal addresses WMATA's capital and operating budgets.

- **Capital Budget:** the proposal calls for jurisdictional contributions to be capped at three percent annually; \$15.5 billion in new capital funds needed over the next ten years; a multi-year stable revenue source of \$500 million per year for a Capital Trust Fund dedicated to capital investment; and Congress reauthorizing the federal capital investment (Passenger Rail Investment and Improvement Act of 2008 or PRIIA) which generates \$150 million per year for WMATA.
- **Operating Budget:** the proposal calls for jurisdictional subsidies to be capped at three percent annual growth; keeps a pension plan for active employees and retirees, but moves to a defined contribution plan for new hires; enhances flexibility and reduces costs with innovative approaches, including competitive contracting; and Congress amends the National Capital Area Interest Arbitration Standard Act (Wolf Act); and creates a "Rainy Day Fund" to incrementally provide ten percent of the operating budget over ten years.

Regarding the "Rainy Day Fund" for revenue stabilization, Supervisor Gross asked if WMATA has developed strict control rules about using the funds, similar to the rules the County established for the revenue stabilization fund in 1997. Mr. Wigglesworth replied that there are some constraints on the one percent that jurisdictions contributed today. He explained that WMATA could use the one percent reserve to complete a fiscal year, instead of asking jurisdictions for additional funding. If they do not need extra funding, it carries over and is capped at one percent. In the GM's proposal, jurisdictional capital contributions should be capped at three percent annually, and the "Rainy Day Fund" should be capped at ten percent over ten years. Mr. Wigglesworth stated that historically, Fairfax County has opposed setting up a "Rainy Day Fund" for WMATA, and instead asked WMATA to justify the additional funding request.

Supervisor Hudgins stated that the GM's proposal is a thoughtful way to exercise budget constraints and by setting the three percent, it gives some assurance that WMATA is headed in the right direction. Supervisor Herrity stated that the GM's proposal is a very responsible approach to manage labor force and control a budget. However, he said the GM's proposal does not address the governance issue. He noted that it is not the GM's responsibility to say how the Metro Board should be organized. Supervisor Foust stated that the GM's proposal can be implemented without changing the Compact which is a significant issue.

Supervisor Storck asked if WMATA has ever come back to ask for additional funding of three percent and how often it happened. Mr. Biesiadny explained that it has never happened, and the "two-years-hence rule". For example, if the budget for FY 2017 was over budget, whatever amount is over budget would be built into the FY 2019 budget proposal. Mr. Wigglesworth explained that there is not a cap on subsidy increase. In past fiscal years, Fairfax County received 11 percent increase in subsidies. The average percentage increase in operating subsidy for Fairfax County has been about seven or eight percent.

Northern Virginia Transportation Commission (NVTC) Efforts

The NVTC efforts include a resolution that endorsed the direction and spirit of the GM's proposal as a first step toward WMATA reform. Supervisor Cook who chairs the NVTC

Governance and Personnel Committee (GPC) explained the work of his Committee. The Virginia General Assembly (GA) passed the law which established the Metro Strategy Committee (MSC) and also the enabling statute that directed the Virginia Secretary of Transportation and the NVTC to look at six items and report their findings back to the GA. The six items are:

1. Organization structure of WMATA
2. Composition and qualification of WMATA Board members
3. Labor costs and labor relations
4. Unfunded pension liability and other post employee benefits
5. Measures necessary to ensure safety of riders and employees, including in a homeland security emergency
6. Financial and operational improvements necessary to ensure WMATA's performance is at least as efficient as compared to other similar transit systems in the United States.

Supervisor Cook stated that the GM's proposal addresses issues number three, four, some of five and six; therefore, the GPC drafted a proposal to endorse the scope and spirit of the GM's proposal. Supervisor Cook stated that the three percent cap on jurisdictional subsidy is important. On the issue of the governance structure, the GPC received a presentation from former United States Secretary of Transportation Ray LaHood's staff on how other transit systems in the U.S. are organized.

NVTC also proposed a resolution that recommends a 12-member WMATA Board (three members each from Virginia, Maryland, D.C. and the federal government) with no alternates. Virginia's members include one appointed by the Governor and two appointed by NVTC. All WMATA members will be paid by WMATA. There will also be a mixture of elected and non-elected members with experience in transit, transportation or land-use planning, transit, transportation or public-sector management, engineering, finance, public safety, homeland security, human resources or law, or knowledge of the region's transportation issues.

Supervisor Cook emphasized the importance of ensuring that the localities have a governance role, and their voices should be heard. The Committee discussed the qualifications and types of members that should be appointed to the WMATA Board and the need for WMATA to tighten rules on conflicts-of-interest and fiduciary duties. It is important that members of the WMATA Board have a variety of elected and non-elected officials, local and regional/national officials with various experience and backgrounds to bring their expertise to the WMATA Board to provide more oversight. With respect to eliminating the jurisdictional veto, Supervisor Cook stated that the WMATA Board needs to reach regional consensus.

Supervisor Herrity stated that Maryland has a different proposal on the governance issue and asked about the governance proposal from D.C. Supervisor Cook responded that he had a meeting with Maryland and D.C. officials to have a better understanding about the different proposal each jurisdiction is proposing. He believed that there will be some flexibility in those proposals. Supervisor Herrity stated that he would like to see more non-elected members who have experience in transit on the WMATA Board. Supervisor Cook stated that the WMATA Board should be a mix of elected and non-elected members. Chairman Bulova stated that an elected official who has financial background could be appointed to the WMATA Board. Supervisor Herrity disagreed and stated that a board member needs to understand how to run a transportation system. The NVTC also recommends stronger board ethics rules for fiduciary duties and conflicts-of-interest. Supervisor Hudgins stated that the Compact structure is unique and that the most importance job is to appoint a GM and give that GM all the tools and supports

he/she needs to run that organization. She also cautioned about over-emphasizing the fiduciary duties. She said that funding is the most important key, because no one can run an organization without knowing where the funding comes from on a regular basis. The Commission is expected to vote on a resolution on September 7, 2017.

Supervisor Storck asked how the NVTC's representatives on the WMATA Board would have responsibilities to report to the NVTC. Supervisor Cook stated that the NVTC should take a greater oversight role than it has been taking in the past and perhaps provide its thoughts to those appointees. In Maryland, the Governor sometimes provides direct guidance on how to vote to Maryland's appointees to the WMATA Board. He said that is not what NVTC envisions. The NVTC would have a WMATA committee of its own to discuss WMATA issues as a way to have NVTC involve more members with WMATA.

Supervisor Gross stated that about five years ago, the Metropolitan Washington Council of Governments (MWCOG) and the Washington Board of Trade partnered in a review of the WMATA governance, and the result was governance changes. Supervisor Cook acknowledged that his committee is aware of that report. Supervisor Gross thanked Supervisor Hudgins for her expertise, continuity and a remarkable job representing Fairfax County on the WMATA Board.

Metropolitan Washington Council of Governments (MWCOG) Efforts

The MWCOG established the Metro Strategy Committee to focus on WMATA funding challenges. Chairman Bulova chairs the committee. She noted that MWCOG also established the Metro Technical Committee (MTC). The MTC consists of CEOs and CFOs of the participating jurisdictions in WMATA. The purpose of the MTC was to review the needs of WMATA and the funding options to address those needs. The MTC initially recommended a regional sales tax of one cent to raise \$650 million region-wide to cover "state of good repair" needs of WMATA and provide excess funding for some larger capital projects.

County Executive Ed Long addressed Loudoun County's proposal which assumes no new revenue source will be achieved in the short term and converts existing contributions to cash. Under this proposal, Virginia would have to convert \$85 million to cash, and Fairfax County would not be able to use debt financing for WMATA capital expenses. The proposal calls for a special service district with the primary purpose to provide funding for WMATA. Mr. Long expressed his concerns about how long it would take to set up a structure like this, the credit rating the district would have, and the scenario if a jurisdiction decides not to pay. He said the Loudoun proposal is a short-term solution; however, all but one jurisdiction agreed that a long-term solution is needed. It will take time to implement either a short or long-term solution. The MTC sent a technical report to the MSC on their findings and recommendations.

Chairman Bulova stated that because of the funding issue, the Committee will need the assistance of members of the GA from Maryland and Virginia. The MSC is coordinating their recommendations for WMATA with the Federal City Council and the Greater Washington Board of Trade.

She said that MWCOG adopted a series of principles to provide a focus for the regional actions needed to facilitate achievement of the region's goals for Metro, including:

1. The region adopts the goal of a fully restored, world class Metro system that is safe, efficiently managed in a fiscally responsible manner, and maintained in a state of good repair.
2. Bridging the gap in WMATA's long-term capital needs is the funding priority.

3. The optimal way to address WMATA's capital funding gap of good repair and critical capital needs is through a dedicated funding source or sources that are earmark to WMATA, fully bondable at the highest possible financing rating and enhance WMATA's overall financial standing.
4. WMATA's operating and maintenance funding needs should be addressed through application of management best practices and reforms, as well as funds derived from increased ridership, before determining if there is a need for additional funding to fill any remaining gap in operating and maintenance funding needs.
5. Local and state contributions for capital subsidies, as well as operating and maintenance subsidies, should be predictable with an annual growth rate of not more than three percent.
6. The local jurisdiction, the states, the business community and additional stakeholders will collaborate to accomplish these goals by the start of WMATA's Fiscal Year 2019.
7. Enhancement and reform of WMATA's governance and operations may be accomplished through agreements, policies, and legislative actions that optimally would be accomplished without reopening the Compact at this time.
8. We call on the federal government to recognize its fiscal responsibility to America's transit system, and the federal workforce utilizing the Metrorail system.

Chairman Bulova agrees that the GM's proposal of limiting the contribution for operations and maintenance at a three percent level, because the previous requests have been increased to six, seven and as much as 11 percent, and this is not sustainable.

The MSC focused on capital funding to determine the requested amount of \$15.5 billion over the next ten years. Mr. Long stated that the new funding (\$15.5 billion) WMATA needs is greatly reduced from \$25 billion previously identified by WMATA. Supervisor Cook stated that WMATA cannot spend the \$25 billion at one time, even if WMATA had it. Chairman Bulova stated that the MSC and Secretary LaHood will coordinate their findings on the final report. The MSC is working to reach consensus on the amount of funding needed and discussing ways to allocate shares of additional revenue requirements to DC, MD and VA. MWCOG Board is scheduled to consider a resolution on September 13, 2017.

Chairman Bulova explained that new money of \$400 million would pay for the state-of-good-repair. If we the region can raise a larger amount, it would pay for core station improvements of \$1.25 billion and prepare the stations for eight-car trains (\$1.7 billion). The two things must be done together. The new Blue Line connections (with a second Rosslyn Tunnel) would cost about \$2 billion to \$4 billion. Chairman Bulova discussed ways to allocate shares of additional revenue requirements among DC, MD and VA. The allocation for capital is based on existing WMATA's capital formula.

Supervisor Herrity stated that reforms are needed for WMATA and that everything must come together in terms of funding, governance, labor costs and labor issues. Supervisor Cook stated that each jurisdiction operates differently, and Northern Virginia's efforts will be incorporated into Secretary LaHood's final report, and high-level meetings among the three jurisdictions will work out the differences. He stressed that it is important that funding for capital be not used for operations.

Regarding the three percent cap in the GM's proposal, Mr. Wigglesworth explained by giving an example of a \$1 billion budget (\$700 million is federal and \$300 million is local). If the GM holds the system-wide \$1 billion budget to three percent, that is a \$30 million increase. However, if you apply that \$30 million to the local contribution side of \$300 million, and

because the federal government will not provide more money, then there is actually a 10 percent increase of \$300 million to \$330 million. Historically, WMATA may have a five percent budget increase request, but Fairfax County may pay 11 percent more that year even though the overall budget was held at five percent. Mr. Wigglesworth stressed the importance of holding the GM to a three percent on the local subsidy, not on the entire budget, based on the example above. Supervisor Herrity inquired about the fare box recovery percentage as compared to other systems. Mr. Biesiadny replied that Secretary LaHood's report will examine this issue.

Virginia Directive and Secretary LaHood's Efforts

Various pieces of legislation passed by the 2017 General Assembly session that included language requiring the Secretary of Transportation to undertake a review of WMATA and the WMATA Compact, and enter in into discussions with his counterparts in DC and Maryland to identify possible improvements to the agreement, particularly regarding the governance, financing, and operations of WMATA. Secretary LaHood was asked to lead this effort. Secretary LaHood has been conducting bench-marking activities, reviewing WMATA finances, and reviewing governance structures. His report/recommendations are due in November 2017, but may be available in September 2017.

Federal City Council Proposal

The Federal City Council proposal includes recommendations on the structure of the WMATA Board of Directors, the operating budget (no capital funds used for operations and vice versa), operating revenue and capital funding via bond issuances, a one percent dedicated regional sales tax, and an annual fee assessed on property owners within a half-mile radius of WMATA station entrances.

Civic and Business Organizations Efforts (including Greater Washington Board of Trade and Northern Virginia Chamber)

The Civic and Business Organizations efforts (including Greater Washington Board of Trade and Northern Virginia Chamber) include governance reforms to the WMATA Board, and directors having expertise in specialized areas and their sole fiduciary responsibility of the Board; funding that requires multi-year commitments for operating; identify a dedicated funding source for capital and secure a continuing funding commitment from the federal government; and implement service and operating changes to improve safety, reliability and ongoing operational savings.

Amalgamated Transit Union (ATU) Local 689

The ATU proposal includes funding recommendations that establish WMATA Assessment Districts to generate predicable transit funding, dedicates nominal rental car taxes from Reagan National Airport and Dulles International Airport to operations; amends federal law to use FTA funds for operations in crisis situations; maximizes amount of Federal Transit Administration (FTA) funds for paratransit operating assistance; flexes FTA capital funds for maintenance; and passes legislation in Maryland and Virginia requiring employers with 20 or more employees to offer pre-tax or subsidized commuter benefits for use on WMATA. For operations, the ATU proposed establishing labor-management partnerships on all safety matters, bringing MetroAccess operations in-house; and implementing the Transit Advisory Committee for Safety recommendations. On fares and hours of operations, the ATU proposed implementing a modified flat fare system; rejecting service cuts and fare increases; allowing free transfers within

two hours of the time you paid a fare; considering passenger's ability to pay for fare; and expanding hours of operations.

Maryland State Legislators

The Maryland State Legislators proposed a governance structure of a three-members Board that includes Maryland and Virginia Secretaries of Transportation and District of Columbia Director of Transportation; no jurisdiction veto; and non-voting ex-officio members for federal government and local jurisdictions. On funding, the legislators proposed that each jurisdiction establish a dedicated funding source of \$170 million annually with inflation; that WMATA be required to publish a detailed six-year Capital Improvement Program annually; that the federal government reauthorize \$1.5 billion funding over ten years; and other recommendations.

Congressman John Delany Efforts

Congressman John Delany (D-MD) introduced the WMATA Improvement Act which provides an additional \$150 million per year (\$75 million from federal government and \$25 million each from DC, MD and VA), if the following actions are taken: each Board member must be certified experts in either transit, safety, management or finance within 18 months; and Board members must have a primary fiduciary duty to WMATA; in addition, nine Board members would all be voting members; two appointed by each jurisdiction, along with the Metro General Manager, with no alternates; the Board must certify that any amendments to collective bargaining agreement allow WMATA to improve safety, reliability, and service and lower costs. If changes are not implemented in 18 months, the federal government withdraws from the Compact.

Other Efforts

Other proposals are expected and at least one member of Congress is reported to be preparing WMATA related legislation.

Revenue Advisory Board

The Revenue Advisory Board established by the Virginia Department of Rail and Public Transportation (VDRPT) has proposed an evaluation which identified an average revenue gap of \$130 million annually over the next ten years; and recommended a combination of sustainable and dedicated revenue sources, including both state and regional sources which should be considered; transit capital resources should be prioritized by project, based on quantifiable measures; and a illustrative process has been developed. A report is due to the General Assembly on August 1, 2017.

3. Transportation Project Priorities (TPP)

Tom Biesiadny; Karyn Moreland, Chief, Capital Projects Section, FCDOT; and Ray Johnson, Senior Transportation Planner, FCDOT, briefed the Board on the progress of the Transportation Project Priorities (TPP). The current TPP (FY 2015 to FY 2020) is \$1.4 billion over six years, and includes approximately 220 multi-modal projects throughout the County. Several large projects were only partially funded in the TPP.

Mr. Biesiadny updated the Board on progress in implementing TPP projects. Since 2014, several new major projects have emerged, including I-66 inside and outside the Beltway projects, Richmond Highway and Route 7 Bus Rapid Transit (BRT), continuing regional discussion on Metro, identification of the priority segment of the Fairfax County Parkway (from Route 29 to

Route 123), as well as bicycle, pedestrian, and spot roadway improvements, and several Comp Plan amendments (Reston, Seven Corners and Richmond Highway).

The TPP incorporates all revenue sources from local, private, regional, state and federal. The financial analysis includes Tysons and Reston Transportation Funding Plans. It excludes a portion of a \$500 million concession payment associated with the I-66 Express Lane project (outside the Beltway), the investments associated with the Atlantic Gateway project, or projects and services that can be funded with toll and transit funding associated with I-66 Inside and Outside the Beltway projects, and the I-395 Express Lanes projects.

Staff is updating project cost estimates and timelines for current projects, preparing a potential projects list based on public comments and the Board of Supervisors. New projects will be ranked by using a Benefit Cost Analysis (BCA) tool. Staff estimated that over \$600 million in new revenues (FY 2021 to FY 2023) is needed to ensure that all projects included in FY 2015-2020 TPP are fully funded and projects partially funded between FY 2015 to FY 2020 receive the remainder of necessary funding. The funding level available for new projects in the TPP update is estimated to be \$100 million.

The BCA model uses three criteria: congestion reduction, travel time savings, and air quality measures. Mr. Biesiadny proposed that reserve funding, which recommends using \$100 million for new projects and \$70 million for projects in need of additional funding. New funds will be considered for future funding plans for Innovation, Seven Corners, and Richmond Highway), Metro/transit, Atlantic Gateway, Fairfax County Parkway, unexpected cost overruns, and small-scale projects that may arise between FY 20212 and FY 2023.

Supervisor Herrity inquired about the cost estimates by mode-share, along with the current mode-share and the projected mode-share based on a number of years (up to 20 years).

Supervisor Cook requested a short memo about the definition of “congestion reduction”, and to explain the differences between the state’s definition and the County’s definition. Mr. Biesiadny stated that it is not exactly the same as the state’s definition. Congestion reduction is the density of cars on particular facilities. Mr. Biesiadny stated that his staff will provide a memo to the Board. Supervisor Cook thought that travel time savings ought to be a larger part of the BCA measures. Supervisor Smyth noted the issue of school and park access becoming congested and safety issues especially around elementary schools. Supervisor Gross asked for clarification of the “community input”. Mr. Biesiadny replied that it is the support or opposition to particular projects upfront, rather than after the project selection phase. Regarding the issue of “One Fairfax”, Supervisor Hudgins cautioned staff not to miss the impact or benefit to the smaller community that are served by the policies of “One Fairfax”, even though it may be opposed by the larger community. Mr. Biesiadny replied that before a project is recommended, staff examines it through many different aspects and variables.

Mr. Biesiadny said that a public outreach strategy includes direct-to-community outreach (community meetings), traditional and multicultural media outreach, geo-targeted social media advertising, partner agency outreach and cross promotion, online engagement including a survey and live social media events, and traditional advertising. Public outreach is scheduled from September to October. Staff review of input and preparation of a draft recommendation is expected in October or November. On December 12, 2017, a review of a final draft plan recommendation is scheduled for the Board Transportation Committee meeting. Board adoption of the recommendations is scheduled for January or February 2018. Feedback is requested on

the potential project list, the criteria for project selection used in the BCA, the proposed reserve funding level and public outreach strategy.

4. Richmond Highway Inputs for Regional Cooperative Forecasts

Tom Biesiadny; Fred Selden, Director, Department of Planning & Zoning; and Vanessa Aguayo, Senior Transportation Planner, FCDOT, briefed the Board on the request to use draft Embark land use (BRT scenario) in the regional cooperative forecasts for the Richmond Highway Corridor prior to actual adjustment of the Comprehensive Plan. A study completed in 2014 by the Virginia Department of Rail and Public Transportation (VDRPT), known as the Route 1 Multimodal Alternatives Analysis, recommended a median running Bus Rapid Transit (BRT) from Huntington Metrorail Station to Woodbridge with an ultimate Metrorail extension of the Yellow Line to Hybla Valley.

On May 2015, the Board of Supervisors directed staff to update the Comprehensive Plan for the Richmond Highway Corridor and implement a BRT system in the corridor from Huntington Metrorail Station to Fort Belvoir. The Richmond Highway Comprehensive Plan Amendment is scheduled for Board of Supervisors adoption in March 2018, with a Planning Commission public hearing in January 2018. FCDOT staff has continued work to move the BRT project forward and into the preliminary engineering phase in coordination with other County agencies and VDOT. Staff is focused on implementation as outlined in the DRPT study with Phase I in 2026 and Phase II in 2028. The regional forecasting model provides estimates of future employment, population, housing unit and household forecasts. Inputs for the next MWCOG model are due in January 2018.

The Federal Transit Administration (FTA) funding (New Starts) will be required to implement the BRT project, and it is very competitive. The BRT project needs to use Embark land use densities to facilitate the most competitive application possible and increase the chances of receiving federal funding to meet the suggested schedule. If Embark land uses are not submitted in time, there may be an 11 month delay to the overall BRT project schedule to incorporate these land use inputs. To move the BRT project forward, staff needs to include the draft Embark land use BRT scenario by January 2018. Mr. Biesiadny said that staff is asking for Board support for submission of forecast to MWCOG, based on this draft land use scenario not yet adopted by the Board. This submission does not prejudice the Board decision on the Comprehensive Plan amendment. If the Board approves different land use for the Richmond Highway corridor, the regional forecasts will be updated at the next MWCOG forecast cycle. Public hearings are scheduled for February 2018 with the Board adoption by March 2018.

In October 2018, MWCOG Model 9.1 is scheduled to be adopted. Fairfax County will likely request to enter project development phase of FTA New Starts funding program is anticipated by mid 2019. The proposed BRT land use scenario consisting of 4.49 million gross square feet (GSF) for office, 3.75 million GSF for retail, 860,000 GSF for hotel, 104,000 GSF for industrial, 322,000 GSF for institutional and 27,000 residential units. He said that if the Board is comfortable with this approach, staff will prepare a letter for partnering County agency concurrence and move forward with a MWCOG submission of the draft land use BRT scenario. The BRT team will move forward with using MWCOG 9.1 Model, as soon as it is available. Supervisor McKay was briefed on this presentation previously and has no objection. Supervisor Storck also expressed his support to the project moving forward. There was no objection.

5. Silver Line Phase 2 Implementation

Mark Canale, Chief, Special Projects Division, FCDOT, updated the Board on the progress of the Silver Line Phase 2 Project. In Phase 1, Old Meadow Road Realignment work completion is scheduled for the end of 2018. The remaining VDOT punchlist items are ongoing. Phase 1 budget close out is \$2.982 billion.

For Phase 2, overall completion is at 64 percent. The completion for Package A (rail line, system and stations) is at 69 percent, and Package B (rail yard at Dulles) is at 60 percent. The contractual substantial completion is August 2019, and WMATA will establish the revenue operations date. Station construction at Reston Town Center, Herndon, Innovation, Dulles Airport, Loudoun Gateway and Ashburn Stations is on-going. On the aerial guideway, the work on columns and pier caps are 100 percent complete with 86 percent deck spans poured, and precast girders have been erected and deck pour-work ongoing on trackway spans. The design plans for the rail yard at Dulles Airport has been submitted and many construction activities are ongoing. The cost summary for total budget is \$2.778 billion, with total forecast of \$2.778 billion, and total expenditures are \$1.199 billion. The total contingency is \$551.5 million, the total contingency utilized is \$173.2 million, and the remaining contingency is \$378.3 million.

The Herndon Metrorail Garage is 29 percent complete, and the total project estimate is \$44.5 million. The Herndon Garage is scheduled to be ready for occupancy by April 2019. The Innovation Metrorail Garage is 11 percent complete, and the total project estimate is \$52 million. The Innovation Garage is scheduled to be ready for occupancy by May 2019.

Supervisor Herrity stated that the Transportation Planning Board is looking at including the second crossing of the Potomac in a list of regional priorities. He noted that the Board had previously expressed their support for a new Potomac River crossing north of the American Legion Bridge.

The meeting adjourned at 3:05 P.M. The next BTC meeting is scheduled for October 10, 2017, at 1:00 P.M.